

Payson 300k

Permanent #258

A Permanent Brevet of 302 kms

Time Limit: 20 hours, 00 minutes

Pre-ride Information—PLEASE READ CAREFULLY

This brevet is a “permanent.” Being a “permanent” means it is a self-conducted ride with a date and starting time of the rider’s choice. This brevet is sanctioned by Randonneurs USA, and counts toward its Distance Awards. If you are trying to earn the RUSA R-12 medal it can be ridden multiple times. In order to participate, **you must be a current member of Randonneurs USA.**

Route Description: This is a 188 mile out-and-back ride from Payson to Flagstaff. The route leaves Payson in an unassuming manner. You’ll quickly find out that you’re in for a long day of climbing! Payson is on the lower slopes of the Mogollon Rim. You’ll climb about 3000’ before you reach the top of the first sequence of climbs. The elevation profile then looks pretty flat. Don’t believe it! It only “looks” flat when displayed next to the 3000’ initial climb. This entire route is spectacular Arizona forest country. When you get to Flagstaff, you’ll tank up, turn around, and retrace your route back to Payson. There are some very long climbs with sustained 6-8% gradients, and the rest of the terrain is strongly rolling. The total elevation gained on this route is about 12,500’. To do this ride, you should be in good shape and feel comfortable riding on roads with little or no shoulder. A map may be found here: <http://ridewithgps.com/routes/1398206>

Weather: This ride can be done year-round, but may be cold or not allowed in the winter months. The summer temperatures in Flagstaff are generally mild and very pleasant. Summer storms are highly likely and riders should consider rain equipment at all times. When it does rain, the temperatures can drop 30 degrees nearly instantly. Be prepared! Winters can be extremely cold and snowy. But, Flagstaff is in an arid region and this ride may be available in the winter months – weather permitting.

Start Times: You can start this ride at nearly any (reasonable) time. The start/finish location is open 24/7. I highly recommend that you start this ride very early to get on the road and up the first climb before motor traffic gets underway.

Services: To buy food and drink along the route, you’ll find stores at intervals of up to 30 miles, at most. The towns of Pine and Strawberry are on the first climb (and last descent), but these small towns may not have any store/café open when you ride through. You should check water availability in these areas if you have concerns about carrying enough water to get to Clint’s Well. There will be no food available at the Happy Jack Ranger Station, but water is available from a spigot behind the building.

Start/Finish Location: This brevet begins and ends on the corner of AZ-87 and AZ-260. There are a number of 24 hour services there, and you’re free to choose which you’d like to use. You’ll need receipts from the **start and the finish**; the time imprint on each receipt is your verification or “control” (it is okay to have store receipts which show times a few minutes off from the official start/finish times).

Control Procedures: Stores and establishments along the route will be used to acquire proof of passage. Store receipts will be needed to show the time and date of passage. You can also ask for a store stamp at any control in lieu of a receipt, but if they do not offer one then you are expected to buy something to get a receipt. Have the clerk write the time upon your brevet card and initial it.

You can ride this permanent alone or in a group; if you are with a group that stays together the entire way, then only one receipt is needed for the group at each control (but everyone should mark their own cards with the time.) If the riders split up, they then need to get their own receipts. Tandem teams obviously only need one receipt for their team, not for each rider.

Each control has an opening and closing time. To get ride credit you must stay within these times, which are based upon the starting time and date you chose. Be aware that there may also be secret controls during this brevet, so stay on the route. If you should get lost or go looking for food, backtrack to where you got off-course, otherwise you might miss a secret control. Failure to sign in at a secret control means disqualification from the brevet. If there are any secret controls, they will be in plain sight and impossible to miss.

After the brevet, return your brevet card and receipts to the ride organizer. Sign the back of the card and make sure all the times are recorded on the card for each control. Put all the receipts and your card into an envelope and mail it to

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Regulations: During your ride, all the normal rules of randonneuring apply. Go to the RUSA web site to familiarize yourself with the regulations if this type of cycling is new to you. Here are some links:

<http://www.rusa.org/bvreg.html>

<http://www.rusa.org/prmreg.html>

<http://www.rusa.org/permfaq.html>

You **must** begin your ride at the time you selected, and any secret control opening and closing times will be based upon that start time. If you are riding at night, be sure you have all the required lights and safety gear outlined in the regulations; anyone found to be riding at night without them will be automatically disqualified.

If you should fail to start, or end the ride prematurely, please contact the ride organizer as soon as is practical. We have RUSA matters to attend to whether or not you finish the ride successfully. Please be considerate and not endanger your future participation in future permanents by overlooking this essential detail. Thanks in advance for your cooperation.

If you have any questions, please ask.

Good luck and good riding! ☺