

Record Attempt Report Checklist

Due within 14 days after the completion of record attempt.

The UMCA Records Chairperson must receive this sheet with the forms listed below within 14 days after the completion of your attempt. Be sure to allow several days for delivery. Overnight delivery is acceptable if it arrives on time.



Rider Name(s)

1. MATT ROY
2. _____
3. _____
4. _____

Record being attempted Maine West to EAST

Checklist:

- Record Attempt Summary Form and Rider Signature(s)
- Map with route highlighted or complete route sheet
- Summary by Official(s) and Official Signature(s)
- Official's Pre-Ride Checklist
- Road Log Sheets, Number of Pages 3
- Track Log Sheets, Number of Pages _____
- Rider's Narrative Summary by e-mail (preferred) or written summary of the event to be used in reporting the event to the UMCA membership.
- Digital photographs of the start, along the way and finish by e-mail (Optional)
- Staple all forms to this sheet

Submit to:

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA

Forms may be sent Express mail, with *no signature required* by recipient.

Faxes and e-mail are *not* acceptable except for the Rider's Narrative Summary.

Record Attempt Summary

This form must be submitted within 14 days of the completion of the record attempt with an attached map showing the record route.

General Information

Date of Start 08 mm 23 dd 10 yy Time of Start: 5 hh 27 mm (a.m.) p.m. (circle one)
 Date of End 08 mm 23 dd 10 yy Time of End 8 hh 12 mm a.m. (p.m.) (circle one)
 Total Elapsed Time dd 14 hh 45 mm

For Road Attempts

Describe starting and ending point *exactly*, so that the UMCA Records Chair or another rider may locate the starting and ending points correctly.

Starting Point: FRYEBURG, ME
STATE LINE Sign on right side of road, RTE 302
 Ending Point: QUODDY HEAD STATE PARK Lubec, ME
Entrance gate to state park

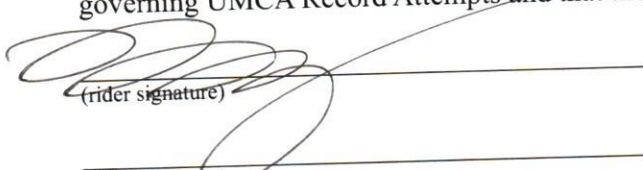
Total Miles 248.3 miles Number of Road Log Sheets: 3
 Attach map with route highlighted or a complete route sheet.

For Track Attempts

Track Location _____ Track Name _____
 Track Circumference (one lap) _____ miles kilometers (circle one)
 Number of Laps Ridden _____ laps
 Total distance _____ miles kilometers (circle one)
 Number of Track Log Sheets _____

Signatures of All Riders

I/We the *riders* declare that I/we have ridden this record attempt fairly and in accordance with the Rules governing UMCA Record Attempts and that the above Record Attempt Summary is correct.

| | | |
|--|-----------------------|--------------------------------------|
|  (rider signature) | <u>8/24</u> (date) | <u>Matthew Roy</u> (printed name) |
| _____ (rider signature) | _____ (date) | _____ (printed name) |
| _____ (rider signature) | _____ (date) | _____ (printed name) |
| _____ (rider signature) | _____ (date) | _____ (printed name) |

UMCA, Inc. Records Packet

Record Attempt Report

Official's Summary

(This form may be copied or a typed, signed report may be substituted)

This form must be submitted within 14 days of the completion of the record attempt.

Record Attempt Cross Maine West to East

Name of Rider(s) Matthew Roy

Please write a short summary of the ride below, particularly noting any rules infractions or dangerous actions or situations. Use additional sheets if necessary.

It was the best of times. It was the worst of times. Or at least for Matt it would become that way with the wind, he just didn't know it as his ride began at 05:28 on the morning of August 23, 2010. The day started with a much better weather forecast than originally predicted. The rain had passed and things seemed to be drying out. It was a lovely 61 degrees, still humid, but the roads seemed to be giving up some of their moisture.

I conducted the vehicle and bike pre-ride inspection at a gas station at the New Hampshire - Maine border. All licenses, signage and lighting was in order. The Honda CRV support vehicle did not have sufficient lighting (no rooftop flashing amber lights) to function as a follow vehicle. Matt indicated that it would only be used as a support vehicle, and not as a follow vehicle.

Matt's ride started fast. He was averaging a little more than 20 m.p.h. over the first 70 or so miles. With no wind and cool temperatures it was ideal. His decision to make the record attempt on a weekday was a good call. He had little traffic to deal with, even during "rush hour". This was his best of times.

At his first determined rest stop I gave him a verbal warning that I thought his stops (for stop signs, etc.) were borderline compliant. We reviewed the UMCA rule that stops must be something just short of a track stand, but that the rider must be able to turn the wheel without falling, although actually turning the wheel is unnecessary. He disagreed with my observation, but agreed to be more aware. For the duration of the event his stops were well within the parameters of the rule.

Somewhere around the 70 mile mark the headwind blew up, and up and up over the duration of the attempt. To throw salt on that wound, as we got closer to the American - Canadian border there was a noticeable increase in American flags. (Actually, there was a stretch of at least 10 miles where there was a flag on every other utility pole.) Each flag was nearly horizontal and headed directly in Matt's face. It was a constant reminder of the wind he was battling.

Also as we got closer to the eastern edge of Maine, there were more feet of steeper climbs. On one hand, these climbs had to be a welcome relief, because during the ascent the hill broke the wind. On the other hand, once he crested the top the wind was immediately in his face and slowed his descent. These were Matt's worst of times.

Despite the wind and staccato climbs, Matt maintained his title as Lawn Ball Champion. It was still a close race more than halfway through the attempt, until his crew and I all made a couple of critical miscalls that assured our loss. Despite Matt's certain victory, the crew continued to use his willingness to look

for lawn balls as an indicator of his relative stress level. If he was looking, he was feeling okay enough. If he wasn't, they'd talk to him, usually telling him bad jokes, to relieve some of his frustration with the wind.

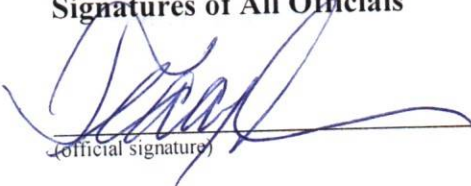
Overall, it was a mostly uneventful ride. There were a few crew handoffs from the follow vehicle, but all were less than one minute and I counted at most two in one hour. There was one instance where I cautioned his support vehicle to pass more quickly so as to prevent the possibility of drafting. (The crew photographer was trying to get photos of Matt on the bike.) That was only on one occasion, and it was also less than one minute in duration.

Ultimately, Matt finished at the Quoddy Head State Park gate, 14 hours and 44 minutes after he began. He was visibly affected by the constant headwind; there's no doubt it was a tough ride.

I/We the **officials** of this UMCA Record Attempt declare, to the best of our knowledge, that the preceding Record Attempt Summary is accurate and that the named riders have ridden this Record Attempt fairly and in accordance with the Rules governing UMCA Record Attempts.

I/We the **officials** of this UMCA Record Attempt declare that the following Summary by Official(s) and the attached Road or Track log sheets are true and accurate.

Signatures of All Officials



(official signature)

8/31/2010

(date)

Tracey A. L. Ingle

(printed name)

(official signature)

(date)

(printed name)

UMCA, Inc. Records Packet

Record Attempt Report

Official's Road Log Sheet

(This form may be copied)

This form must be submitted within 14 days of the completion of the record attempt.

A UMCA Official must update this log at the start, approximately every hour or every 10-15 miles / 16 to 24 kilometers (more waypoints are better) and at the finish. Use cross streets, city signs, landmarks or other visible features as reference points – please be as specific as possible. Use the odometer reading from the pace vehicle if available, otherwise use map mileage.

