

San Francisco Randonneurs
2007 San Francisco Brevet Series
200KM (125 miles)Brevet

Start date: January 27, 2007
Start time: 0700 Pacific Standard Time (7:00AM)
Maximum time limit: 13.5 hours

6:00 to 6:35AM Check-in times, Bike and light check: (at Marchant, Dr.)
6:45 AM Rider meeting (at GG Vista Area.Start location)
7:00 AM Start

Rider instructions/Brevet Information

Short Version:

The route is the same as last year. See cue sheet and maps for details.

A volunteer will stamp your brevet card at Pt. Reyes Lighthouse parking lot. You are asked to purchase something at the Marshall Store. The clerk will stamp and initial your cue card. Bring change and small bills (\$1, \$5 bills largest) for purchases at the Marshall Store.

Notable elements:

Bike Path: The route uses the bike path at the north end of Sausalito to link Bridgeway to Blithedale (in Mill Valley). During the very heavy rain storms in December this path was flooded from 0.5 to 1 feet. If a heavy rain storm is predicted on the 27th I'll advise you at the start for possible alternate path.

Samuel Taylor State Park: Sir Francis Drake becomes pretty bumpy when it is in the State Park boundaries. Because of this condition I suggest large section 25 to 30 mm wide tires and medium pressures (100 psi). If you know the park, there is a path in the park that is smoother than Sir Francis Drake. Using either the park path or Sir Francis Drake Blvd. is acceptable.

Point Reyes: This time of year is a period of Whale migration. This draws an increase in park visitors. In response the Park Rangers prohibit car traffic at the lighthouse area. Bikes are ok. Because of this, roadway signs direct motor vehicles to a large visitor center where visitors are bussed to the lighthouse. The signs may have been updated to make it clear for bicyclists but you are warned **DO NOT FOLLOW THE ROAD SIGNS, Blindly, FOLLOW THE CUE SHEET**. Riders who miss the turn and go to the large visitor center will add about 4 miles and 500 feet of climbing to their totals. Be courteous to motorists and bus drivers.

Marshall Store: **DO NOT ASK FOR A RECEIPT. ASK THEM TO STAMP YOUR CARD.**

Medals: Medal orders will be sent in with results. A new design is expected to be struck this year and are not available now. Expect to wait between 8-14 weeks for medals to arrive. Thanks for your patience.

Long Version

Brevets will begin promptly at the designated starting time. Riders may start later than the designated time but the start time will be noted as starting at the official start time. The ride officials will stay near the start for approximately 10 minutes after the start. If you're running late call the cell phone number at the bottom of this note.

RIDE INFO: At the start Participants will arrive at the western gravel parking lot on Marchant to pick up brevet materials. The Regional Brevet Administrator has a white Dodge Dakota Pickup truck. Collect your brevet card. Cue sheet and maps can be downloaded from the web site. A few extra copies will be available at the start. Membership forms for the RUSA and the San Francisco Randonneurs will also be available.

LIGHTS: The start time is a few minutes before sunrise. Most starters will finish before sunset. Bring lights if you are not sure if you can complete the distance by 4:45 PM. If you haven't ridden a long event in January before don't expect same speeds as summer time. Winds and/or bad weather could slow you down. Regardless you are encouraged to have lights in the event of a mishap that delays your arrival. Weather conditions are highly variable along the route with dense ground fog being possible. Lights will improve your safety.

START: Upon collecting your brevet materials pedal over to the visitor area on the east side of Hwy 101. There are bathrooms here if nature is calling. I believe they open at 7:00. The pre-ride meeting will start at approximately 6:55AM

Review RUSA "Rules for Riders" form before the event. These rules can be downloaded from the RUSA web site. The Regional Brevet Administrator will have a copy of these rules available for review at the start of the event. You are responsible for knowing and complying with these rules.

Support: There will be very limited sag support with this ride. Riders are expected to be equipped to handle all mechanical problems that can be encountered and minor physical problems. You are encouraged to ride extremely cautiously to avoid crashes and injury. The RBA will travel along the route between control locations. Riders will be transported back if a rider encounters the RBA, wants to abandon and if there is room.

The Route

Maps and a cue sheet have been prepared to help you navigate over the route. Southern Marin via bike paths is somewhat complicated but the cue sheet takes into account the streets and turns. There will be no pavement markings or event specific directional signs to guide you.

Samuel P. Taylor State Park Bike Path

In western Marin County is Samuel P. Taylor State Park. The park has a bike path that parallels Sir Francis Drake Blvd. In this area, Sir Francis Drake Blvd. is quite bumpy twisty and narrow while the path, not so twisty and smooth. People familiar with the path will not be penalized for using it. It is not officially on the route because it is inadequately mapped and the west end of the path connects to a driveway that reconnect to Sir Francis Drake Blvd. This tight intersection is just past the bridge undercrossing.

