



# Mt. Vaca Radio Club, Inc.

October 2009  
www.mvrc.org

P.O. Box 417405  
Sacramento, Ca. 95841-7405

ARRL  
NARCC

## General Meeting Sunday, October 18th, at 4:00 p.m.

Event Center in Raleys  
4650 Natomas Blvd.  
Sacramento

NE of ARCO Arena. Optional dinner  
after meeting.

### ACTIVITIES

FRI DEC 11 - CHRISTMAS PARTY -  
6:00 PM - WA6ESA-WA6CNE QTH  
Lincoln Hills.  
RSVP dish to Adriane!

SUN JAN 31 - MEETING - 4:00 pm.  
Suggested meeting date.

### Whitney Classic

Since we started working on the Whitney  
Classic 135 mile overnight charity bike  
ride from Death Valley to Mt. Whitney  
with the Sam's Radio Hams in 2000, it  
has become increasingly popular with our  
members and friends.

Besides people, our Northern crew has  
contributed repeaters because there are  
none along the route. Making the trip  
this year at the end of September were  
Jim WB6ZII & Marsha KD6TTS, Lew  
WA6ESA & Adriane WA6CNE, Bill  
WA6IVI, Kim KE6RKX, John WB4YJT,  
Les W6TEE, Matthew W6KDJ, Rick  
N6KLB & Sue N6QOX, and Marc  
W6MAR. Glenn WA7SPY, rode the entire  
steep route, followed by his long suffering  
sister, Beryl KC6PMD in his Blazer.

The SRH had 17 more Good Sam  
Hams and Ham spouses in RVs from  
Southern California. RVs are the basis  
of many checkpoints out on the barren  
desert. Contact me if you want to hear  
about next year.

Les, W6TEE

Our annual Ham  
campout was held  
July 23 -27, 2009  
at the Golden Pines  
RV Park on CA-4,  
just past Arnold and  
Calaveras Big Trees  
State Park. Most of  
the 15 camping  
families arrived  
Thursday and left  
Monday, but a  
few had to arrive  
Friday and leave  
on Sunday. Of the  
15 families, 11 had  
RVs, 2 used tents,  
and 2 rented cabins.

Daily activities  
included hiking,  
up-country and  
in Big Trees,  
visiting caves,  
wineries and shops,  
kayaking, cycling,  
and a long back  
road trip (almost  
4WD). Everyone  
reported having a  
good time!

HF SSB operating  
in camp was  
successful last year  
(or appeared to be), but was not so great this year (or appeared so) but WA6VAQ's  
dipole in the center of camp was impressive. I think we had one sunspot.

These campouts were started by the Mt. Vaca Radio Club and most people that come  
are members. Starting in 2001, with the Hat Creek Campout, the North Hills Radio  
Club also took part. Such activities are discussed on the Mobileer message group  
which is open to all interested Hams.

Ideas for next year are welcome because many camps high enough to be cool in July  
close much of the year and must be scouted by September or October for the following  
year. RV hookups and block reservations are required. A short distance would be nice.

Les Cobb, W6TEE



Founding member Doug Macheel (K6HLE) died this last August in an auto accident.  
Doug had been a member since 1972. We wish Shirley (KI6TVZ) our best.



**Glenn Maclean Bike Sotry.**

The Whitney Classic is a bike ride starting at 3:00pm from Bad Water Death Valley to Whitney Portal. 15,300 feet of elevation gain in 135 miles with riding at night with extreme temps hot and cold. The ride is put on by Summit Adventure a Christian organization. The ride is one of their major fund raising events. If you want to ride the event you are required to raise a minimum of \$700 in pledges and pay a \$35.00 entry fee and it is mandatory to have personal sag for support.

Here is my personal story of riding the Whitney Classic for the very first time: I owe a huge thank you to my sister for being my personal sag driver, keeping me safe and taking care of me! That is a huge responsibility and I would not have been able to complete the ride without her support and help. I also want to thank all of you who were generous with pledges which allowed me to qualify to do the ride and get a free jersey. Thanks to all of you I was able to raise \$1380 in donations!