Record Attempt Cross Maine W to E

Date of Event mm 08 dd 23 yy 2010

Name of Official Tracey A. L. Ingle

Page 1 of 3

Name of Rider(s) Matthew Roy

| Date & Time | Distance mi km circle | Location | Comments |
|-------------|--------------------------|---|--|
| 8/23 05:27 | 0.00 | Fryberg, ME - State Line | No precipitation but wet roads. 61 degrees. |
| 8/23 06:11 | 15.1 | Intersection Routes 93 and 302, Bridgton, ME | Weather clearing. Fast start. |
| 8/23 06:54 | 30.4 | Intersection Routes 11 and 121 | Pavement almost completely dry. Lots of work trucks on route. |
| 8/23 07:07 | 34.5 | Route 11, Poland Town Line | Bottle handoff on hill climb. |
| 8/23 07:23 | 39.5 | White Oak Road and Maine Street, Poland, ME | Change to Orbea Time Trial bike. |
| 8/23 08:15 | 57.4 | Intersection Route 126 and Route 9, Sabattus, ME | Through urban area after lots of traffic lights. |
| 8/23 08:48 | 68.1 | Intersection Lewiston and Hallowell Roads, Litchfield, ME | Freshly paved roads; 64 degrees. |

UMCA, Inc. Records Packet

Record Attempt Report

Official's Pre-Ride Checklist

(This form may be copied)

This form must be submitted within 14 days of the completion of the record attempt.

| | | | |
|---------------------|--------------------|---------------|---------------------|
| Record Attempt | Cross Maine W→E | Date of Event | mm 08 dd 23 yy 2010 |
| Name of Official | Tracey A. L. Ingle | Names of Crew | Mike Berlinger |
| Name(s) of Rider(s) | Matthew Roy | | John Berlinger |
| | _____ | | Maureen Bruno Roy |
| | _____ | | Natasha Boltukhova |
| | _____ | | _____ |

Vehicle Inspection

Vehicle #1

Model Volkswagen Jetta Wagon

License # 227 HF9

Documents? Yes No

Insurance and Registration?

Working Lights? Yes No

(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No

Caution, Bikes Ahead; Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Vehicle #2 – Support Only

Model Honda CRV

License # 642 7FW

Documents? Yes No

Insurance and Registration?

Working Lights? Yes No

(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No

Caution, Bikes Ahead; Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Drivers

Driver #1

Name Mike Berlinger

Driver's License? Yes No

Driver #2

Name John Berlinger

Driver's License? Yes No

Bike Inspection

Bike #1

Brand Cannondale System 6

Head and taillight? Yes No

Reflectors or tape? Yes No

(All four directions)

Bike #2

Brand Orbea Ordu

Head and taillight? Yes No

Reflectors or tape? Yes No

(All four directions)

UMCA, Inc. Records Packet

Record Attempt Report

Official's Pre-Ride Checklist (Continued)

(This form may be copied)

This form must be submitted within 14 days of the completion of the record attempt.

Record Attempt Cross Maine W→E Date of Event mm 08 dd 23 yy 2010
Name of Official Tracey A. L. Ingle Names of Crew _____
Name(s) of Rider(s) Matthew Roy _____

Vehicle Inspection

Vehicle #3
Model _____
License # _____
Documents? Yes No
Insurance and Registration?
Working Lights? Yes No
(Headlights, Taillights, Turn Signals, Emergency Flashers)
Signs? Yes No
Caution, Bikes Ahead; Slow Moving Vehicle Triangle
Rooftop amber flashers? Yes No

Vehicle #4
Model _____
License # _____
Documents? Yes No
Insurance and Registration?
Working Lights? Yes No
(Headlights, Taillights, Turn Signals, Emergency Flashers)
Signs? Yes No
Caution, Bikes Ahead; Slow Moving Vehicle Triangle
Rooftop amber flashers? Yes No

Drivers

Driver #3
Name Maureen Bruno Roy
Driver's License? Yes No

Driver #4
Name _____
Driver's License? Yes No

Bike Inspection

Bike #1
Brand Independent Fabrications
 Ti Crown Jewel
Head and taillight? Yes No
Reflectors or tape? Yes No
(All four directions)

Bike #2
Brand _____
Head and taillight? Yes No
Reflectors or tape? Yes No
(All four directions)

| | | | |
|------------|-------|---|--|
| 8/23 09:39 | 80.9 | Intersection Route 226 and Windsor Street, Gardiner, ME | On Independent Fabrication after rest stop. Light sprinkles, mostly dry roads. |
| 8/23 10:22 | 101.1 | Route 105, Somerville - Windsor town line | Dry. 67 degrees. |
| 8/23 11:18 | 107.6 | Intersection Routes 220 and 173, Liberty, ME | Dry. Good pavement. Just through series of steep rollers. |
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| 8/23 13:56 | 146.3 | Intersection Routes 1 and 15, East Orland, ME | Big rolling hills. Gusty wind. |
| 8/23 14:47 | 161.1 | Intersection Route 1 and Water Street, Ellsworth, ME | Busy downtown area. |
| 8/23 15:22 | 172.8 | Intersection Routes 182 and 200, Franklin, ME | Traffic in bunches; follow vehicle good at letting them pass. |
| 8/23 15:48 | 179.4 | Crossing from T9-SD into T10-SD | Light traffic. Less wind in the heavily wooded area. |
| 8/23 16:36 | 191.1 | Intersections of Routes 1 and 182, Cherryfield, ME | More gusty wind as get closer to coast. |
| 8/23 17:17 | 203.1 | Intersections of Routes 1 and 187, Columbia Falls, ME | Wild Blueberry Land tourist attraction. |
| 8/23 17:59 | 216.4 | Route 1, Machias town line. | Rest stop at Mobil station. |
| 8/23 18:38 | 222.5 | Intersections of Routes 1 and 191, East Machias, ME | Still dealing with steady wind, but not as strong. |

| | | | |
|------------|-------|--|--|
| 8/23 19:13 | 231.2 | Intersection of Route 1 and Hilltop Lane, East Machias, ME | Lights and reflective gear on for dusk. |
| 8/23 19:22 | 234.6 | Intersection Routes 1 and 189, East Machias, ME | Beautiful sunset. Cooling off; down to 66 degrees. |
| 8/23 19:38 | 239.8 | Route 1, East Machias - Lubec town line. | Still dealing with headwind. Flags almost horizontal in the wind and have been for over 100 miles. |
| 8/23 20:12 | 248.3 | Quoddy Head State Park Gate | Finish - 16.83 mph average. |

email

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Rider Name(s)

1. Matthew Roy
2. _____
3. _____
4. _____

Record being attempted _____

Checklist:

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- Map with route highlighted or complete route sheet
- Summary by Official(s) and Official Signature(s)
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- Road Log Sheets, Number of Pages _____
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General Information

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 Date of End 08 mm 23 dd 10 yy Time of End 20 hh 12 mm **p.m.** (circle one)
 Total Elapsed Time dd 14 hh 44 mm

For Road Attempts

Describe starting and ending point *exactly*, so that the UMCA Records Chair or another rider may locate the starting and ending points correctly.

Starting Point: Fryeburg, ME State Line Sign on RH side of road, RTE 302

Ending Point: Quoddy Head State Park Lubec, ME Entrance gate to State Park

Total Miles 248.3 miles Number of Road Log Sheets: 3
 Attach map with route highlighted or a complete route sheet.