First Control(checkpoint)- Pt. Reyes Lighthouse Visitors Center

Pt. Reyes National Seashore is used for dairy ranching, has Radio Communication facilities, wonderful beaches, and the lighthouse. The seashore has several visitor centers. The roadway signs refer motoring lighthouse visitors to the main visitor center. This center is a large facility and has a shuttle to the lighthouse. You don't want to go there. Instead, take the unsigned road toward the light house. A volunteer will be at the parking lot to validate your brevet card. There are outhouse type restrooms at the control.

Second Control: the Marshall Store

The Store has dark colored building on the west side of Highway One. There is a marina next to the store. Go in, ask the clerk to **stamp (don't ask the clerk for a receipt)** your card, write the time (24 hour format) on the card, and then initial it. The store is not set up to provide you a receipt. They do have a rubber stamp to validate your brevet card. Pay the clerk \$1 for this kind service. The clerk may waive the charge if you purchase something. Feel free to purchase food or other nourishment for your return trip. They serve an excellent chowder in bike rider sized portions costing between \$2 and \$3. The store does not have a public restroom but there is a porta-pottie at the Marina.

Finish control: toll plaza of the Golden Gate Bridge CLOSSES AT 8:30PM (20:30)

At finish — sign in with the brevet official
 ---make sure the official writes the finish time on the ride card
 ---sign the brevet card

You will be asked to sign and then surrender your completed brevet card (with receipts) to the official for certification. This card will be returned to you after the brevet has been certified at an undetermined later date. **If you have other unresolved matters (unpaid fee, unsigned waiver form, newly assigned RUSA membership number not previously disclosed) please address the issues no later than the time that you turn in your brevet card to the official.**

Directions-Getting to the Start Location

The 200k brevet will begin at the south end of the Golden Gate Bridge (Route 101). There is a tourist vista point staging area on the east side of the bridge toll plaza. There is a gift shop and food stand which is generally open until 5:00 PM. Do not park in the lot immediately adjacent to the Gift shop. This parking area is limited time parking.. Your vehicle may be towed. Refer to the Brevet Parking Map and comment below to locate the free parking areas. The brevet will start and finish at the south side of the gift shop.

San Francisco and south Marin residents are encouraged to cycle to the start.

For People coming by car, parking is available at the park & ride on Lincoln street on the east side of the bridge or in a gravel parking area off of Marchant Rd. on the west side of the bridge. There is also a park and ride at the north end of the bridge on the west side off of Conzelman Rd. This is free parking. Please refer to the enclosed map for illustration.

Central Valley residents (Sacramento/Davis/Folsom)

People coming from Sacramento area can take several routes. Regrettably, the shortest routes have still have segments that are under construction. Call 866-300-3530 for updates. My research found no planned full closures of the various bay bridges. The Richmond San Raphael Bridge has lane closures through the night to 6:30 AM. Taking 80 to Highway 37 to 101 will have the lowest toll cost.

Central Valley residents (Tracy/Modesto)

Your shortest route is through 580, 80 and then San Francisco City streets to the bridge. I typically get off at 5th Ave off ramp, follow the freeway on the frontage road and look for the sign that say Golden Gate Bridge. I think this is before 9th but don't hold me to it. This takes you north past Market Street and the UN Plaza area. I continue north just after the bend past Market into the Tenderloin area then take any of the east west streets that are flowing to Van Ness (Business 101) and then follow the signs staying on 101 until you get close to the bridge. Take the last exit before the bridge to get to the Vista Point.

101 South (from Marin)

If you come down Hwy 101 you can choose to park at the Conzelman Park and Ride lot you can avoid toll costs. You will have to pedal across the bridge to register and start. The Conzelman Exit is the last one before the bridge.

Bicyclists use the west bridge sidewalk during daylight hours. Once on the San Francisco side the bike path goes under the bridge and then loops you to the east bridge sidewalk. Be careful. You must turn at your first chance once you're on the east side. Failure to do this will cause you to ride into the recreation area. Its not a bad trip but you'll have to find your own way back to the vista point. If the West bridge path is closed back track enough to get on the east side of the freeway and find the bike path to the Golden Gate Bridge. There are highly visible connections between the road you are on (Lateral/Alexander drive) and the path to the bridge.

Take the path (south) to the North Bridge Vista Point and then follow the path to the bridge, The east sidewalk has a gate that may be closed. There is a push button that tells a bridge operator that you want to enter. The gate should open within 10 seconds or so of pushing the button. If not try again. Proceed across the bridge to the south vista point.

