



Alta Alpina Challenge: Riding the Wild Sierra



Test Ride Goals

- Assess appeal of course
- Validate location and timing of rest stops
- Collect distance and climbing measurements
- Collect detailed rider input



Test Details

- Start/Finish in different location due to scheduling conflict
- Water stops not included in test due to small number of participants, extra water to be provided by SAG vehicles
- Test relied largely on existing toilet facilities rather than renting porta potties
- No signage or marshals on course
- Subset of planned menu of food items



June 14 Cue Sheet

Turn	AT	Go	Note
Toilet	0.0		Start: Diamond Valley School (4:30am - 2:00am)
R	0.0	6.6	Diamond Valley Rd
S	6.6	4.5	Cross 88 to Foothill Rd. (becomes Frederickburg)
L	11.1	5.4	Foothill Rd./NV-206 (towards Kingsbury Grade)
L	16.5	7.9	Kingsbury Grade / NV-207
Toilet	24.4		Kingsbury Grade Rest Stop (6:30am - 11:00am)
U	24.4	7.9	Kingsbury Grade / NV-207
R	32.3	5.4	Foothill / NV-206
R	37.7	3.7	Fredericksburg Rd. (becomes Foothill Rd.)
R	41.4	3	Emigrant Trail
Toilet	44.4		Emigrant Trail Rest Stop (7:00am - noon)
S	44.4	0.2	Emigrant Trail
R	44.6	5.2	CA 88
Toilet	49.8	1.3	Campground
R	51.1	2.6	CA 89 (towards Tahoe)
	53.7		Luther Pass Rest Stop (8:00am - 1:00pm)
U	53.7	2.6	CA 89
R	56.3	0.2	CA 88
Toilet	56.5	7.8	Small Parking lot with toilet
Toilet	64.3		Carson Pass Rest Stop (9:00am - 2:30pm)
U	64.3	5.5	CA 88
R	69.8	12	Blue Lakes Rd. (Careful -- don't miss this turn!)
Toilet	81.3		Blue Lakes Rest Stop (10:00am - 4:00pm)
U	81.3	12	Blue Lakes Rd.
R	92.8	8.3	CA 88
R	101.1	0.5	CA 89 (towards Markleeville)
L	101.6	0.5	Diamond Valley Rd
	102.1		Lunch: Diamond Valley School (4:30am - 2:00am)

Fold

	102.1		Lunch: Diamond Valley School (4:30am - 2:00am)
L	102.1	0.2	Diamond Valley Rd
L	102.3	0.2	Diamond Valley Rd
L	102.5	10	CA 89 (towards Markleeville)
S	112.7	2.4	CA 4 (towards Lake Alpine)
Toilet	115.1	5.1	Centerville Flat
Toilet	120.2	5.5	Campground
	125.7		Ebbetts Rest Stop (noon - 8:00pm)
S	125.7	5.7	CA 4 (towards Lake Alpine)
Toilet	131.4		Hermit Valley Campground Stop (noon - 7:00pm)
U	131.4	5.7	CA 4 (towards Markleeville)
	137.1		Ebbetts Rest Stop (noon - 8:00pm)
S	137.1	11	CA 4 (towards Markleeville)
Toilet	147.7	2.4	Centerville Flat
CUTOFF	150.1	6:00pm	Must have lights on bike or waiting at top
CUTOFF	150.1	8:00pm	Must have lights on bike to begin climb
R	150.1	7.6	CA 89 (towards Topaz)
Toilet	157.7		Monitor Rest Stop (1:00pm - 1:00am)
CUTOFF	157.7	10:00pm	Do not proceed to Topaz after 10:00pm
S	157.7	9.9	CA 89 (towards Topaz)
Toilet	167.6		Topaz Rest Stop (1:00pm - 11:00pm)
U	167.6	9.9	CA 89 (towards Markleeville)
Toilet	177.5		Monitor Rest Stop (1:00pm - 1:00am)
S	177.5	7.6	CA 89 (towards Markleeville)
R	185.1	10	CA 89 (towards Markleeville)
R	195.3	0.2	Diamond Valley Rd
R	195.5	0.2	Diamond Valley Rd
	195.7		Finish: Diamond Valley School