For Track Attempts

Track Location _____ Track Name _____

Track Circumference (one lap) _____ miles kilometers (circle one)

Number of Laps Ridden _____ laps

Total distance _____ miles kilometers (circle one)

Number of Track Log Sheets _____

Signatures of All Riders

I/We the *riders* declare that I/we have ridden this record attempt fairly and in accordance with the Rules governing UMCA Record Attempts and that the above Record Attempt Summary is correct.



(rider signature)

8/24/2010
 (date)

Matthew S Roy
 (printed name)

UMCA, Inc. Records Packet

Record Attempt Report

Official's Summary

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Record Attempt Cross Maine West to East

Name of Rider(s) Matthew Roy

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At his first determined rest stop I gave him a verbal warning that I thought his stops (for stop signs, etc.) were borderline compliant. We reviewed the UMCA rule that stops must be something just short of a track stand, but that the rider must be able to turn the wheel without falling, although actually turning the wheel is unnecessary. He disagreed with my observation, but agreed to be more aware. For the duration of the event his stops were well within the parameters of the rule.

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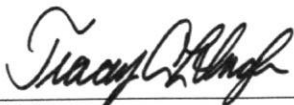
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Ultimately, Matt finished at the Quoddy Head State Park gate, 14 hours and 44 minutes after he began. He was visibly affected by the constant headwind; there's no doubt it was a tough ride.

I/We the **officials** of this UMCA Record Attempt declare, to the best of our knowledge, that the preceding Record Attempt Summary is accurate and that the named riders have ridden this Record Attempt fairly and in accordance with the Rules governing UMCA Record Attempts.

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Signatures of All Officials

| | | |
|---|-----------------|-------------------------|
|  | 8/31/2010 | Tracey A. L. Ingle |
| _____ (official signature) | _____ (date) | _____ (printed name) |
| _____ | _____ | _____ |
| (official signature) | (date) | (printed name) |

UMCA, Inc. Records Packet

Record Attempt Report

Official's Pre-Ride Checklist

(This form may be copied)

This form must be submitted within 14 days of the completion of the record attempt.

Record Attempt Cross Maine W→E Date of Event mm 08 dd 23 yy 2010
Name of Official Tracey A. L. Ingle Names of Crew Mike Berlinger
Name(s) of Rider(s) Matthew Roy John Berlinger
Maureen Bruno Roy
Natasha Boltukhova

Vehicle Inspection

Vehicle #1

Model Volkswagen Jetta Wagon

License # 227 HF9

Documents? Yes No

Insurance and Registration?

Working Lights? Yes No

(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No

Caution, Bikes Ahead, Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Drivers

Driver #1

Name Mike Berlinger

Driver's License? Yes No

Bike Inspection

Bike #1

Brand Cannondale System 6

Head and taillight? Yes No

Reflectors or tape? Yes No

(All four directions)

Vehicle #2 – Support Only

Model Honda CRV

License # 642 7FW

Documents? Yes No

Insurance and Registration?

Working Lights? Yes No

(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No

Caution, Bikes Ahead, Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Driver #2

Name John Berlinger

Driver's License? Yes No

Bike #2

Brand Orbea Ordu

Head and taillight? Yes No

Reflectors or tape? Yes No

(All four directions)

UMCA, Inc. Records Packet

Record Attempt Report

Official's Pre-Ride Checklist (Continued)

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This form must be submitted within 14 days of the completion of the record attempt.

Record Attempt Cross Maine W→E Date of Event mm 08 dd 23 yy 2010
Name of Official Tracey A. L. Ingle Names of Crew _____
Name(s) of Rider(s) Matthew Roy _____

Vehicle Inspection

Vehicle #3

Model _____

License # _____

Documents? Yes No

Insurance and Registration?

Working Lights? Yes No

(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No

Caution, Bikes Ahead; Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Vehicle #4

Model _____

License # _____

Documents? Yes No

Insurance and Registration?

Working Lights? Yes No

(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No

Caution, Bikes Ahead; Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Drivers

Driver #3

Name Maureen Bruno Roy

Driver's License? Yes No

Driver #4

Name _____

Driver's License? Yes No

Bike Inspection

Bike #1

Brand Independent Fabrications
 Ti Crown Jewel

Head and taillight? Yes No

Reflectors or tape? Yes No

(All four directions)

Bike #2

Brand _____

Head and taillight? Yes No

Reflectors or tape? Yes No

(All four directions)

UMCA, Inc. Records Packet

Record Attempt Report

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Record Attempt Cross Maine W to E

Date of Event mm 08 dd 23 yy 2010

Name of Official Tracey A. L. Ingle

Page 1 of 3

Name of Rider(s) Matthew Roy

| Date & Time | Distance mi km circle | Location | Comments |
|-------------|--------------------------|---|---|
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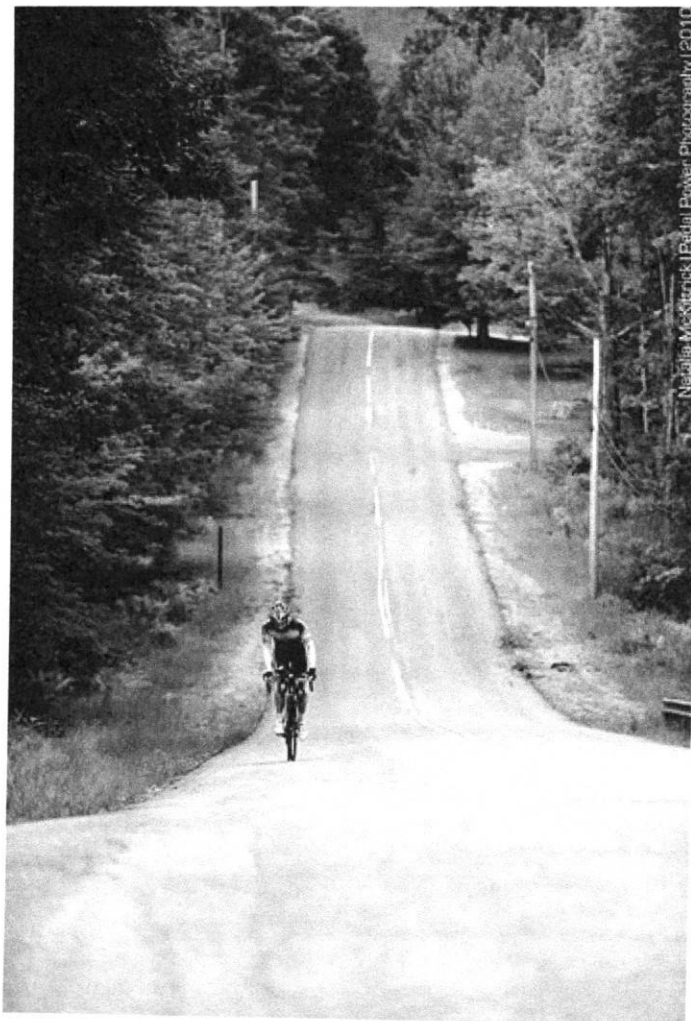
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| 8/23 20:12 | 248.3 | Quoddy Head State Park Gate | Finish - 16.83 mph average. |

