

# Santa Cruz Randonneurs

## SKYLINE RAMBLE

*A Permanent Randonnée of 203 kms*

Held under the auspices of Randonneurs USA	13 hours, 32 minutes maximum time allowance
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### Pre-Ride Information Sheet—Please read carefully.

**Directions to Start:** This brevet begins at the corner of Mission and Miramar streets in Santa Cruz. If you are driving from the Bay Area on Hwy 17 to Santa Cruz, go north on Hwy 1 toward Half Moon Bay. When the freeway ends, this becomes Mission Street. Go west about 1.5 miles on Mission. When you see the stoplight for Almar street (and a Safeway shopping center) slow down. Turn right on Miramar at the Valero gas station and look for a place to park along Miramar.

At Almar & Mission, quite near the finish, there is a 24-hour Safeway store as well as Westside Coffee for an early morning breakfast. There are also several **breakfast places** open early on **Ocean Street** near Hwy 17.) Be sure to bring a bike lock if you leave your bicycle outside while eating.

If you are cycling to the start, Mission Street is not a great choice as it can be busy. King Street parallels Mission a few blocks inland from the ocean and is much more tranquil. When you get to Miramar & King, go toward the ocean and you'll soon see the Valero mini-mart at the corner of Mission & Miramar.

**Route Sheets and Course Markings:** Please study the route sheet carefully so that you are familiar with the brevet course **before** the event begins—you might like to highlight a map also. Riders will supply their own map(s). (The best one is the Krebs Cycle Products “South San Francisco Bay & Monterey Bay Areas” bicycle touring map, 2003 edition. The AAA motoring organization also makes good regional maps for its members; their detail is very useful for cycling on back roads. Its “Coast & Valley” map has the route on it. As is normal for most randonneuring rides around the world, the route is unmarked so keep your route sheet and map handy during the ride.

**Route:** This is a tough ride, so come ready to do a lot of climbing, especially during the morning. Some of the ascents are quite steep; the strongest riders will want a 39x27 low gear, while the typical entrant will be VERY happy he or she brought a triple crankset along. Probably the toughest section of the route is from Mile 42 to Mile 49—there are many steep pitches along Summit and Skyline roads that will be quite hard. There is also a long gradual climb up Eureka Canyon early in the ride, and then the 3-mile pull up to Castle Rock beginning at mile 50. Try to keep moving in the morning so that you can make the time cutoff at Skylonda (mile 70) by 7.5 hours after the start; things will get a lot easier after that. Overall, the second half of the brevet has a lot less climbing than the first half. ☺

**Weather:** Be prepared for anything! Even if you check the local weather forecasts, the weather can change at any time of year so bring layers. For example, it might be hot along the summit, but then cold and foggy along the coast. The ride goes on rain or shine.

**Brevet Procedures:** Unlike a century ride, during a permanent all participants must stop at each “control” point if they want to receive official ride credit. These places are marked on your route sheet and on your brevet card. Follow the instructions on your route sheet and brevet card for each control. It will probably mean getting a store receipt or mailing a postcard from that town. If there is a postcard to be mailed, it will be supplied with your brevet card at rider check-in. “Info controls” will require you to write some simple message onto your card that you find at that stop.

Be sure to bring a pen or pencil and a wristwatch; **you will need to write your time of passage (in 24-hour format) onto your brevet card at each stop.** Keep track of all your store receipts and the brevet card; keep them dry too. Anyone missing any of their paperwork may not be counted as a finisher despite having ridden the distance.

**Controls:**

Start—Valero mini-mart at Mission & Miramar streets; get proof of passage a few minutes before your designated start time. (A store receipt works fine, as would their store stamp.) Also, if you want to use the Safeway across the street, that is fine too.

Freedom Control—Look for the QuikStop mini-mart at mile 17.6 on Freedom Blvd; get proof of passage. Record your time on your brevet card.

Skylonda Control at mile 70.2 at the junction of Skyline & Hwy 84; get proof of passage at either the market, or at Alice's restaurant if you want some hot food. Record your time on your brevet card.

San Gregorio Post Office Control at mile 84.6 at the junction of Hwy 84 & Stage Road; mark your postcard with your time and mail it from this post office to get its postmark; record your time onto your brevet card too. A stamped postcard will be included with your rider packet.

Swanton Road Fire Station Info Control at mile 112; look on the fence by the gate to the fire station and you'll see an SCR sign with a Code Number. Write this number and your time onto your brevet card. Mark your time on your brevet card too.