June 14 Club Ride

Rider
John Doe

Emergency Contact
Jane Doe
(415)555-1212

Start Time Mileage Climbing	Kingsbury Time Mileage Climbing
Emigrant Time Mileage Climbing	Luther Pass Time Mileage Climbing
Carson Pass Time Mileage Climbing	Blue Lakes Time Mileage Climbing
Lunch Time Mileage Climbing	Ebbetts Time Mileage Climbing
Hermit Valley Time Mileage Climbing	Ebbetts[2] Time Mileage Climbing
Monitor Time Mileage Climbing	Topaz Time Mileage Climbing
Monitor[2] Time Mileage Climbing	Finish Time Mileage Climbing



Course Statistics

- Mileage: ~198
 - (Measurements range from 197.5 to 202.2)
- Total Climb: ~ 20300ft
 - (Measurements from 20161 to 20690)
- Best Men's Time: 13 hours 55 minutes
- Best Women's Time: 19 hours 15 minutes



Results

- Eight 8 pass finishers:
 - Peter Burnett [13:55]
 - Graham Pollock [14:37]
 - Wayne Riley [14:51]
 - Reve Ramos [17:09]
 - Dan Spano [17:09]
 - Elmar Stefke [17:09]
 - Anthony Gilbert [19:15]
 - Nicole Honda [19:15]



Results (cont.)

- Reasons cited by 8 pass riders who retired early:
 - Chills and Altitude Issues: 3
 - Medical Issues: 2
 - Mechanical Issues: 3
 - Insufficient Sleep: 2
 - Insufficient Training: 4



Question 1:

What did you like most about the course?

Thanks again for the BEST double I've ever ridden. It was absolutely gorgeous. Every inch highlighted the different beauty of the region and the history of the area (if you had time to stop and read the signs)

This ride is incredibly scenic, more scenic than any other organized ride i can think of (but i'm also partial to mountains). i can't think of a single mile that i would consider garbage filler mileage (the type of miles that get you to or connect the scenic parts, but aren't that spectacular themselves.) you're right about the road to blue lakes being a secret and it was a gem. the road conditions (pavement) were excellent, there wasn't anything even remotely close to morgan territory on DMD or the geysers/ft. ross-monte rio on the TT.

New passes to ride: Kingsbury and Luther

Layout, Pavement, Scenery - Great

The challenge was the most appealing thing

Scenery, great climbs and descents, great road surfaces, great support

Scenery

Route

Super support

Easy navigation

FABULOUS Pavement

I liked the location (High Sierra passes)

An outstanding event with a level of support that equals or exceeds any of the CA doubles.

Challenging course that rewards strong individual effort rather than simply getting into a pace-group

Great road quality

Pristine scenery

Excellent support

Light traffic

The challenge covering such a long distance with this amount of climbing. A 1st for me.

Beautiful wild flowers.

Blue Lakes Rd. very pretty and challenging.

Foothill in the morning.

The view.

Half of it is downhill!

I liked he order of the passes.

Ebbetts Pass

Blue Lakes

Great rides through areas with little traffic

I have nothing but good to say about it. I only did Kingsbury.

Good roads

Great variety and challange

Actually I really liked starting on Diamond Valley Road (and with Emigrant Trail following in my course). It allowed for a nice scenic warmup to loosen up the muscles before the start of climbing in earnest.

The variety of the climbs and the toughness of the course.

Sunrise



Question 2:

What did you like least about the course?

Can't think of anything bad with the course

Afternoon harder than morning but afternoon is safer so makes sense.

Traffic

Traffic in the narrows climbing out of woodfords.

No real dislikes..... The last pass on Monitor was my least favorite.

The rest stop on Monitor Pass was easy to miss (I blew right by it). Of course with hundreds of riders in a normal event that wouldn't have happened. But better signage would have helped

I'm nit picking with this one -- so don't think it's a big deal. I would start the ride somewhere near Markleeville, for two reasons. One, psychologically I personally like to end the ride with a downhill. Once the riders climb the back side of Monitor, they'll be thrilled that it's all downhill from there. Second, we had an unusually warm day up there for a test ride. Going downhill into the valley at the start would typically be a cold ride with no ability to warm up. By starting in Markleeville, the riders would at least get a bit of an uphill climb to warm their bodies before the long downhill into the valley.