Natalia McKittrick | Pedal Power Photography | 2010

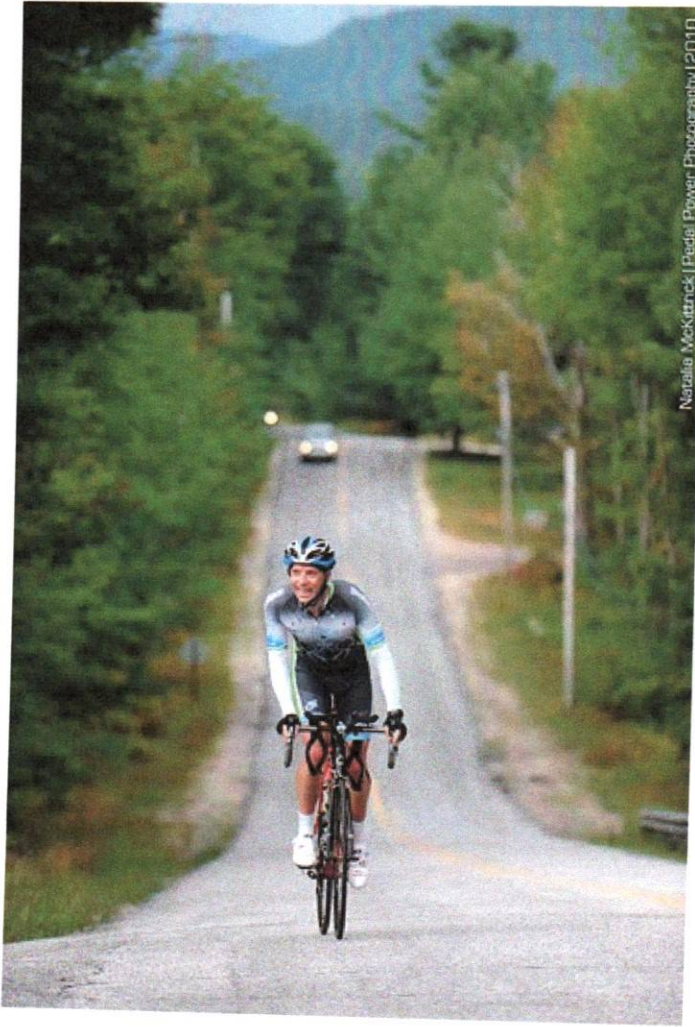


Natalia McKittrick | Pedal Power Photography | 2010





Natalia Miskitnick | Pedał Power Photography | 2010



Natalia Mckittrick | Pedal Power Photography | 2010



Natalia McKittrick | Pedal Power Photography | 2010



Natalia McKittrick | Pedal Power Photography | 2010





Natalia McKittrick | Pedal Power Photography | 2010



Natalia McKittrick | Pedal Power Photography | 2010

Drew Clark

From: Drew Clark [drewclark1@comcast.net]
Sent: Sunday, September 05, 2010 5:03 PM
To: 'Matt Roy'
Cc: 'Marie Handrahan'; 'John Ceceri'; Terry Brown (RadarApps@gmail.com); 'Mark Newsome'; Ultracyclists
Subject: Maine record

Dear Matt,

Congratulations. Your record is now officially certified by UMCA as follows:

Matt Roy, 37, Arlington, Massachusetts

Standard bike

Maine

West-East

New endpoints:

East: Entrance gate to Quoddy Head State Park near Lubec, ME

West: ME/NH state line on US302 near Fryeburg, ME

August 23, 2010

14 hr 45 min

248.3 miles

16.83 mph average speed

Official: Tracey Ingle

Note: Matt Roy now has both the N-S and the W-E records for Maine. Great ride into strong winds.

UMCA Records Chairman

Drew Clark

1707 Carlson Avenue

Erie CO 80516

drewclark1@comcast.net

303-828-1356

cell 720-470-2558

Friday, September 3, 2010



Dear Drew-

I hope all is well. I am just getting back from vacation following my Maine West to East record attempt. Enclosed, please find my Record Attempt Report and all of the necessary paperwork for my ride on Monday, August 23rd. Because Monday is a holiday, I will send you an electronic version of the Record Attempt Report as well.

Enclosed please find the following:

- Record Attempt Report Checklist
- Record Attempt Summary Form and Signature
- Map with route (Maine West to East Technical Guide)
- Summary by Official and Official's Signature
- Official's Pre-Ride Checklist
- Road Log Sheets (3 pages)
- Rider's narrative (below)
- Digital photos URL (<http://picasaweb.google.com/matthewr8/MaineWestToEast#>)

I will be posting a story about the ride shortly for the online edition of Embrocation Cycling Journal. You can find it here: <http://embrocationmagazine.com/>. We will have more photos posted there.

Here is the Narrative.

- ⇒ Record attempt, e.g., Hawaii E-W
Maine West to East
- ⇒ Name of rider(s)
Matt Roy
- ⇒ Start date and exact start time to the nearest minute
Monday, August 23, 2010, 5:27AM
- ⇒ Exact start location described so that someone else could find the same spot.
Route 302, Fryeburg, ME State Line sign.
- ⇒ What were conditions like?
Cool, in the mid 60s, with a light rain for the early part of the day, followed by an increasing and unrelenting headwind for ~11 hours as a Nor'easter approached the east coast.
- ⇒ Why did you want to do a record?
In 2007, I established the Maine North to South record and wanted to add West to East to the books as well. I also used the ride to raise money for the Adaptive Sports and Recreation Program at Boston's Spaulding Rehabilitation Hospital. (www.firstgiving.com/mattroy)

⇒ What equipment did you use? Anything special?

I had 3 bikes with me. I spent the majority of the time on a Cannondale System Six with Profile TT-bars and Mavic Cosmic Carbone Ultimate wheels. On the only fairly flat section of the route, I rode an Orbea Orda TT bike with ZIPP 808 and 404 wheels. On the hilliest stretch of the ride, which also included a 5+ mile section of dirt, I rode an Independent Fabrication Ti Crown Jewel set up with a compact crank and Mavic R-SYS wheels.

⇒ What did you eat & drink?

I ate a few packages of CifShot Blocks, a few ProBar Fruition bars, a few ClifBars, some homemade Cream Cheese and Jam, or Tofurkey and mustard sandwiches (I'm a vegetarian, by the way). To drink, I used GuBrew for hydration, Hammer Nutrition Perpetuum or Spiz for fuel. I also had plain old water and a few Cokes near the end.

⇒ What was the best part?

The morning stretch was divine. I had no wind and I wanted to set the tone for the rest of the ride with a brisk pace. I rode the first ~75 miles at a 21mph pace and rode it with ease. When I hit more difficult sections throughout the remainder of the day, I reminded myself of this stretch of road.

The other amazing part was a 5+ mile stretch of dirt roads. When I had reconnoitered the route a few months earlier this road was smooth as glass but when we hit it during the record attempt it was really rough, with big rocks and bad lines across the whole rode. For some reason, I get Peter Pan legs on dirt roads and I flew through that stretch of road with a big grin on my face the entire time. The choppiness of the road caused my official, Tracey, to shut her eyes on more than one occasion.

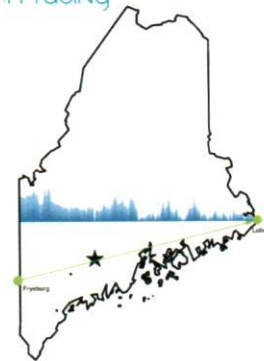
Of course, finishing at the lighthouse at Quoddy Head was pretty remarkable. Seeing the monument stating that we were at the Easternmost point in the United States was a great way to finish.

⇒ What was the hardest part?

The wind. I had a 12-20mph north by northeast headwind for about 11 hours. It was so windy that my ears were ringing the two days following the event. Combined with the unforgiving rollers the characterize Maine, the constant wind made for a simply unrelenting ride. I would have to downshift on descents. The climbs were steep and frequent (the last 30 miles had 20 separate climbs totaling ~2500 feet) and were my only protection from the wind. As soon as I crested the top, a wall of wind would hit me. The hundreds of American flags dotting the Maine roads were a constant reminder of my upwind battle. I watched my rolling average dip from a high of 21.1 mph to 19 then to 18.5 and down to 18.1. I couldn't help but wonder what my time would have been in more forgiving conditions.

⇒ Did anything particularly unusual happen?