Finish—Mile 126.2; Valero Mini-mart at Mission & Miramar; get a proof of passage from the store; record your time on the brevet card too. Be sure to sign the back of the card on the line for the rider's signature. (We'll compute the time, so leave that space empty.)

Note: if more than one rider is doing this ride as a group, one receipt per stop for the group is fine, but if the group splits up, then riders cycling alone should get their own receipts after that.

**When you are done:** You can mail us the completed brevet card and receipts within 10 days of the finish, or much easier, just turn around and ride to 226 West Ave (behind the Valero) and put your materials under our front porch doormat. Please leave them in a baggie or other wrapper to keep them dry.

**Secret Controls:** There might be one or more secret controls, so be sure to stay on the official route. If you get lost or go searching for food, retrace your path and return to the point where you got off track; don't make any shortcuts to get back on course because you could miss a secret control. Failure to sign in at any secret control will result in your disqualification. Their location(s) will be very obvious so if you don't encounter one along the route, you can relax.

**Randonneuring Regulations:** Brevets are not casual affairs; be sure you are familiar with RUSA's "Rules for Riders" before you start the event. Among other things, an approved helmet must be worn while you are cycling. You must follow all applicable state road laws too. Go to [www.rusa.org](http://www.rusa.org) to learn more about the rules governing this brevet, or read them in your RUSA Handbook.

**Food & Services:** In the style of most brevets around the world, this permanent is a self-supported event. Come with a reliable bicycle, a resolute frame of mind, and some money. There are well-placed stores along the route to re-supply food and water and these places are marked on the route sheet. **NOTE: Be sure you fill your bottles and pockets when you leave the Summit store at mile 38.** After this comes the longest stretch between stores and you'll burn a LOT of calories before the next store at Skylonda at mile 70. (Most weekends there is a well-placed hot dog cart at the Saratoga Gap parking lot at mile 53, but this is not guaranteed. If present, Mustard Mike will have a limited selection of hot dogs, sodas, chips, and water.) Another mile onward, the Saratoga Gap fire station has a soda machine available to the public. There is also a water faucet in the garden to the right of the buildings. In any event, be sure to carry some extra food and water when riding along Summit and Skyline Roads.

Be and sure to come with a determined attitude to finish. There is no motorized sag support provided by the organizers, so if you quit you will need to find your own way back to Santa Cruz. [Dropping down San Jose-Soquel Rd (mile 38) or Hwy 9 (mile 56) are probably your best bets if you want shortcuts back to Santa Cruz; after that you may as well continue on the route.] Also, per normal randonneuring regulations, if you should bring a personal support crew, you can only receive their assistance at each control, and nowhere in-

between. Be sure your crew leapfrogs past you immediately after each control and waits for you at the next one; they may not follow you in any manner. Failure to comply will result in disqualification. Anyone using a personal support crew must register them in advance with the organizers during the entry process or risk disqualification. Better yet, do the ride unsupported like everyone else.

**Night Riding:** If you should be riding at night on this brevet, you **MUST** have the required reflective vest, sash, or Sam Browne belt on your torso as well as a reflective ankle band on each leg. (Recumbent riders can put something reflective on the rear of their machine instead of on their back, and they must have some reflective material on either the front of their torso or machine.) You **MUST** be using proper head- and taillights on your bicycle too. Failure to do so can result in your immediate disqualification from the brevet. If you have the slightest doubt that you can finish this ride in daylight, be sure to carry these vital items. Darkness comes at approximately 7:45 PM; if you need more than 12 hours to do a hilly 200-kilometer ride, be sure you are prepared for cycling in the dark. Bring along spare lamp bulbs or back-up lights too; riding in the dark due to equipment failure is not an excuse. Ride officials may be patrolling the route at night to be sure riders are following the regulations; they might be in cars, or on the bicycle next to you! Failure to comply with their instructions to “light up” could result in your immediate disqualification from the event. Or, if you are stopped for riding without lights, any repairs must be done in front of the officials before you will be allowed to proceed. Any failure to cooperate with officials during the brevet will result in immediate disqualification from this brevet, and possibly any future events organized by the Santa Cruz Randonneurs. Anyone found to be ticketed by police authorities for riding in the dark without lights will be disqualified too.

**If you decide not to start the ride, or if you quit, please contact us.** We have RUSA matters to attend to if you do not start, or complete the ride, so please let us know your status. Thanks!

Have a good ride! If you have any questions or quit the ride, contact us at: [bill\\_bryant@prodigy.net](mailto:bill_bryant@prodigy.net) or call 831-425-2939.