All was great.

Sounds petty, but I didn't like dropping down to Blue Lakes, wish that climb had ended on a summit but I understand you needed the miles

Woodfords canyon

Traffic in Woodfords Canyon

Emigrant Trail - Prefer Carson River Road

Woodfords canyon

Heat, Missed SAG

Woodford's Canyon is narrow and has traffic -- that's not to say I won't ride it

Nothing

Backside of Monitor -- The Wind!

Nothing - I got what I expected

Nothing.

Traffic on carson

No real complaints

The (possibly inevitable) downcanyon headwinds encountered going up Woodfords canyon.

A small patch of gravel in the first few miles

Going all the way to Blue Lakes



Question 3:

What should we change in 2009?

I really liked doing Kingsbury first. The order of passes was perfect. The volunteers were wonderful, it was THE BEST

Better rest stops/food supplies

Ability to start earlier if necessary for slower riders

Mark road turns up to Emmigrant/88 turn

Add a rest stop between Diamond Valley and Ebetts. I tked up at lunch and was OK but not everyone can do that a couple of folks ran out of stuff and bonked. Maybe if logistically possible at the hwy4/Hwy89 junction so rest stop can double to help Monitor riders

Possibly put a shade stop on Monitor. If it is hot could save some people from heat issues.

Add a lunch stop

No suggestions other than contacting Steve Born/Brian Freids(sp?) at HAMMER - Gel Perpetuem?

If there was anyway to include the lake and make it a mini loop within the ride.

See question #2

I would start the ride at 5AM (or earlier) and require the riders to use lights. That will give them more daylight in the evening when they are tired. You saw one rider leave early, ignoring the 5:30 official start. Most people want to get on the road early. Better to be using lights early while you're fresh rather than later when you're trashed.

For me, there were way too many rest stops. I would definitely get rid of rest stop #2 along Emigrant Trail and just let the riders go to the top of Luther -- it's not that much further. If you do keep all the rest stops, you should only require the riders to check it at the far end of all passes (top of Kingsbury, top of Luther, top of Carson, Lunch, Hermit Valley, Topaz). I wouldn't want to stop and give my number at every rest stop.

Keep the same format.

Consider going through South Lake on Pioneer Trail

Have contact numbers for support staff via Cellphone.

Have someone at major turns with support.

Seems OK to me though I'll probably never do all 8 passes

Seemed pretty good.

Add Water stops to both sides of Monitor

It is eady to run out of water on these 10 mile climbs

Everything seemed good - can you reduce the headwind up Kingsbury?

Allow earlier start

I think it's a great course/ride as-is.

Add a rest stop between Diamond Valley and Ebetts. I tked up at lunch and was OK but not everyone can do that a couple of folks ran out of stuff and bonked. Maybe if logistically possible at the hwy4/Hwy89 junction so rest stop can double to help Monitor riders.

Nothing

Mark the course out better

Less primitive rest stops

You weren't kidding when you said primitive.



Question 4:

What should we call this ride?

Alpine over-the-top challenge
Death and then some
AC/DC - Alpine County Double Century
Beyond Death
The hardest double century in the world
aternate death
Worlds Toughest Double Century
"Impossible Two"
(1) Resurrection
(2) Life After Death Ride
I'm not very creative. If it were me, I'd downplay it and call it something like the Alpine Double
i would call it the 'King of Doubles.'
To Hell and Back
Sierra Revenge
Suffer in the Sierras
Hardest Double in the World
Diamond Tour [hardest Gem]
The Life Ride
Live the Ride
After Death Ride.
"The After Death Ride"?
The Great Sierra As Many Passes As You Can Possibly Stand To Ride In One Day Ride
Something with "Sierra" or "Sierra Nevada" in the name
Double Diamond
Double Trouble



Question 5:

When should we hold this ride in 2009?

As close to maximum daylight as possible.

Late June

Mid June

2 weeks before Terrible Two

Last week in June

Early June

This time is good. Not too hot. Not too cold. Folk who didn't get a death ride ticket will know in plenty of time

June

Mid June is fine as long as it doesn't clash with the Terrible Two

Before because of the heat factor.