With only about 9 miles remaining, as dusk was setting in, I saw a few bats flitting about. Though I have complete faith in the bat's ability to navigate, when one decided to dive bomb me, I ducked violently out of the way. I think that caused more excitement in the follow car than it did for me, but at that point, I wasn't really feeling much of anything!



August 19, 2010

Dear Drew-

Enclosed, please find the Pre-Event Agreements Checklist for the crew, rider (myself) and the Official's waiver and certification sheets. I've also included a copy of the Technical Guide we have provided for the crew for Monday's event.

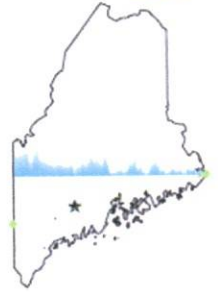
Wish me luck, Drew. We'll have to follow-up paperwork back to you shortly!

On Monday, you can track my progress on twitter (follow @mm_racing). We'll also have live satellite tracking. Just type in this address and you should be able to see the tracking points: <http://bit.ly/bz11Rg>

Thanks again,


Matt Roy

MM racing



Dear Marie-

I hope all is well. Enclosed, please find my Record Attempt Application and a check for \$65.00. I have also attached two maps to clarify the end points in Fryeburg and Lubec, ME.

Please let me know if you have any questions in the mean time.

Thanks for your help.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Roy", is written over a long, thin horizontal line that extends across the page.

Matt Roy

617.921.4783

matt@mmracing.org

www.mmracing.org

MAILED 6/23
RCVD 6/25

Record Attempt Application Checklist

Due at least 21 days prior to date of record attempt.

The UMCA Records Chairperson must receive this sheet with the forms listed below at least 21 days prior to the proposed date of your attempt. Be sure to allow several days for delivery.



Rider Name(s):

1. Matt Roy
2. _____
3. _____
4. _____

Copy ORIG MAILED To John C 6/28/10

Record being attempted MAINE WEST TO EAST

Checklist:

- Record Attempt Application Form
- Copy of PayPal e-mail receipt if paying by credit card (preferred) or check or money order payable to the UltraMarathon Cycling Association or UMCA
- Address Sheet for *all* Riders *and* Crew Chief
- Staple all forms to this sheet

Submit to:

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA

Forms may be sent Express mail, with *no signature required* by recipient.

Record Attempt Application Fees

Fees must be submitted at least 21 days prior to record attempt.

The fees for records are:

(circle paid enclosed)

- Solo \$65
 - Tandem \$120
 - Two-Person Team
 - Four-Person Team
- (all fees are in US doll.

Fees are non-refur.
other words, once y

We prefer payment b

go to www.pa

Our account is

Or make check or mone
check or money order to

MAUREEN M BRUNO
41 DECATUR ST.
ARLINGTON, MA 02474

PAY TO THE ORDER OF

UmCA, Inc
Sixty five dollars and 0/100's

Cambridge Savings Bank
MEMO Record Attempt Fee

53-7112/2113
DATE 6-22-10
\$ 65 00
DOLLARS
0317

the PayPal e-mail receipt or the

Record Attempt Application Form

COH

This form must be submitted at least 21 days prior to record attempt.

Record Type

(circle one and fill in appropriate information)

Cross-State/Province Record to Challenge or Establish MAINE WEST TO EAST

Point to Point Record to Challenge
Note: The UMCA is not sanctioning new point to point records but a rider may challenge an existing record.

Cross-Country Record to Challenge or Establish _____

Timed Time _____ Road Track (circle one)

Distance Distance _____ Road Track (circle one)

Location

Starting Point FRYEBURG, ME NH/ME STATELINE, RTS 113/302 } see attached maps

Ending Point QUODDY HEAD STATE PARK, LUBEC, ME

or

Track/Circuit Location _____

Estimated Mileage 250 miles or Time _____ hours

Proposed Start Date mm 07 dd 19 yy 10 Start Time: 5:00 (am) pm (circle one)

Rider may start at any time on the selected date. If extenuating circumstances necessitate a date change, approval must be obtained from the Records Chair or Deputy Chair.

Rider(s)

Configuration Solo (circle one) Tandem 2-Person Relay 4-Person Relay Team


Gender Male (circle one) Female Mixed

Birth Year 1973 Age category is based on year of birth, not actual age at time of record attempt.
All riders born in 1967 race as 40-year olds in 2007, regardless of birthday.

Age 18-49 (circle one) 50-59 60-69 70+
(circle one. For teams use average age of team members)

Bike Type Upright (circle one) Recumbent, unfaired Recumbent, faired Hand-Powered Tandem

Signatures of All Riders

| | | |
|---|----------------|-----------------------|
|  | <u>6.22.10</u> | <u>MATTHEW S. ROY</u> |
| (rider signature) | (date) | (printed name) |
| _____ | (date) | (printed name) |
| (rider signature) | (date) | (printed name) |
| _____ | (date) | (printed name) |
| (rider signature) | (date) | (printed name) |
| _____ | (date) | (printed name) |
| (rider signature) | (date) | (printed name) |

Address Sheet – Riders and Crew Chief

This form must be submitted at least 21 days prior to record attempt.

Riders

Name MATT ROY

Address 41 DECATUR ST.

City ARLINGTON,

St./Prov. MA Postal Code 02474

Country USA

Phone 617.921.4783

E-mail matt@mnracing.org

Birthdate mm 02 dd 16 yy 73 Gender M F

Name _____

Address _____

City _____

St./Prov. _____ Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm ___ dd ___ yy ___ Gender M F

Name _____

Address _____

City _____

St./Prov. _____ Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm ___ dd ___ yy ___ Gender M F

Name _____

Address _____

City _____

St./Prov. _____ Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm ___ dd ___ yy ___ Gender M F

Crew Chief

Name TRACEY INGLE

Address 204 BARTON ROAD

City STOW

St./Prov. MA Postal Code 01775

Country USA

Phone 978.212.5500

E-mail tracey@inglelaw.com



Fryeburg Start Point

State Line Store -Citgo gas station just west of the Maine/New Hampshire state line. North side of Rte 113.
3274 Main Street, Center Conway, NH

 [Fryeburg Start Point](#)



Quoddy Head End Point

End point is at gate entrance to state park. Eastern most point in the US.

0 views - Unlisted

Created on Jun 21 - Updated yesterday

By [Matt](#)

[Rate this map](#) - [Write a comment](#)

Marie Handrahan - Re: MAINE West to East attempt

From: Matt Roy <matt@mmracing.org>
To: Marie Handrahan <mhand@comtechefdata.com>
Date: 6/9/2010 2:37 PM
Subject: Re: MAINE West to East attempt

Will do. Thanks.

- Matt

On Wed, Jun 9, 2010 at 5:35 PM, Marie Handrahan <mhand@comtechefdata.com> wrote:

ok, if you FedEx, please mark it to be left without signature. I work during the day and no one may be home

>>> Matt Roy <matt@mmracing.org> 6/9/2010 2:32 PM >>>

Hi Marie-

I don't believe she has taken the test in 2010. Her email address is:
?

tracey@inglelaw.com

Also, I submitted my UMCA membership renewal today... it should go through the process in time for the Saratoga 12 hr in a few weeks' time.

Please let me know if you have any other questions.

I should have the packet completed by Monday and will FedEx it to you early next week.

Thanks for the help.

- Matt

On Wed, Jun 9, 2010 at 1:54 PM, Marie Handrahan <mhand@comtechefdata.com> wrote:

Matt,

Has Tracey taken the official's test in 2010? If not, please forward her email address to me and I will get one to her. The certification is a calendar year certification. I look forward to hearing about your record attempt

Thanks

Marie

>>> Matt Roy <matt@mmracing.org> 6/7/2010 10:22 AM >>>

Hello Marie, Drew

I hope all is well. After a sizable delay, I am back and ready to set the Maine West to East Cross State Record.