If you desire to cross the bridge, by car, then stay of the far west southbound lane going into the Toll Plaza. Pay your toll, then drive to the next exit, just hundreds of feet past the toll booth. The exit drops you onto Marchant Rd. in front of an employee office and parking complex. The staging area will be just past this area on the right (north) side of Marchant Road to Battery Boutelle. Refer to the route maps for illustrations.

101 North (from San Francisco)

Take the last exit before the toll plaza. This exit ends at a T-intersection. If you want to be close to the staging area, take a left on the vistor area road. The road bends around (about a 90 degree bend) then passes under the toll plaza. This road ends at a stop sign. Go left onto the intersecting street. Go south a few hundred feet to the stop sign at Marchant. The staging area

will be on the right (north) side of Marchant Road between the employee parking offices to Battery Boutelle. Refer to the route maps for illustrations.

Alternatively you can take the last exit go right at the stop sign to Lincoln Street. Go Left and go approximately 1000 feet. As the road bends toward San Francisco and down hill you will pass a park and ride lot on the left.

Suggestions

Riders are encouraged to carry at least one 20 ounce bottle of fluid with your favorite electrolyte replacement supplement/energy drink.

The route is fairly challenging terrain wise, approximately 9,000 feet of climbing, total. It is also early in the year. Most people are not in top condition. There are some inclines of over one mile long in excess of 8 percent. There are several sharp pitches close to 20 percent. You are encouraged to have a triple chainwheel or a rear freewheel cog larger than 26 teeth to aid in your passing through these segments. The wind is variable. Sometimes it is blowing really hard (25-30 mph) and sometimes just normal (8-15 mph).

Riders are encouraged to carry at least two 20 ounce bottles of water.

Avoid using really exotic wheels with few spokes. We suggest conservative design with 32 conventional hook type spokes and medium weight clincher rims.

Riders are encouraged to carry two spare inner tubes, a patch kit, tire levers, a pump, a spoke wrench, spare spokes, a tire boot, a simple multi-tool, a chain tool.

Riders are encouraged to use tires with less than 100 miles of wear. Sew-up/tubular tires are not recommended. The route has almost 4 miles of bumpy pavement. There are several cattle guard crossings to pass across. Larger section tires (25 mm or larger) and lower tire pressures are suggested.

Riders are encouraged to use a hydration pack if the ride distance has never been attempted before.

Riders are encouraged to have a small first aid kit (bandages, anti-biotic cream, allergy medications, ibuprofen/aspirin/acetaminophen, sun screen, antacid tablets, chamois butter, salt).

Riders are encouraged to carry at least 1000 calories of your favorite travel food in the event that you bonk far from a control location.

Riders are encouraged to mount mudguards if rain is forecast. This is suggested as much as a courtesy to other riders you may be riding with as it is a personal convenience.

Riders are encouraged to carry spare lights, bulbs, batteries.

If you are uncertain that you will finish before sunset, you should bring some type of flashlight or other light, not attached to the bike to help you read the cue sheet.

Memberships

RUSA Membership is required if you would like your effort to count toward qualification of Paris Brest Paris. You can join RUSA after the ride but you must be a member if and when the time comes that you want to enter PBP. RUSA will provide entry information, usually in there spring magazine. Similarly RUSA membership is needed if you plan on using your results toward earning the Randonneur 5000 award. Information about RUSA can be found on the world wide web at <http://www.rusa.org>

Bike Check

You are responsible for assuring your bike is tuned before the start. There will be no facilities or supplies available for repairs. Bring the tools and parts you need to complete the ride successfully. Visually inspect your brake and derailleur cables. Riders have experience cable failures, derailleur failures, pedal failures and ended up hobbled for the remainder of the ride.

A reflective vest or sash is encouraged. Additional reflectors (legs bands, helmet covers, reflective sheeting on the bike) are encouraged.

Most starters should be able to finish the ride before sunset. Because of this tendency lights are not mandatory for this event. If there is any doubt in your mind as to you ability to finish before the sun sets, bring lights. Lights should consist of a front headlamp and a red rear light. Both lights must be attached to the bicycle. Additional lights may be attached to the person. If you finish after dark without lights, you are disqualified. Having lights with you at this time of year is a good idea anyway in case of inclement weather and or foggy conditions.

Checklist:

- Route map
- cash to pay store clerks
- a ballpoint pen
- food, fluids, electrolyte supplements and/or salts
- Enough clothing for the forecast weather be it sunny and warm or wet and cold. (Its possible to experience both on the same day along the course).
- tools, parts, first aid stuff

Optional Equipment

- Fenders/mudguards
- a cue sheet holder
- a bicycle lock
- a Cellular phone

I and my fellow San Francisco Randonneurs thank you for your interest in this ride. We hope the ride is fun and challenging for you. We hope you meet new people who share in your dreams.

Sincerely,
Todd Teachout
San Francisco Regional Brevet Administrator

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