The more daylight the better. We always slow down after dark

I really like the date in June. August/September would be a little scary on light---you don't want anyone descending Ebbetts in the dark and that would really push the cut-offs. I'm a middle of the pack rider and I hit the base of Monitor at 6pm. This was the perfect weekend.

Either the 1st or second weekend in June. It should also be a stage race double

i would definitely keep it at this time of year or possibly a week or two later (at the most). don't worry about conflicting with the terrible two. competition is healthy and the cream rises to the top. i rode the terrible two in 2006 (a relatively hot year and my first double) and that TT was easier than your ride. it is also not nearly as scenic. i rode devil mountain last year and it was harder than the alta alpina double.

i can't imagine what the alta alpina ride would be like with hot temperatures (consistent 90's and into the 100's), since most of the course (except parts of ebbetts) is really exposed. we did hit low 90's during lunch and my polar topped out briefly at 97 a few miles past markleeville. holding this ride later during the summer would be several notches harder than the terrible two, which only gets the heat between the geysers (and even that's not that bad) and the front part of skaags. sure skaags can fry severely, but it's a relatively short distance. thus my recommendation would be to have the ride when temperatures are moderate and days are long

This is a good time of year.

End of June

About this time.

Lots of Daylight -- June is best

No opinion

Obviously for the hardcore riders, more light is needed - but closer to June 21 would make it even hotter!

June is a good month.

Hold the ride a little earlier in the year to avoid too much heat

I think this time of year w/maximal daylight works well. And not too hot yet. But some locals have not had too long of a riding season yet and don't have the miles under their belt for a double century. Most double riders will probably be Bay Area folk if we do it in June.

Most riders will ride in the dark for some time anyway--only muants will finish in daylight so fall could work. Sometime in late July would be great - still plenty of light, no other doubles to conflict with, typically cool at that elevation so heat shouldn't be a problem, well past the Death Ride.



Question 6:

What would you like to see at rest stops?

The rest stops needed Sustained Energy/Perpetuum and Hammer Gel. A good source of calories. Lunch and the post ride meal were great. The soup and hot dogs on both sides of Monitor were great. Also great was the frequency of cold drinks and the juice.

Have enough Coke, V-8 for all riders Have orange slices, PB+J sandwiches, apples, etc.

V8, Coke, peanut butter and jelly sandwiches,

A few more vegetarian options on the second half of the course Everything else was great.

Gu or HammerGel More Fruit

HAMMER Gel Perpetuum

Hammer nutrition

Full range of Hammer products -- Endurolytes, Sustained Energy, Hammer Gel in multiple flavors, Heed

Cokes at every rest stop. There were no cokes at Topaz -- where it was hot!! You need cokes at that rest stop.

They were very well stocked. No Changes.

More salty food, more real food! I needed something more real at the back side of Ebbett's. Maybe potatoes, cheese and cracker packets or pbj sandwiches, something not sweet.

More fruit: Strawberries Cantaloupe Red potatoes

Gels Cold Cokes / Pepsis

Shot packets

I *really* liked the items you had this year. Others would want fresh fruit.

More Coke

Goo or other sweets

Ramen Noodles

Coffee or Hot Cocoa Early on

Water!

Clif shot and frosted animal crackers - Sugar

Cyto, Clif Shots, Clif Bars

The food was fine

Some Cliff Shots, or the like - better energy for recovery than cookies!

Oranges, Apples

Too much sweet

Not enough sodium

Rest stops were pretty well stocked. Perhaps you could have had more ice for water bottles

Everything was great-just the stuff I needed.

Powerbar or Hammer products (but not really important)

Pepsi



Question 7:

Should we add any rest stops or water stops?

Perhaps one between lunch and Ebbetts summit

Water 1/2 way up ebbetts front side is helpful

Only on monitor

Yes, bottom of Ebbetts front

Water Stop at Picketts Junction

Not on first loop

Add a water stop midway on Ebbetts.

See question #3

Add one water stop between lunch and the top of Ebbetts.

A light rest stop at the junction of Monitor and Ebbetts would be perfect. You could catch it coming across to Ebbetts and then before Monitor.