We had previously established the endpoints:

West: Hwy 302 @ NH/ME state line west of Fryeburg ME

East: Intersection of S Lubec Rd and Carrying Pt Cove Rd just west of the entrance to Quoddy Head State Park

The route is roughly 245 miles.

Tracey Ingle will be my official for the record attempt.

We have selected Monday, July 19th as the day.

I will have the forms and fees taken care of shortly. In the meantime, please let me know if you have any additional questions.

Thanks!

- Matt Roy

On Fri, Aug 22, 2008 at 9:03 AM, Marie Handrahan <mhand@comtechefdata.com> wrote:

Matt,

I am sorry to hear you will need to postpone your Maine attempt until early 09. Postponing this attempt until early 09 will require submitting a new application (and fee) when you are ready to give it another go. I look forward to your future attempt and the resulting reports.

Regards,

Marie Handrahan

Deputy Records Chair

>>> "Matt Roy" <matthewr8@gmail.com> 8/21/08 3:27 PM >>>
Marie, Drew-

I hope all is well. After much consideration, I'm going to shelf Maine W-E and give it a go early in '09. Please let me know if I'll need to resubmit the paperwork.

Thanks for all the help so far.

- Matt

On Fri, Aug 8, 2008 at 10:42 AM, Marie Handrahan <mhand@comtechefdata.com> wrote:

Matt,

Your postponement of your record attempt is allowed. No further paperwork or fees will be necessary for your new date in September. Once you have determined your new date, send an email and I will make a note in your file. Take it easy and I hope the hardware in your hip is easy on you.

Marie

>>> "Matt Roy" <matthewr8@gmail.com> 8/7/08 12:35 PM >>>
Marie, Drew-

I hope all is well. I have elected to postpone by Maine Cross-state event until early September. I am somewhat at the mercy of the hardware holding my hip together and the last block of training has been a difficult one. Rather than put in an okay ride this weekend, I've decided to rest up and

prepare appropriately for a few weeks' time.

Please let me know if I will need to resubmit an application or if there are any other obligations I should know about. I will have the dates locked down early next week and will let you know asap. I intend to set the record on either September 6 or 13.

Thanks.

- Matt

On Fri, Jul 18, 2008 at 12:50 AM, Drew Clark <drewclark1@comcast.net> wrote:

Dear Matt,

Here is the way I will list the endpoints and I am forwarding to Marie Handrahan this way:

West: Hwy 302 @ NH/ME state line west of Fryeburg ME

East: Intersection of S Lubec Rd and Carrying Pt Cove Rd just west of the entrance to Quoddy Head State Park

These endpoints are approved for your attempt.

The reason for listing the east endpoint as I did is that state parks are often closed at night. And while you may finish in daylight, subsequent attempts may not, and we don't want the endpoint to be inaccessible.

Also, I am sending the test to Sandy. He should send his results to Marie Handrahan: mhand@comtechefdata.com

Drew Clark

1707 Carlson Avenue

Erie CO 80516

drewclark1@comcast.net

303-828-1356

cell 720-470-2558

From: Matt Roy [<mailto:matthewr8@gmail.com>]

Sent: Thursday, July 17, 2008 7:53 PM

To: Drew Clark

Cc: mhand@comtechefdata.com

Subject: Re: Maine attempt

Hi Drew-

Sandy asked that you send him whatever it is he has to do test-wise but he believes he is up-to-date.

As for endpoints:

The Western Startpoint will be at the western-most point of Fryeburg, ME. The start point will be just south of Weston Way on Route 302 (Main Street) in East Conway, NH... on the NH/ME border. See the map [here](#).

The Eastern Endpoint will be at the eastern-most point of Quoddy Head State Park where Quoddy Head Road comes to an end. See the map [here](#).

Thanks for the help. Enjoy your time away.

-Matt

On Wed, Jul 16, 2008 at 5:25 PM, Drew Clark <drewclark1@comcast.net> wrote:

OK, sorry about the loss of your laptops.

Let me know your endpoint details as soon as you can.

Drew Clark

1707 Carlson Avenue

Erie CO 80516

drewclark1@comcast.net

303-828-1356

cell 720-470-2558

From: Matt Roy [mailto:matthewr8@gmail.com]

Sent: Wednesday, July 16, 2008 12:02 PM

To: Drew Clark

Cc: Marie Handrahan

Subject: Re: Maine attempt

Thanks, Drew.

I'll get back to you with the details once I hear back from Sandy regarding the officiating test. Our house was broken into last week and our laptops were stolen along with my Maine W-E files... it's back to the drawing board for me on that stuff.

No problem on the waivers... I've only sent originals so far.

Thanks again,

-Matt

On Tue, Jul 15, 2008 at 1:51 PM, Drew Clark <drewclark1@comcast.net> wrote:

Dear Matt,

I received your application for a Maine W-E record attempt on Aug 9.

I will be out of state from July 18 to Aug 4, so it will be better for me to pass this on to Marie Handrahan, Deputy Records Chairman.

But before I do, I need a couple things from you, please.

1. I need more specificity on the endpoints, enough so that anybody could locate the exact start finish points from your description (i.e. routes #s, intersections, landmarks, etc). Sandy Whittlesey gave me a pretty good idea in a previous email, but your application is too general.
2. I don't think Sandy has taken the official's test this year. Please correct me if I am wrong.
3. When sending waivers and such, UMCA requires originals, not emailed or faxed copies.
4. Marie's address:

Marie Handrahan
504 W First Street
Mesa AZ 85201
602-791-1527
mhand@comtechedata.com

Drew Clark
1707 Carlson Avenue
Erie CO 80516
drewclark1@comcast.net
303-828-1356
cell 720-470-2558

--

Matthew Roy
PhD candidate, HMS Program in Immunology

--

Matthew Roy
PhD candidate, HMS Program in Immunology

Hacohen Lab
Broad Institute of Harvard and MIT
7 Cambridge Center, Room 2175-Q
Cambridge, MA 02142

