

# Vulture Mine 300k

## Permanent #430

A Permanent Brevet of 309 kms

Time Limit: 20 hours, 36 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 for a rider’s kilometer total. 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 192 mile “figure 8” route which stays predominantly in the far west valley. You will start by making your way through some newer residential areas on your way to the first control. It will be a short stint to get there. Once you leave this control, you will be heading out into the wide open spaces of Arizona. When you leave this control, you will have a few quality miles on the famed Carefree Highway. There will be very little to slow you down for about the next 150 miles (no kidding!) If you are running low on water and you see a store to refuel, you will be wise to take advantage of it. There will be no climbs to worry about, but the desert can be unforgiving if you allow yourself to become dehydrated. You will ride through a couple areas where you will find civilization, but it will mostly be you, your bicycle, and the desert.

Once you reach the Sun Valley Parkway (mile 45), you will probably start wondering why the road was even built. I, too, wonder why. It seems to be a road to nowhere. Now a days, there is a little store about half way across it. This will be your next control. Make sure you don’t miss it! After this respite, you’ll have 30 miles of solitude until you happen upon the Hassayampa Store. It’s a small place (and hopefully still open!) when you get there. This is the official control, but about 10 miles from here is a truck stop where there is a larger selection of food and drink (noted on the route sheet). You will start your gradual ascension around here. It will seem flat at first and will (oh so slowly) gradually tilt up to about 3%. ☺

The next segment will be on the namesake Vulture Mine Road. This is a hidden treasure. It is nearly deserted most of the time and will offer some nice views of the desert and some colorful formations near the Vulture Mine. Once you reach the end of Vulture Mine Rd., you will be in Wickenburg. Hang a right and head into “downtown.” There you will find numerous eateries. If you want a sit-down meal, this is the place to do it. There is also every fast food joint known to man in town, along with convenience stores. Pick any location in town to get a receipt for your control validation. Once you leave Wickenburg, you’ll likely have a tailwind (or cross tailwind) for the remainder of the ride. The road will generally tilt slightly down for your riding pleasure as well.

When you reach Sun City, your desolation is over. You are now back in the metropolis. Use caution on the left hand turns when there is traffic. The rest of the route is pancake flat and an urban ride to the finish.

The total elevation gained on this route is a meager 5000’ total.

**Weather:** This ride can be done year-round. Summers can be scorching in the daytime, and only acclimated riders should even consider it then. Winters can be chilly, but are generally pleasant unless a storm blows though.

**Start Times:** You can start this ride at nearly any time. Fall, winter, and spring would normally be ridden in daylight starting between 5 and 8 a.m. If desiring to ride this route in the summer, it is highly recommended to start it around 4 a.m. These start times will minimize your exposure to the brutal summer heat. The stores will be open without any issues with starts like these.

**Services:** To buy food and drink along the route, you'll find stores at intervals of up to 40 miles. Riders should know their limitation and look at this route closely before riding it. The midday sun can be brutal even in the spring and fall. Make sure you fill your bottles at every opportunity. **The 40 mile stretch up Vulture Mine Rd. has NO services.**

**Start/Finish Location:** This brevet begins and ends at the corner E. Union Hills Dr. and N. 32<sup>nd</sup> St. in north Phoenix. There are two 24-hour convenience stores at the start/finish. There is also a 24 hour CVS pharmacy and a Park-And-Ride lot on the southeast corner. You should try to park in the P-N-R lot and not take the convenience store parking area. 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 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.

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! ☺