Toilet at bottom of kingsbury

Porta-potty between diamond valley and kingsbury

Porta potty a base of Kingsbury

Water at Picketts

They were perfectly spread

Yes

Seems OK

Yes, between school and Ebbetts

Yes. On both sides of Monitor. With over 150 miles in your legs, these climbs take a while and it is easy to run out of water.

There were enough for me.

Yes, about every 20 miles

Beginning of Monitor

I did the 4-pass option. Rest stops were well placed.

Between Diamond Valley and Ebbetts

A stop between the bottom of Monitor and Ebbetts.

No



Question 8:

Were there any sections that seemed unsafe?

Nothing unsafe

Seemed safe overall

Not really

No

Not really

No

Nothing was unsafe in this test ride, but throw hundreds of riders on the course and everything changes. You know how it is on the Death Ride -- no problems on Monitor or Ebbetts because they close off the roads. Carson Pass, in my opinion, is insane on the Death Ride -- thousands of riders contending with frustrated drivers and lots of Winnebago's, SUV's with boat trailers, logging trucks, etc. Plus a lot of those riders are not in great shape so they are stopping on the side of the road to rest, or riding side-by-side and chatting along the way. I don't think you'll have any problems on Ebbetts or Montior because, like the test ride, a lot of folks will call it a day at lunch. I would place 'single file' signs along Kingsbury, Luther, and Carson in an attempt to alleviate road rage incidents.

Only if the ride attracts 2000 people!

Only Carson is yucky, and I don't think it's really unsafe, just too much traffic. It was actually much lighter traffic in the morning.

No

No

Woodfords canyon

Woodfords is least safe.

Dedicated SAGs to slow traffic?

Just lack of water

See #2 - Not much can be done

Other roads are good - Nice sholders, smooth pavement--which is abnormal for California

No

Lack of water on Monitor.

Not where I rode.

No.

Carson pass is the least safe but one of the nicest views. I don't mean that the course needs to be changed but just to let you know my observation. I'm not familiar with the traffic patterns there, so I can't be too helpful with recommendations. The biggest problem I saw was that the road had a lot of cracks and potholes and sometimes, in avoiding the cracks or holes, riders went into the street more. If there are more riders, I believe the drivers will be more mindful. Maybe higher gas prices would help, too.

No safty problems come to mind

Only if there is a rider option to turn L on Blue Lakes Road across traffic.

There was a lot of glass on Kingsbury Grade

Woodfords Canyon is least safe



Question 9:

Any general comments/observations?

In my opinion, this would be the top double century on the Triple Crown circuit. It has everything to attract the elite riders, particularly if Chuck includes it in the 'stage race' series. Although I was not in 'double' shape it was a most magnificent ride. Having done the Deathride multiple times (9:03ride/9:38overall in 2006) I knew what to expect, but was pleasantly surprised at how much nicer the riding was with just a few people rather than thousands. It would be good to keep it that way. The weather, temps, ride support, and logistics were perfect from my standpoint. Absolutely no complaints! You guys did a great job!

Thanks for the event, organization, etc.

This is much more challenging/demanding than the Death Ride, Kaiser, Breathless Agony, Everest Challenge.

I think its future is bright!

Great ride, sure to be a classic

The man at the top of Ebbetts was fantastic. I bonked and he put me in a blanket and ran the heater in his car.

Excellent Ride! Thank You

Excellent course design

Could be a fantastic event. I really like the opportunity to select your ride from a larger course option.

Because this is a very challenging ride you will not get a lot of riders to complete all eight passes. You will get some real tough riders that will try but they will be out very late. There is several ways to look at this ride. I like the 8 pass ride concept especially if it gets on the Triple Crown circuit.

It was a great ride I would definitely return to ride the course again. I would also love to get a T-shirt and/or Jersey if you get those available.

I'm very excited for my friend Nicole to be the 1st and only female to finish this ride. That will last for at least a year!

OK, I shared my concerns about opening the ride up to 2000 people, but I wasn't at my most coherent. I have 2 major issues 1) rest stop/support availability 2) Road safety

As I mentioned, this is a really hard ride and the doubles riders will be pushing like crazy. It will be very difficult to have crowded rest stops, 50 people deep lines at lunch and at every porta potty, and having the rest stops run out of critical supplies. Also, with a big crowd, the road conditions become unsafe, with too many people on the road, descending or ascending into oncoming traffic. Anyway, thanks for an absolutely fabulous event, it was wonderful and I can't say enough nice things about it. And I look forward to being a club member, maybe

I'll have to move up there to get all my club benefits:)

Great job Volunteers!!

