

# Mining Country 200k

## Permanent #275

A Permanent Brevet of 215 kms

Time Limit: 13 hours, 30 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 once per year for a rider’s kilometer total. However, 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 of USA.

**Route Description:** This is a 133 mile ride through Arizona’s mining country. It starts and ends in Superior, AZ. The route starts by heading east on US 60. The climbing begins right away and really doesn't let up all day. Early in the ride, there are sections of road with little or no shoulder. You should use extreme caution and ride single file here. When riding through the tunnel, you should turn ON your tail light. You'll visit the mining towns of Superior, Miami, and Globe before you tackle the 5000' summit of Pinal Pass called “El Capitan.” You'll then get to experience one of the most rewarding descents in Arizona! You'll mostly descend for the next 25 miles on your way to Winkelman. After an out-and-back to Mammoth, you'll roll through the mining towns of Hayden and Kearney on your way to your final climbs past the huge Ray mine. The route "stair steps" up to the "End of the World" climb, a 10% 1.3 mile beast! From there, it's a quick descent back to Superior and your hard earned completion. For some history of the area, check out this [link](#). Overall, this route would be considered very hilly. There are some long and difficult climbs. The typical rider will be happy he or she brought a triple crank set along; by the end of the ride entrants will have gained over 7,500 feet of elevation. Even strong riders will want a 39x27t low gear if they run a double crank set.

**Weather:** This ride can be done year-round. Summers can be scorching, and limited water availability make this an extraordinary challenge then. Only acclimated riders should even consider it. Winters can be cold and snow is possible. The first half of the ride is at elevations of 3500 – 5000'. The long descent off of El Capitan will require some extra layers to be comfortable. Spring and Fall are ideal times to undertake this challenging ride.

**Start Times:** You should choose a start time between 5 AM and 8 AM in order to find stores open during the ride to get receipts to prove your passage. This is not a good night ride due to the lack of services.

**Services:** To buy food and drink along the route, you’ll find numerous stores in Miami and Globe. After that, they become much more sparse. All available services are noted on the route sheet. You should consider carrying a Camelback for this ride. The stretch from Globe to Winkelman (miles 25-60), and from Kearney to Superior (miles 110-133) have a lot of climbing and no place to get food or water. Although Kearney (mile 110) is not a required control, you should take this opportunity to top off your water and get any food you desire.

**Start/Finish Location:** This brevet begins and ends at the Circle K in Superior, AZ. The address is [831 Western Ave](#). This is on the corner of Western Ave. and US-60. 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 time).

**Control Procedures:** 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 sign 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. 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. In winter months, it is quite likely that you will run out of daylight. Therefore, you should have your lights and reflective clothing with you. It's always better to play it safe.

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.

Good luck and good riding! ☺