

The ride description for the PA1000k starts off with: "This inaugural edition of the PA1000k offers a challenging tour of northeastern Pennsylvania. Participants are expected to be fully self-sufficient and confident of their ability to complete a challenging course with minimal support. I want to be sure that you understand the level of difficulty you will be undertaking. The ride is organized into 3 stages between the 2 sleep-over controles. I would estimate that each stage is on par with the PA300/400k -- riding these stages back-to-back with limited recovery time makes this an extreme challenge..."

Despite that, I had as many as 8 interested riders for my PA1000k; 4 did eventually register, but just 2 were able to make it to the start. It was certainly an epic event and covered some of the same roads that I ride on the way up to Lake Erie on self-support tours.

The 2 riders that clipped in were well prepared and up for the challenge ... Congratulations to Ed Pavelka and Craig Martek, for prevailing through heat and torrential downpours to complete this inaugural edition of the PA1000k. After leaving at 5 AM on Friday, they made it back to the finish on Sunday night, with about 12 hours to spare on the 75 hour limit. In finalizing the routing, I knew the course was going to be very tough. Although there was some brief respite along the NY Southern Tier and Susquehanna River, all the climbing must've seemed endless.

Craig distinguished himself by taking on the 1000k as his very first brevet \*ever\* ... most randonneurs start out by with a 200k or even just 100k. Barring any exceptions, a 1000k is the biggest event you can ride without doing any qualifiers. Craig, having completed the ADK540 last Fall, is no stranger to ultra events. However, I was a bit concerned when, based on his pacing to the earlier controles, he was overdue at the first sleep-over controle in Binghamton. He apparently had gotten his 3rd flat tire and had run out of CO2 cartridges to pump up his tire; so he spent over an hour walking the last 5 miles or so to the hotel. Despite all that, he really impressed me with his positive, upbeat attitude after that ordeal and throughout the entire event to the finish.

After the event, Craig writes:

"I wanted to thank you again for putting together such an awesome ride. The scenery was absolutely fantastic - almost enough to take your mind off of the brutal climbs. The heat, rain and fog also added some great training elements. I hope you're able to get the route sanctioned by the UMCA as a RAAM qualifier - it would be worth quite a few John Marino point to say the least! I've already started a list of lessons learned to do and not to do next time! ... I'll be putting that 1000k medal right next to my ADK540 plaque! ...."

Ed Pavelka has also distinguished himself by riding the complete Eastern PA SR series in addition to the PA1000k -- with only 4 days of recovery between the completion of the 600k and the start of the 1000k!

Ed writes:

"my Cyclomaster computer, which calculates altitude gain/loss by barometric pressure, recorded 31,432 vertical feet for the 1,000K. The daily totals were

12,604, 10,167 and 8,661. [note: Delorme Topo came up with about 49,000 feet -  
- While the Cyclomaster under-reports, Delorme tends to over-estimate the  
amount of climbing -- the actual amount is probably somewhere in between]

Ed continues:

"I didn't think the course was too hard. The only things I didn't like much was Rt. 6 because of the relatively heavy and fast traffic and the million cracks across those old concrete highways. ...The heat got to me the first afternoon on the long unsheltered climbs. There was just enough tailwind that I was riding in still air, sweat popping from every pore. That sock full of ice you put on my neck helped a lot. [note: I met up with Ed and Craig on Rt 97 to offer them a revivalement controle. BTW, for those familiar with Rt 97 from earlier events, the road continues for another 50 miles past the Roebling Bridge and gets very hilly with several extended climbs of around 500 feet]

"... After my head went [from the heat], my stomach followed, ... eventually with the sun was setting, there was more shade across the road. I began to feel better and actually was riding normally again by the time we reached Binghamton. I couldn't eat for several hours due to the heat, and I missed dinner, but I didn't feel much loss of energy the next day."

"Day two was thankfully much cooler and we were in about 3 hours of rain that afternoon, including during the nice climb up Rt. 44 with the stream roaring. The 23-mile ride into Lewisburg to end the day was mostly downhill, but it was fully dark by then so I kept my speed down to watch for bad things in the road. The road was wet, which always limits visibility.

"Day three was hot again in the afternoon after a cool and misty morning. My on-bike thermometer hit 100 degrees this day and on Friday in direct sun. I was taking a couple of Endurolytes every 60-90 minutes and had no heat problems like on the first day. I think they work and will take some on the Elite Tour.

"All in all it was a fun ride and ideal training for the Elite Tour. ..."

"Thanks for your good organization on this ride and the brevet series. I doubt there are many, if any, series in the U.S. that are as well conducted and offer such challenging and scenic terrain. See you in California. [note: Ed obviously needs to come on out for some of the NJ events, to realize he's got \*two\* well run series with great scenic terrain to choose from!]

Special thanks to Ron and Barbara Anderson, for manning the Lewisburg Sleep-over controle and carrying drop bags back and forth. It's only with volunteers who step up like Ron and Barbara, that it'll be possible to run these events in the future.