I liked it even though I ride the roads every day.

Absolutely beautiful ride

SAG should be longer. Let slow riders know to start earlier.

Support crew was super.

A challenging ride with awesome scenery and good food. Fix the water stops and it would be perfect.

Great fun - I hope to be able to do more passes next year!

Great Ride. Very well organized.

Superb support at rest stops

Very well organized - impressive logistical juggling! Cheers!

Have elevation info at rest stops



Elmar's Ride Report

I'm not sure how that email invitation found its way into my inbox, but it sure sounded enticing: 'test ride a new double century for the Alta Alpina Cycling Club!'

The course would be the Deathride in reverse for the second half plus another 3 passes, 70 miles, and 5000+feet for the first half. More elevation gain than the Devil Mountain Double or Terrible Two. Altitudes ranging from 4700' to 8700' – spectacular alpine scenery, beyond comparison.

Last year it would have been easy to say yes in less than a heartbeat, but this year was different. I'd been racing and putting in two hours of intervals on a trainer plus a 50-60 mile race or road ride on most weeks. I had only done a handful of rides that would normally be considered on the shorter side of long distance training rides. A very windy New Year's Day ride with Tom Milton and the LA Wheelmen, a couple of rounds of my very own Sweet Terrible One, including one where HW kicked my butt up and down the hills. Then there was the hotter than hell Mt. Diablo crawl on the day of the Davis Double. Not much distance training beyond that.

Last year 50 miles was truly a short ride and it had to be well over a century with a bunch of climbing or headwind for me to consider it long. Brevets, doubles, and 100+ mile training rides were weekly standards. Now 50 miles was a long ride and 100'/mi felt like a real workout. Any sort of wind in my face left me looking for a draft. Sadly, I felt more at home powering a roller at max. effort than slogging it out all day.

Would this lack of training suffice for what promised to be the hardest of all double centuries? Two weeks of lead-time wasn't enough for any serious training and even the race training I had done earlier had tapered off since my last race, a 30-minute criterium in May - the antithesis of long distance cycling! I wavered back and forth until Tuesday before the actual event and committed with a heavy heart. Knowing that this was a test ride, where one could do as many or few passes as one liked without the specter of "DNF" hanging overhead certainly helped in my decision.

The drive up to South Lake Tahoe was uneventful, which was good since I had serious concerns about the 'Duckling' making the distance. It is a Honda, but it does have 250K miles and a bad vacuum advance... At the motel I promised myself some early sleep, only to stay up late in order to watch '300' – even at midnight there was no sleep as I could hear my next door neighbor through paper thin walls. Forgetting ear plugs came at a price.

3:30AM: I start slathering on copious quantities of sunscreen, while simultaneously devouring a couple of whole wheat bagels, milk, and water. Out the door at 4:10AM I make it to Woodfords by 4:50 and am happily rolling along in a random group of six by 5:04AM. It turns out that group contains Peter Burnett and Graham Pollock. I had done a bunch of DBC brevets with Peter and we both started PBP in the 84-hour group and finished around the same time (Peter rode a fixie!!!). I rode in the lead group with Graham on last year's SFR 400k and also knew him from some of the doubles. Both can hammer for endless hours and I knew my day would be long enough even without trying to stick with them...



Elmar's Ride Report (cont.)

We approached Kingsbury grade in the glow of a beautiful sunrise over the Nevada mountains to the East. It's a quite manageable mountain, with sustained climbing in the 6-7% range. Midway, Peter pulls ahead and Graham flats. I continue with Nick, who's riding a single speed. At the top (Daggett's Pass) we check in at the rest stop and start back down the hill. Going 45mph I catch a gust of wind in my bladed Ksyriums and the front wheel wobbles like crazy. I brake on the rear, but gripping the brake makes things worse. I imagine impending doom. Ease off the bar, out of the saddle, gently brake again. Pinch the top tube. After a few eternities and passing the center line the wobble stops and I gingerly continue. Slow descents are in order for the remainder of the ride. At the bottom of the hill I stop and get rid of arm and knee warmers, dropping and breaking my sunglasses in the process. Ahhh, that's what the extra wraps of electrical tape on the handlebars are for...

