

Rider Services and Procedures

Check-In Procedures:

Report to the [Start/Finish](#) location at Tandem Properties 3500 Anderson Road between 1400-1600hr on July 5th for Check-in.

You must bring the following items:

1. Your Bicycle and Helmet
2. At least two separate front handlebar Lighting Systems, battery or generator, with spare bulbs if applicable. However if both are mounted a third separate system must be carried available un-mounted and it may be a helmet light. Each lighting system must have a main headlamp (minimum of 2.4 watt Cateye-type halogen or 350 lumen LED) as well as an independent back-up system (also with the same minimums) in case of failure of the first.
3. Two Red Lights mounted vertically to the rear of the bicycle capable of “solid” on. Blinking red taillights are a signal of distress for course monitors. Please do not torture your fellow riders with blinking red tail lights.
4. Two Reflective Ankle Bands
5. Reflective Vest or Sash (We strongly recommend that you wear an EN-1150 reflective vest or jacket that meets the 2011 PBP reflectivity standard when cycling at night or in low-light tunnels during the day. Please take a look at RUSA's [Guide to Reflective Gear](#). Examples of suitable vests can also be found at the [RUSA Store](#). Its reflective material must be readily visible on the front, back, and sides of the rider's torso/shoulders. If a hydration system or knapsack is worn over the vest/jacket, some method of having additional reflective material must be affixed to take the place of the reflective material of the vest that has been covered.
6. We highly recommended but do not require Reflective Tape affixed to crank arms and other side-facing parts of bicycle
7. Small cylindrical drop bags, no larger than 12”x 24” will be taken for transport to Taylorsville, Susanville and Adin. Marking tags and zip ties will be available for up to three bags.
8. Private support vehicles are not allowed.

Long-Term Parking:

There will be **no** long-term parking at the Tandem Properties parking lot! If you will be leaving your vehicle in Davis for the duration of the ride, we will provide you with long-term parking placards for the most desirable parking lot, the [Park and Ride](#) on Mace Blvd. This lot is a [few miles](#) from the Start but is monitored by the Davis Police Department. If you would like to drop off your bike and drop bags at the Start/Finish, we can shuttle you back from the Park and Ride. Just let us know in advance so we can plan. The last shuttle leaves the Start/Finish at 1600 hrs.

Starting Procedures:

The ride will start at the [Tandem Properties](#) administration building at 3500 Anderson Road located near the corner of Anderson and F streets in north Davis. Please be present and prepared, with all your paperwork completed, bike inspected, rider numbers attached, and drop bags loaded into the transport truck. Gathering time is 1700-1730 on the lawn in front of the registration building. Final instructions and any last minute route conditions will be given and the ride will begin at exactly at 1800 from a starting line in the middle of Anderson Road.

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Route:

Much care was given to selecting a safe route with minimal car traffic. Some short sections of the route deserve special attention:

1. There is a slippery when wet, open-mesh metal [bridge in Knights Landing](#) at mile 28.5 and again at mile 725. Use caution here. It's very passable with no problem if it is not wet!
2. There are rumble strips on CA-113 north of Knights Landing after the metal bridge. Once on Reclamation Rd there are no rumble strips again until mile 247 near Susanville.
3. There are three (3) dangerous expansion gratings on a bridge near Oroville at mile 109 and mile 641 on the return. Be sure and [STAY](#) on the white fog line on this bridge and use the narrow, but rideable metal strip across each grate near the white fog line. Use extreme caution at night. Ride single file across this bridge.
4. Before the Tobin Resort control on Hwy 70 is a [series of 3 tunnels](#). You will need to use your lights both front and rear for safe daytime cycling through these tunnels. The second and third tunnels have "push buttons" that, when pushed, will indicate to cars that cyclists are in the tunnel. **Taillights are essential here!!!**
5. There are rumble strips on Hwy 395 near Susanville for 3 miles at mile 247 and mile 522 on the return.
6. Lastly, Centerville Rd from Canby to Alturas at mile 346 has some very irritating [cracks](#).
7. Though at first flat and easy, the GRR is definitely a mountainous randonnée. The GRR has somewhere around 26,000 to 29,000 feet of climbing, depending on whose altimeter you choose to believe. When compared to the 31,000 feet found at either PBP or BMB this may not seem so bad at first glance. However, keep in mind that most of the climbing is compressed in the middle 400 miles of the route. Make no mistake; all GRR finishers will need good climbing and descending ability. In addition, they will all need to bring low gears and good brakes! The steepest gradient will be found on the tough Janesville Grade on the return leg of your journey. The vast majority of climbing is more in the 4 to 6% range, with some sections of 8%. Overall, most of the GRR climbing tends to be on gentle to moderate slopes except for the aforementioned Janesville Grade, which climbs 2300 feet in five miles. The first three are a relentless 8-15% with no breaks and one short 0.1-mile stretch of 19%. The last two miles are 'stair-stepped' but also have 12% sections. Recommended gearing for this beast is 39x27 for the strongest riders. Others will need front triple chainrings and large rear sprockets that yield a 1:1 gear ratio or less. Even with triple chainrings, expect to walk your bike at times. There is no shame in walking your bike up this climb. In fact, riders have packed tennis shoes in their Susanville drop bag for the walking portion of this climb. These riders then dropped them off in their bag at the Taylorsville control. Walking the steeper section will not be significantly slower than trying to "gut it out" on the bike. If you insist on riding the whole way up, take frequent breaks to help your legs recover. Also, try to avoid climbing the Grade during the heat of the day. The good news is that once the summit of Janesville Grade is reached on the return leg, there is only one significant climb left (Jarbo Gap west of Tobin) between you and the finish.
8. Additionally, the climb out of Susanville up to Antelope Summit is very exposed. Be aware if the temperatures are high, avoid this climb during the hot part of the day. History is replete with examples of those who slept in Susanville on the way out only to DNF while trying this climb in the heat of mid-day.

