

Ride Report - Tejas 500

Jim Logan – Bib 583 – September 27, 2012

19 laps - 26.5 mile lap distance - 6 PM start - 48 hour time limit – www.tt24tt.com

Time: 42:23 – Placed 8th of 26 starters in the male upright bike solo category (18 finishers) - All finishers RAAM qualify – so I RAAM qualified

Before the race:

I drove down to Glen Rose. I arrived Tuesday at 1 PM. I rode the course that afternoon on my Trek. Temperature was very hot and dry. Several miles of the course had new chip and seal, not fully integrated yet - i.e. stones standing out like tiny cobblestones (improved before the start of the race). Shortened my aero-bars so I had better control on intense vibrations, and taped them for ditto. Added a double layer of gel tape to the rest of the handlebars – (These were great choices). I rode the course again Wednesday morning on my Bikenky.

Summary:

- Race started at 6 PM on a Thursday
- Course was hilly – hillier than I expected. However, max elevation gain about 200 ft, and max grade 8% - About half the numbers around Pittsburgh.
- No formal support at the start/end, but great on course support. 4 travel trailers with canopies with fluids, ice, and such made the distance between rest stops not more than 8 miles if needed). Unexpected and good. I used them multiple times the second day.
- I didn't have any real sleep during the event (though I tried).
- I rode 304 miles in the first 24 hours. That's the most I've ridden in 24 hours.
- I was surprised that I finished as high as I did.
- The chips and seal were hard for many people, but I am used to it and had my bike prepared for it. I rode 700x28 tires, which were a good choice, in addition to double taping my handlebars.
- While the roads were rough, they were free enough of potholes and had shallow enough descents I could leave the bike run on descents in the dark (no speeds much over 30 mph).
- I'm a believer in fenders, so I used race blades for the entire event, to good effect.
- Having Bryan Schmersal at the event to support me really helped to keep me focused and on the bike. He dealt with the stuff that would have distracted me, like replacing batteries, fetching mash potatoes, and swapping out camelbaks. Thanks Bryan!

First 6 hours:

I rode (too) fast. I felt great and couldn't slow down even though I saw I was running my heart in zones 4 & 5 – if I decreased my chain-ring, I compensated with cadence. The weather favored me this section – cooler, with wind from a favorable direction, allowing me to run the open rolling hills on the return course. I had felt bad on my scouting rides on Tuesday (13 mph) and Wednesday (15 mph). However, the net result of a 2 week taper, these two scouting rides, some yoga and

stretching, and arriving several days early to recover from travel all paid off and felt great at the start.

Next 18 hours (cumulative 24 hours):

I paid in this section for using too many heartbeats the first 6 hours. My average heart-rate continued to roll off linearly. We had one lap suddenly become hot and furnace-like. I experienced similar conditions in Washington DC on my 600 km in the spring, and then I had time to experiment so I knew what to do – I already was using my camelbak as an ice sock, I removed my hat and socks to allow the vents to work in my helmet and shoes, and filled one bottle with ice water to douse myself as I needed it. I passed 5-6 people really wilting from the heat on that lap.

I used Perpetuum Solids as my primary fuel – worked good. Additionally, I had Heed, Coke, chocolate milk, orange juice, and Gatoraid in my cooler. I also had Snickers, trail mix, and Jean Marc's oatmeal reason cookies (though I ate little of any of these). I started off with Heed on the bike. I got a sour stomach sometime in the second 6 hours, though I could still eat Perpetuum. I hadn't been eating too much solid, other than some trail mix. I drank my first chocolate milk before the sour stomach, so I swore off that. I switched from Heed to Gatoraid in my sour stomach phase. Brian brought me two family sized containers of mashed potatoes and gravy Friday afternoon– the exactly right food to start my recovery to eating some solid food again and to catch up a bit on nutrition. Both nights, I had Brian buy me several sandwiches at the local Sonic before it closed. I also had one milkshake in the middle hot part of Friday, when my stomach was still upset.