Graham is back and we hit the Emigrant Trail rest stop on our way to Luther Pass. The rest stops are simple, but effective, stocking bagels, delicious cookies, bananas, and Cytomax. Going up the hill toward Pickett's Junction Graham slowly pulls away from me and I pull away from the single speed. There will be no chasing on my part today – I'm just trying to survive and finish. Every rider has to ride at his/her own pace. I feel the lack of sleep and the altitude. My eyes have that hollow burning feeling and I'm tired. I know these feelings come and go throughout long rides, but it's always more fun to ride on a high than on a low. The gap to Peter has grown and continues to do so with every subsequent pass.

Luther and Carson go by in a blur before I head South on Blue Lakes Rd. – It's a bit of a false flat, but the scenery is beautiful. Lush, green meadows with granite rock outcroppings and colorful flowers. One could almost be deceived into thinking that we're not having a drought. There is a bit of a climb, but it's really benign. After the rest stop I turn around and head back, ignoring the ominous 9% grade (uphill) sign and settling in for the long downhill to the lunch stop in Woodfords.

At lunch I briefly consider calling it a day. It's hot, relaxing, I've just cowed down a huge turkey sandwich, and the car is right there. It takes a few moments to get a grip on my vagrant thoughts and I retrieve the front light from the Duckling. Even with long daylight hours I may not finish this one before dark. The approach to Ebbetts is feels long and hot, but the climb is merciful. I go down the backside and hook up with Dan and Reve at the Hermit rest stop. After riding by myself since before Pickett's this is a welcome change. The pace is benign and for the most part (I consistently got dropped on the downhills) we stay together.

The West side of Monitor is a bit of a bear. It feels so much easier at the start of the Death Ride, when one doesn't have over 14,000' of climbing and 150+ miles in one's legs. We crawl up the mountain and despite Dan's promises of calming winds I get pummeled going down the East side. We briefly stop at Topaz and head back up the hill. Last pass - this ride is in the bag! Wow, there's a rider coming down and a few minutes later another. It's the couple with masks over their faces (supposedly that helps with humidifying the air you breathe in prolonged dry conditions – I'd rather cough a bit for a few hours). Good for them! We thought we're the last ones. Reve smells the summit rest stop and takes off, Dan and I pose for a SAG video. We near the top at dusk and head for Inge's RV at the summit. Cup-O-Noodles makes a wonderful meal and we stretch and relax in the RV. There's no hurry...



Elmar's Ride Report (cont.)

The final big descent is uneventful. It's cool, but my Ziplock knee warmers and a borrowed jacket do the trick. There's still a bit of wind, but Dan and Reve aren't hammering down the hill and are blocking for me. We've got SAG lighting up the night in front of us and are homeward bound...

There were 39 riders who participated in the test ride and 8 of us who finished all 8 passes. Peter came in around 14 hours (a bit less I think), which is an amazing ride considering the distance, altitude, and elevation gain. My Polar stats showed: 198.1 miles, 20161 feet, 14:37 ride time, 17:09 overall time. IMHO this ride is significantly harder than the Terrible Two and harder than Devil Mountain. I haven't done the Everest Challenge, but even that doesn't approach anywhere near the single day elevation gain or distance of this double.



Virtual Ride by Wayne Riley

- [Virtual Ride](#)
- GPS Data
- 59 Photos



Wayne Riley's Videos

- [Early Morning Descent of Kingsbury Grade](#)
- [Luther Pass Descent](#)
- [Carson Pass Descent](#)
- [Blue Lakes Descent](#)
- [Ebbetts Pass Descent-Back Side](#)
- [Ebbetts Pass Descent-Front Side](#)
- [Monitor Pass Descent - Back Side](#)
- [Monitor Pass Descent - Front Side](#)



Alta Alpina Challenge: Riding the Wild Sierra

- Set to become one of the most challenging and most scenic endurance rides in the world
- Will attract more cyclists to Alta Alpina territory, consistent with the club's mission
- Challenge philosophy offers an alternative to conventional pass/fail century and double century events



Alta Alpina Cycling Club