T: 617.714.7302

www.mmracing.org

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Matthew Roy
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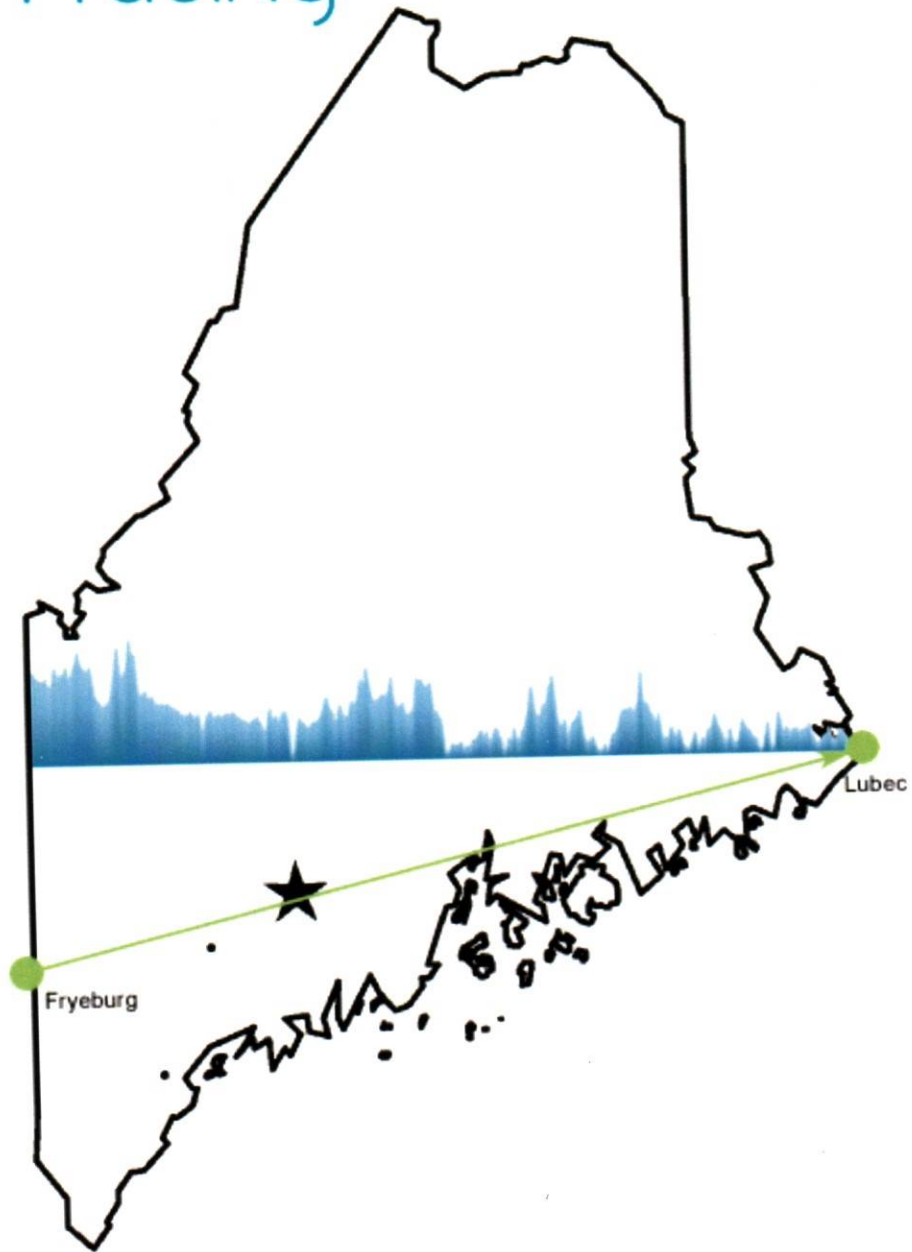
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MM racing



TECHNICAL GUIDE

West to East Maine State Record Solo Attempt
Sanctioned by the UltraMarathon Cycling Association
August 23, 2010

Fryeburg to Lubec – 250 miles

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**Welcome to the UltraCycling Record Crew
Fryeburg to Lubec, Maine**

TECHNICAL GUIDE

Thank you for being part of our crew. Matt will be attempting to set his second UltraCycling record for the state of Maine. The crew will be a crucial element in helping Matt achieve this goal. This is your technical guide to the daylong event. Included are UltraCycling federation rules and regulations as they pertain to the record attempt. Also, you will find detailed maps, directions and profiles for the 250-mile route.

Please take the time to read the enclosed information to ensure that you are familiar with the event details. Questions can be directed to Matt at matt@mmracing.org or Mo at mo@mmracing.org.

ROUTE DESCRIPTION:

The Maine West to East route is roughly 250 miles long, starting in Fryeburg and ending at the easternmost point in the United States at the Quoddy Head Lighthouse in West Lubec, ME. The route is mostly on rural roads with a few busy stretches through Auburn/Lewiston, Gardiner, and a 50-mile stretch along Route 1 from Belfast to Sullivan, ME. There is also a dirt section about 5 miles long.

The route traverses roughly 16,500 feet of climbing. The cue sheets detail climbs that are particularly steep or longer than half a mile.

The **start** will take place on the New Hampshire/Maine State Line on Route 302, a mile east of the hotel.

The **finish** will take place in Quoddy Head State Park in West Lubec, Maine, the eastern-most point in the United States.

START HOTEL:

Saco River Motor Lodge
2626 East Main Street
Center Conway, NH 03813
603.447.3720

FINISH HOTEL:

Cedar Crest Inn
115 Elm Street, Route 1
Camden, Maine 04843
207.236.4839

CREW/OFFICIALS/SUPPORT STAFF

Tracey Ingle
UMCA Official
Email: tracey@inglelaw.com
Phone: 508.789.6290

John Berlinger
Mechanic
Email: berlingerjohn@yahoo.com
Phone: 978.386.7042

Mike Berlinger
Mechanic
Email: mjberlinger@gmail.com
Phone: 978.696.1116

Natasha Boltukhova
Photographer
Email: tasha.rider@gmail.com
Phone: 617.455.8234

Mo Bruno Roy
Crew Chief
Email: mo@mmracing.org
Phone: 617.921.4783

DESIGNATED TASKS FOR MECHANICS AND SUPPORT CREW

John and Mike Berlinger will provide mechanical support. Mechanics will be responsible for bicycle maintenance, transport, swaps and equipment recommendations to Matt. The "jump" mechanic will also provide details of the route to Matt via radio (e.g. upcoming turns, profile details).

Support crew will be responsible for handling Matt food and drink from the car and/or at rest stops, providing additional supplies to Matt (such as sunblock, med kit, clean/dry clothing) and helping the driver with navigation.

Tracey will be our UMCA official. By official rules Tracey cannot really help, per se. But she will be taking note of Matt's progress every 15-minutes and will keep a watchful eye on the rules.

Natasha will be our resident media specialist. Potential Photo Ops are identified in the cue sheets as "PO."

There will be two support vehicles for the event; a follow car, and a lead car. The follow car will be equipped with tools, bikes, spares, food and drink for Matt, food and drink for the crew, radio communications, tech guide/maps and GPS if available. The lead car, driven by Mo, will be utilized to transport supplies and restock the follow car. Mo will also prepare and distribute a full lunch and additional food/drink to all crew and rider. Additionally, the lead car will alert the follow car to upcoming turns and road conditions etc.

We will attempt to set the Maine West to East in one long trip with minimal stops. However, for the safety and comfort of the crew and rider, restrooms, food and fuel will be available at three designated checkpoints along the route. The checkpoints are roughly 70 miles apart or ~4 hours. There are several additional places to stop along the way if needed.

ITINERARY (tentative)

Sunday, August 22:

Natasha to Matt and Mo's house at 10:30am Sunday

Mo and Matt will pick up Tracey at the Portsmouth Park and Ride, Exit 3 off of I-95 at 12:00pm <http://www.nh.gov/dot/nhrideshare/p10.htm>

Mo, Matt, Natasha and Tracey will drive to the Saco River Motor Lodge in East Conway (arrival time 2pm)

John and Mike (after Mike finishes work-7pm) will meet at Mavic in Haverhill - 8pm and switch to a yellow car and drive to the Saco Motor Lodge (arrival time around ~10pm)

Mo will prepare dinner for Matt and crew at the motel. (think high school sports pasta party and possible chocolate cupcakes). John and Mike... Mo will have food for you upon arrival.

Crew will attach lights and signs to Mavic car and Mo/Matt car and pack coolers and equipment in cars. Gas up cars.

Sleep!

Monday, August 23, TIME TBD

4/430am wake up

Crew puts bikes and spares on Mavic car.

Mo will have coffee available and breakfast bagels and baked goods (State Line convenience store has a Dunkin Donuts and gas station, it should be open).

Roll out from motel to Maine State Line- 5am START Cross State Record!