At hour 22 (4 PM), I took a shower, changed clothes, and tried to sleep – didn't work. I kept going.

I over-dressed after resting – wool shorts and jersey. I changed out of the wool jersey on the next lap, and shifted to a jersey plus my raincoat open in every way possible. However, over-dressing probably slowed me down.

I had mild intestinal problems, leading to repeated bouts of quality time with a toilet. That contributed to me slowing down in these laps as well.

In the second night I had a flat on the rough section. Probably not coincidentally, I also had a totally loose spoke, and my wheel was way out of true. The support truck showed up just when I needed a pump. When I determined I had a spoke problem, they then hauled me a mile to a rest stop – the guy there had a stand and a spoke wrench, and one of the support guys quickly trued my wheel well enough.

Next 12 hours (cumulative 36 hours)

This section felt extremely slow and slog-like. It started raining in the early morning. Around 4 PM (while it was pouring), I could no longer consciously control my eyes. Even when consciously looking at the road, my eyes would stop transmitting signal. I got to a rest stop that had a canopy up and a chair under it (but otherwise deserted), put on what clothes I had, and mildly shivered for about 15 minutes, trying to rest. I didn't sleep, but my eyes started working better. I mildly bat situation averted. A reminder why it is a good idea to carry an emergency blanket on unsupported multi-day brevets.

Last 6 hours (cumulative 42 hours):

Lap 17 (just before sunrise) - This lap I didn't recognize landmarks, and my sense of time was way off. I navigated completely by trusting my GPS. No hallucinations, but lots of my eyes/brain

interpreting wrongly - words in the stones on the road, words in the blinking lights wrapped around stop signs to signal turns, people that weren't there.

Lap 18 I started to experiment with putting the hammer down again, and riding more for speed rather than conserving energy. The wind also shifted to favor me on the back side of the course. Rain 19 it started to rain gently, then hard. I started the last lap riding easy. The last several laps I consciously chose to underdress – just a jersey and club wind-vest over wool shorts – and rely on muscle produced heat if it started to rain. It worked for me – I rode about an hour in the rain, and it started to turn cold the last 20 minutes or so. But I stayed warm enough by cranking. (I did shiver my way through the evening awards ceremony, when my body quit producing heat).

I was pleased I rode the entire event on my Trek Madone – it is now an ultra bike that I trust. If anything, I had less butt damage from my Brooks saddle that I normally get from my Sella Anatomica – I finished with deep muscle soreness in my legs, but nothing damaged per se anywhere on my body.

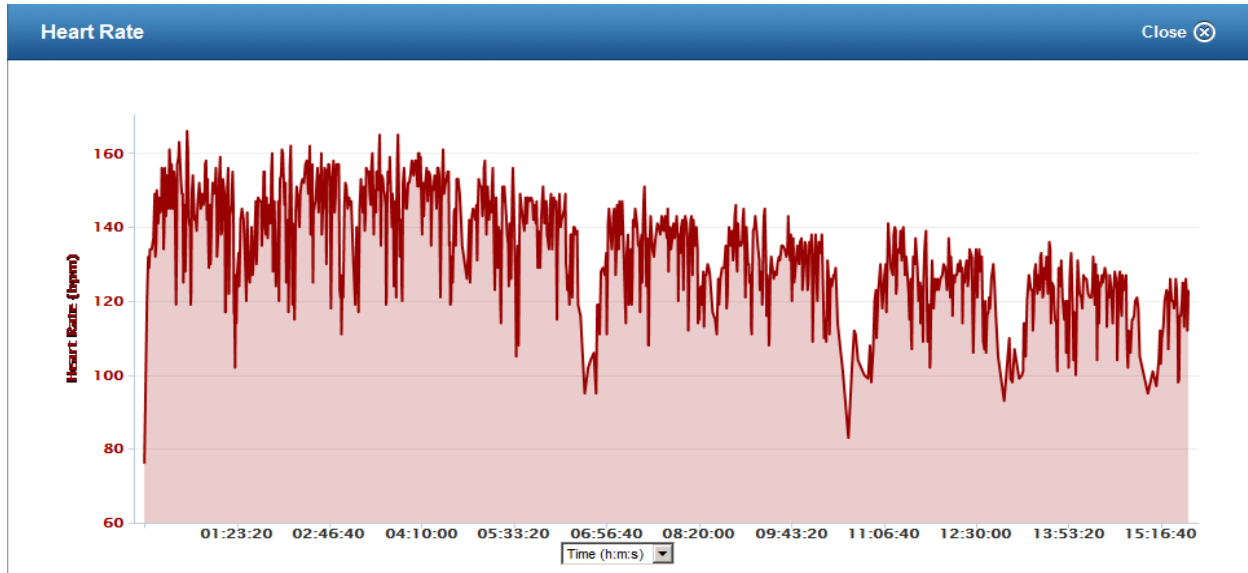
Bryan Schmersal was riding the 12 hour event when I finished. After he reached the minimum distance for a finisher’s award, he decided to stop. That worked well –since we could pack up in the late afternoon. By this time it had rained enough there were inches of water in the ditches (surrounding our pop-up tent), and a stream passing through the motel parking lot. The stream going through the motel parking lot actually worked well to rinse the mud off our pop-up tent legs.