I pre hydrated for the event three days prior to the ride as was suggested to combat the extreme heat. I started the pre hydration process on Thursday. I can't say for sure exactly how much water I drank but I can say it was enough to have to stop at every town as we drove over to the east side of the Sierras to Lone Pine on Friday. I again had to stop at all the towns on the way to Death Valley on Saturday. I was really nervous when we arrived at Bad Water Death Valley -282 feet at 2:00 pm Saturday afternoon. The temp was 112 degrees plus. I was getting very emotional wondering if I was completely out of my mind!

I got changed into my riding clothes and got my bike ready. The ride started promptly at 3:00pm Saturday. It was a mass start of 38 riders. I was one of the 4 solo riders. The rest of the riders were on teams and would take turns riding the course. I had asked for words of wisdom from one of the Summit Adventure staff who had done the ride a number of times at the rider breakfast Saturday morning. His advice was to take it very easy through the desert and keep my heart rate below 120 beats per second. The other advice was to pour 1 water bottle over my head and then drink an entire water bottle every 20 minutes. I have never worried about my heart rate before and did not have a heart monitor. My sister was on it and decided to take my pulse after 10 miles or so into the ride. She was very happy to find I was at 110. I went at a pace that I felt was comfortable and was moving out but not over working. That turned out to be about



18 mph for me. It took my sister and I a little bit to figure out a routine that would work for us. We established a routine. She would go down the road a mile or so and wait for me. I would stop and give her my empty bottles and then she would give me ice cold water bottles in exchange and pour ice cold water over my head. I made sure to follow the advice and was drinking a water bottle every 20 minutes. The other private sag vehicles were also cheering the riders on and had super soakers and water cannons and would squirt down any rider as they went by. It felt great to have cold water all over me in the 112 degree plus heat. I made it to Furnace Creek the first check point 17.5 miles into the ride which is -160 feet. I was greeted by some ham radio friends and they had big banner all decorated with my name on it saying "GO GLENN #2" My friends took photos of my sister and I and the banner. That was so nice of my friends and it put a big smile on my face.



I rode on to check point #2 the junction to Scotty's Castle turn off. It was still 112 degrees plus and now 34.7 miles into the ride. I kept up the routine of drinking a water bottle every 20 minutes and one over the head. I rode on to check point #3 Stove Pipe Wells now 42.3 miles into the ride and 1 foot above sea level. I was told by one of the Summit Adventure staff that once at Stove Pipe Wells it was considered to be out of the extreme heat. This was not the case this year. It was 109 degrees at Stove Pipe Wells. I started the 17 mile climb up Towne Pass. Once I started the climb it felt like going up Iron Mountain road which was one of my training hills of 25 miles with 4,000 feet of elevation gain. I was thinking to myself that all the hard hill training I had done was paying off. I was still keeping up with the drinking every 20 minutes and water over my head routine. I was feeling good and had put all my night riding gear and lights on. I had my reflective vest on with blinking red LED lights, Velcro reflective ankle straps, a bright blinking red LED tail light on the back of my seat post and one on the back of my helmet. I had my bright HID headlight mounted on my handle bars with the battery pack mounted on the bike. My sister was