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9. If you anticipate being close to the 90-hour time limit, we recommend that you do not plan to sleep until Adin on the outbound journey, then return to Susanville or Taylorsville for your next sleep stop.

Controls:

Please refer to the rider cue sheet for control locations, distances between controls, and opening/closing times. The major controls will be fully stocked with meals and fluids and many provide sleeping space for riders.

If you must abandon, our course monitors may be able to transport you backwards on the course to the nearest control. You will be responsible for your own transportation back to Davis. We suggest Greyhound or a rental car. Uber has not yet caught on in the hinterlands of California.

Water Stops and Information Controls and Receipt Control:

Because of the remote nature of the course, there will be additional water stops at mile 60 Sutter Youth Organization Park, outbound only, and at Boulder Creek Work Station at Antelope Lake and also at Grasshopper near Eagle Lake after Susanville. These will not be full-service controls, so only water and minimal food will be available. There may also be a **secret control somewhere on the course** with water, since we always prepare for hot weather in the Central Valley. No sleeping accommodations will be available at these special stops unless you don't mind sleeping in the back of a Ryder Truck. There will be two information controls on the ride. Both of these will be on the outbound leg because the inbound leg skips the extra mileage and routes you straight back to Davis.

Info Control #1 is at the corner of CA-89 and Main St, a 4-way stop sign in [downtown Greenville](#). Info Control #2 is at the corner of Lights Creek Ln and [North Arm Rd](#).

You will have a question in the GRR passbook to answer about these two places that are only 14.9 miles apart in the beautiful Indian Valley.

Additionally, there is one Receipt Control near the end of the ride at mile 692.4 on the inbound route in the town of Sutter where you experienced a "water stop" as the first outbound control. A Union 76 Mini-Mart is open 24 hours and you can purchase an item to get a timed receipt. Sign the receipt and keep it in your passbook!

The GRR is a "camelbak" ride. Even two large frame-mounted water bottles may be insufficient. All riders should carry emergency food at all times during the ride. The small town markets do not provide 24-hour service. The 132 miles from Susanville to the turn-around traverse high desert, which is very sparsely populated. The Adin and Alturas controls are in two of the three towns along this part of the route. During the day the temperatures often ascend into the 80's and 90's and the dry air can quickly lead to dehydration with neither shade nor water available for many miles. High Sierra afternoon thunder storms can be cold and wet for brief periods and nighttime temperatures often descend into the 40's to 50's, so carry warm clothes or have them available in one of your drop bags.

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Bag-Drops:

Bag drop service will be provided at Taylorsville, Susanville and Adin. Procedures for marking your [small duffels](#) for transport will be available at rider check-in. Required sizes are no larger than a 12"x 24" cylindrical [canvas or nylon duffel bag](#). You may also send a sleeping bag to Adin, if you wish, but it **must** be contained within your Adin drop bag. The Adin control, while providing cots inside has a history of rather noisy atmosphere. If you carry your own sleeping bag with a bivvy-bag you will be very comfortable outside the control on the expansive lawn. We want you to have everything you need, but please be considerate of the volunteer workers who will be loading and unloading your bags. Leave your rock collection at home. Duffel identification will be color-coded luggage tags; your bag must have carrying handles for this to work. **Plastic or paper bags with open tops and no carrying handles will not be transported! Also, we cannot absolutely guarantee safe return of your bags. Please do not include items that you love with all your heart or cannot live without if they are lost.**

We will make every attempt to return bags to Start/Finish by 11 PM Saturday night. If you plan on finishing and leaving Davis before then, please understand it may take some time to get your bags returned to you. Be sure to allow enough time at Start/Finish to label your drop bags properly and put an extra address label inside your bag in case the one we give you comes off!

Rider Numbers:

Rider numbers for your jersey and bicycle will be provided at bike inspection. The bike and jersey number are required! The jersey number will have a tear-off stub for filling in emergency information. **Please fill this in!** If you are going to carry a cell phone on the ride, indicate so and put the number on the tear-off stub of the rider number. Leave enough time to securely attach both numbers. Helmet numbers will not be provided.

Cell Phone Service:

Cell phone service will be limited in the remote areas of the ride, especially the Feather River Canyon. There is no cell phone service beyond Yankee Hill on CA-70, except for Belden just 9 miles east of Tobin Resort. Remember, if you are going to be carrying a cell phone on the ride, please give us the number before you start.

Bicycle Shops:

There are several full-service bicycle shops in [Davis](#). Most towns on the route do not have bicycle shops, except for Oroville and Susanville, so please be sure your bicycle is in good mechanical condition. There may not be a mechanic on duty at the start for any last minute fixes. We do plan to have a mechanic on the course north of Susanville.

Post-Ride Celebration:

There will be a post-ride celebration and awards ceremony shortly after the finish at 12:00 PM on Sunday at [Bistro 33](#) in downtown Davis. The caterer will provide a delicious meal free of charge to all riders. It's all you can eat too! However, spouses and friends that did not ride will pay a small fee. Please make sure we have the correct number of attendees in your group so no one will be shorted.