We slept a night, then drove the 1300 miles home. We stopped at one “real” restaurant. I followed my GPS to the “New Mexico Restaurant.” It turned out to be a local establishment with security bars on the windows and door akin to a maximum security prison. The food was good enough.

Jim’s lap times:

Time					
	Distance	Cum Time	Split	Speed	
6:00 PM					
7:28 PM	lap1 26.5	1:28	1:28	17.9	
9:04 PM	lap2 53.0	3:04	1:35	16.6	
10:43 PM	lap3 79.5	4:43	1:38	16.1	
12:28 AM	lap4 106.0	6:28	1:45	15.1	
2:28 AM	lap5 132.5	8:28	1:59	13.3	
4:21 AM	lap6 159.0	10:21	1:53	14.0	
6:45 AM	lap7 185.5	12:45	2:23	11.0	
8:54 AM	lap8 212.0	14:54	2:09	12.3	
10:56 AM	lap9 238.5	16:56	2:02	13.0	
1:19 PM	lap10 265.0	19:19	2:22	11.2	
3:28 PM	lap11 291.5	21:28	2:09	12.3	
7:04 PM	lap12 318.0	1:04	3:36	7.4	
9:12 PM	lap13 344.5	3:12	2:07	12.4	
11:36 PM	lap14 371.0	5:36	2:23	11.1	
2:23 AM	lap15 397.5	8:23	2:47	9.5	
5:27 AM	lap16 424.0	11:27	3:04	8.6	
8:19 AM	lap17 450.5	14:19	2:51	9.3	
10:29 AM	lap18 477.0	16:29	2:09	12.2	
12:23 PM	lap19 503.5	18:23	1:54	13.9	

I was diligent coasting downhill to give my heart short periods to recover. Still, I know if I run my heart rate in zone 4 (ie. In the 150's) for 3 or so hours, I get this type of roll-off in my max heart rate if next 10 hours after that.



Bryan took this picture of me at the end of lap 1. He reported I was in 5th place at the time.



Bryan Schmersal identified these photos of me
<http://busytexan.zenfolio.com/p958900170/h458239be>
<http://busytexan.zenfolio.com/p958900170/h4581b188>

<http://busytexan.zenfolio.com/p958900170/h4581c1aa>

<http://busytexan.zenfolio.com/p958900170/h4582405e>

These are on the big hill:

<http://busytexan.zenfolio.com/p958900170/h4581dd2e>

<http://busytexan.zenfolio.com/p958900170/h4581dd3e>

<http://busytexan.zenfolio.com/p958900170/h4581dd8a>

<http://busytexan.zenfolio.com/p958900170/h4581dd82>