very impressed with how well lit up I was and said I looked like a very bright Christmas tree from the back. I had comments from people I was the best lit up rider for night riding! I rode on to check point #4 Wild Rose 2,131 feet 51.3 miles into the ride for a brief stop. Then on up to check point #5 the top of Towne pass 4,962 feet and 58.9 miles into the ride. It was between 90-100 degrees at the top. The decent from the top of Towne pass is very steep and we were told at the rider breakfast to have our sag drivers follow us close with the high beams on to light up the road ahead. My sister was very nervous about doing it and thought we should have practiced the technique. She followed me down and did a great job for me. She told me once I was down that I had reached speeds of 55 mph and was steady between 45 and 50 mph. The top was winding and steep and then a long straight decent into check point #6 Panamint Springs now 72.9 miles into the ride and at 1948 feet. The extreme heat had stated to take a toll on my body by now and I hit a little wall at Panamint Springs. I needed to use the men's room and wanted to change into a dry pair of cycling shorts. I took my change of shorts into the men's room which was at an RV park. I got inside and to my astonishment there was a shower! I took my clothes off rinsed off in the shower and put a clean dry pair of cycling shorts on. I felt like a new man! My sister and I continued on from Panamint Springs which is a valley between Death Valley and Lone Pine. I started the second climb up to Father Crowley. I once again was feeling good and the climb did not seem as steep as the climb up Towne Pass. I was riding up and there in the middle of my lane was a baby diamond back rattle snake fully stretched out. I went around behind the snake and continued on. I made it to check point #7 Father Crowley at 4,000 feet. I made a brief stop and then on to Hill Crest. Hill Crest is not an official check point on the route but it is a ham radio site where a portable vhf ham repeater is set up. My best friends were manning the repeater and it was set up in a motor home at Hill Crest. My friends told me to be sure to wake them up upon my arrival. My sister had gone ahead and woke them up. I had asked my sister to see if I could get a boiled potato. When I arrived my friends were awake and were boiling my potato. It had finally cooled off considerably at Hill Crest and I had put my tights, arm warmers, cycling jacket, and toe cozies on. I took a break at the motor home which was longer than I wanted to take but I was glad to wait for a potato. While I was waiting for my potato two of the other solo riders came by and their sag stopped as well. The other two solo riders were very nice guys in their twenties. I ate my potato and the other riders went on. I got ready and was on the bike again not too far behind the two solo riders. I continued to check point #8 at 5,247 feet and 90.7 miles into the ride. It was around 3:00 am. The night sky was spectacular and amazing with millions of stars in view all night. I chased the half moon until about 11:45pm. It would show up and disappear in the mountains as I rode up and down in elevation. It was a beautiful night sky! The ride continued on down into Lone Pine. I was descending on a flat straight stretch and my HID light battery finally gave up and all of sudden the light totally went out! I had to stop and get my back up light out which was not nearly as bright as my HID light. It took me a little bit to get my night vision adjusted to the lower light intensity. The ride went onto check point #9 Keeler Town 3,628 feet and now 108.1 miles into the ride. Lone Pine was in sight now

and seemed like in a few miles I would be there. It was very deceptive and it took forever to get to Lone Pine. You could see the lights of Lone Pine and they did not seem to be getting closer. I finally made it to check point #10 Comfort Inn in which was also the Summit Adventure staging point for the ride in Lone Pine. It was now around 4:30 am. I took a short break and got on the bike again and headed North on highway 395 through downtown Lone Pine. Then it was a left turn to the Whitney Portal road. I started up the Whitney Portal road. My sister in the mean time went to get us checked into our hotel. I told her I was doing fine and she would find me on the road which she did. It was now getting to be 5:00 am and I still had 13.6 miles of the last climb to go. Now keep in mind Lone Pine is 3,697 feet and I needed to get to 8,365 feet at the finish. I originally thought I might be able to finish this ride between 5:00-6:00am. I told my sister that I would not finish much before 9:00am. The road up to Whitney Portal was getting very steep. I had brought my old retro early 80's mountain bike which had much lower gear than my road bike. I took my mountain bike off my car rack and put my road bike up in the rack. I had to take the pedals off my road bike and put them on my mountain bike so I could use my cycling shoes which I did. I continued riding with my mountain bike which seemed much easier on my legs now. Day break was upon us and I watched a beautiful sunrise and looking down into Lone Pine was beautiful! It was not cold either it was in the mid 50's the two guys in their twenties caught me as I was continuing up to Whitney Portal. We rode together and chatted encouraging each other. I had chatted with both of these guys prior to the ride and they really liked my Steve Rex road bike and retro mountain bike. I got to the bottom of the switch backs to Whitney Portal and the last check point #11 which was at



6,574 feet. I now only had 3.6 miles to the finish. My left knee was starting to hurt a little and I was losing my legs. The switch backs are killer and very steep. I told my sister I had no choice and was going to have to walk. She thought that was a good idea and did not want to see my damage my knee. I took my cycling shoes off and put my hiking shoes on. I started walking to the finish. It took me 1 hour to hike the remaining 3.6 miles. I could see the finish and got back on the bike and rode in. There was a big welcoming committee to greet me at the finish with a lot of congratulations from everyone! I finished the ride at 9:01 am Sunday morning I loaded up my car and bike and drove myself and sister to the hotel to get a hot shower and sleep.

*Bike Ride - Continued from Page 3*

This was by far the most difficult bike ride I have ever done in all the years I have been cycling. The heat in the desert this year was unyielding. I consumed over 6 gallons of fluid which 2 gallons was Gator Aid. I consumed over 18 packs of GU and some power bars. I am so happy to have completed this epic ride. The people in the private sags were always positive and kept cheering me on. The Summit Adventure staff was very kind and encouraging as well. There was a pizza party in a park at Lone Pine at 2:00pm Sunday afternoon. My sister and I woke up around noon and packed up and went to the pizza party. There was a little thanking the sponsors, volunteers, staff, and riders ceremony. There is an award given out each year called the guts and glory award from Summit Adventure. I was dumbfounded when they called my name and asked me to come up and receive the Guts and Glory Award! I was the last rider in and 1 hour behind the two 20 year old solo riders. I keep telling myself not bad for an old 57 year old fart!

Glenn Maclean

**The Whitney Classic – Start and Early Checkpoints**

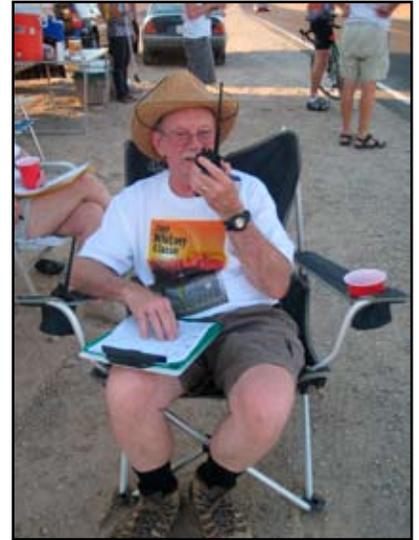
The start at Badwater had all the elements for an exciting ride; communications were a bit ragged between the early sag stops, the Ranger arrived too late to give instructions



and it was hotter than all get out. Everything but the heat was resolved and the ride was underway at 3:01. The Colliers, Jim, WB6ZII and Marsha, KD6TTS took care of business as usual and helped get everyone underway without a hitch (including MVRC's very own Glenn Maclean, WA6SPY). We figured Glenn had suffered a mental meltdown when he signed up to ride the entire 135 miles but it only seemed right to give him a proper send-off into the 112 degree heat so Marsha and I gave up our happy hour the evening before to make a banner for Glenn. His sister Beryl was his official support person and worked almost as hard as Glenn did to take care of him throughout the ride. After the start, Jim and Marsha moved to the 1st sag stop at 17+ miles into the event. Everyone looked quite strong and seem to feel



confidant at that point so we cheered our favorite rider and Jim and Marsha headed off to Sag #3 after dropping me off at Sag Stop #2 where I found Lew, WA6ESA, lounging in the shade but still taking care of recording and reporting numbers of riders as they came through. We cheered for rider #2 especially loudly as Lew helped Beryl get her radio working. With everyone through the rest stop, Lew and I moved on to Sag Stop #3 where Bill, WB6IVI and Marilyn were looking sharp checking riders through. After the last riders went through, the six of us went across the street for refreshments and dinner. Later Lew called to check on Glenn then we headed back to our RV's for the night. Bill's motor home had decided to act up and developed a radiator leak. After a couple calls for road service the next day, the motor home was repaired sufficiently to get Bill home, we think (Bill hasn't been seen at the time of this writing). The ride, to this point, had gone as smoothly as possible and would go down as a success for the MVRC crew manning the start line and Sag Stops 1, 2 & 3.



P.S. Glenn (and Beryl) both finished the event. He was one of only 4 individual riders who signed up to do the entire ride. All other entrants competed as part of a team. Myself and the other event workers mentioned in this article are extremely proud of their success. On behalf of the MVRC, CONGRATULATIONS, GLENN & BERYL, very well done.

'AB' Barnard, WA6CNE



Dues are DUE \$48/year Regular Member, \$18/year DX member \$15 for a Sponsor any 1 year period.

Check the roster for the year your dues are paid. If it does not show 2010 then dues are due. Please verify your information - Email, etc...



**SEE YOU ALL AT THE MEETING!**