Ride estimate finish +/- 8pm in Lubec, Maine

Crew celebrates and heads to Camden via Machias (possible dinner option at Fat Cat Deli & Pizzeria)

Lodging in Camden for the night at: Cedar Crest Motel, drink beer, sleep

Tuesday, August 24, TIME TBD

Mike, John and Tracey depart by 10am-drop off Tracey at Portsmouth Park and Ride. Return Mavic car to Haverhill

Mo, Matt and Natasha depart to Arlington after a dip in the pool,



Trip Distance: 248.35 mi

Trip Time: 06:42:38

Start: US 302

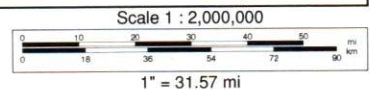
Total Stops: 3

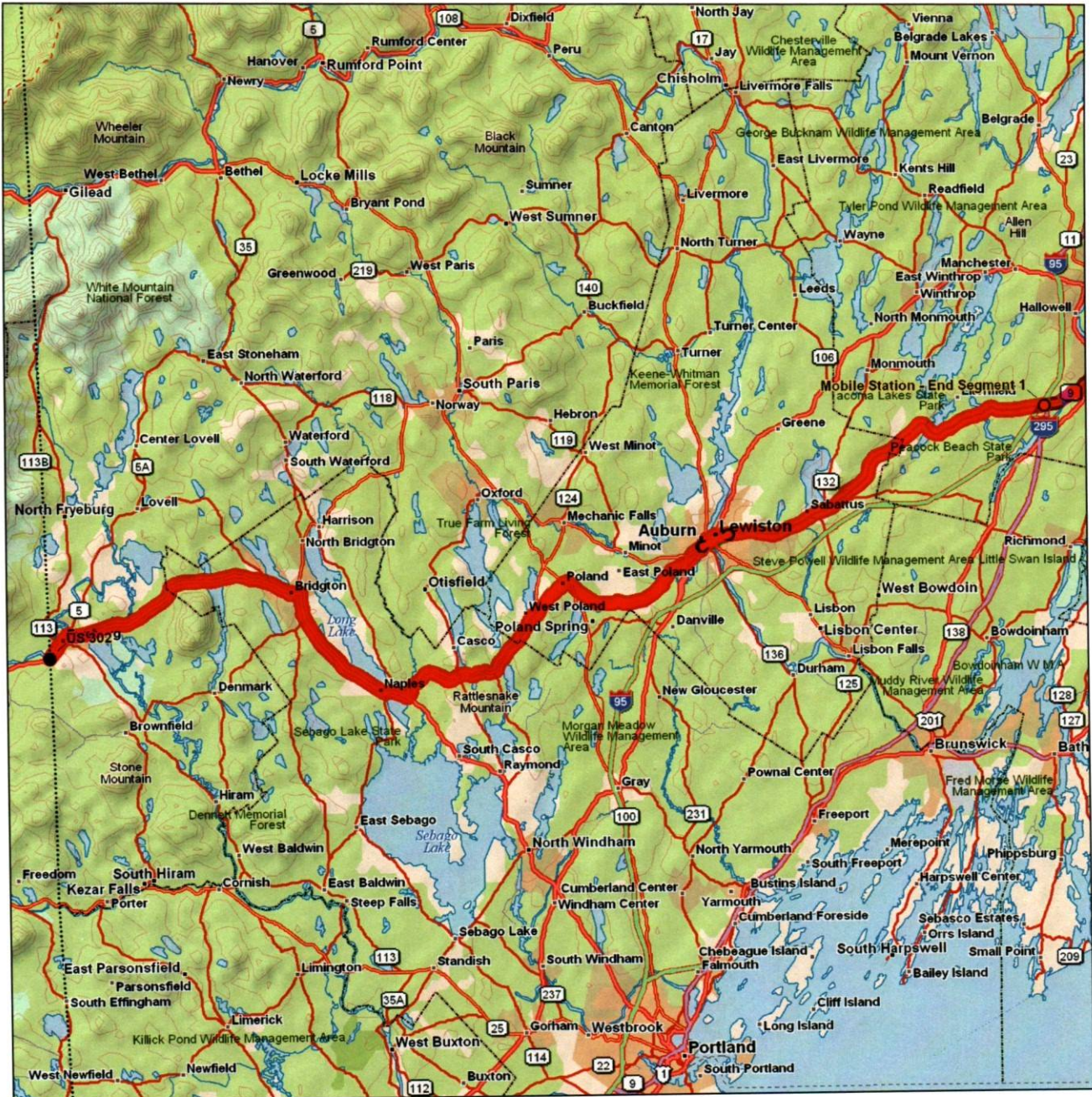
Finish: West Quoddy Head

Data use subject to license.

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www.delorme.com





Trip Distance: 73.29 mi

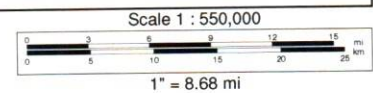
Trip Time: 02:06:43

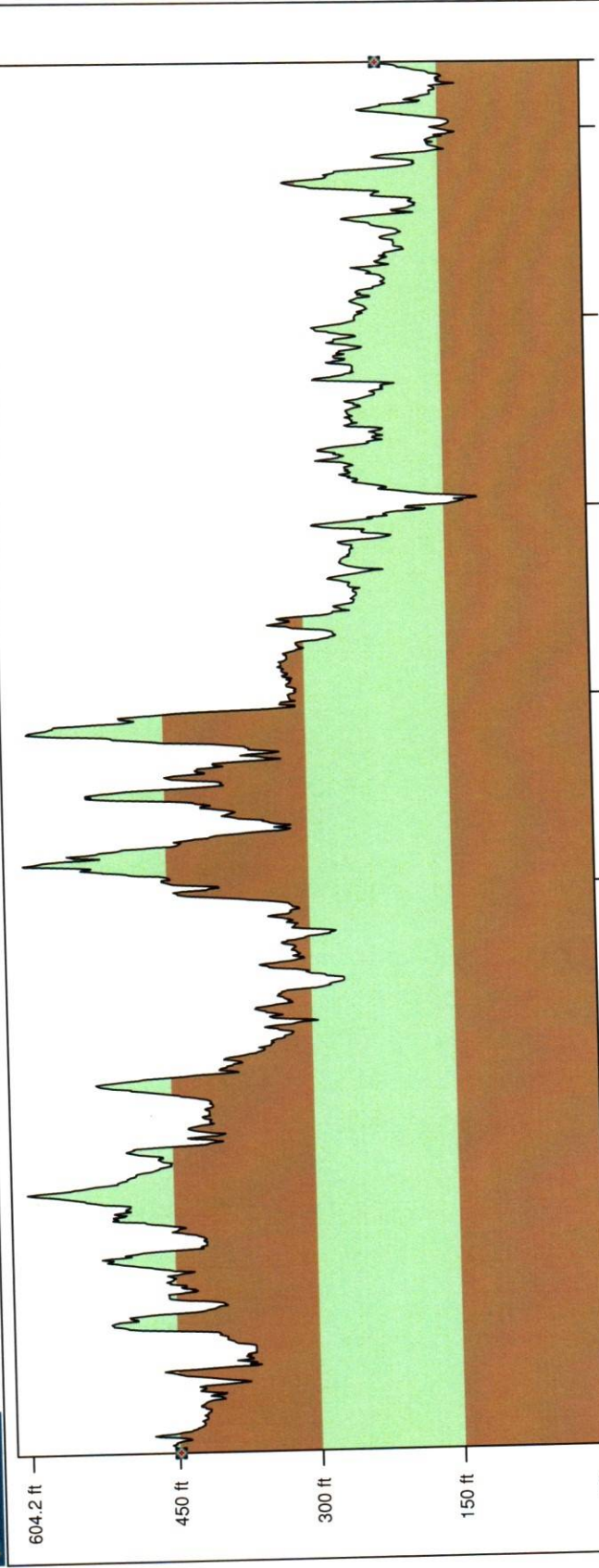
Start: US 302

Total Stops: 0

Finish: Mobile Station - End Segment 1

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| | | | | | | | | |
|------------------------|-------|-------|-----------------------|-------|-------|----------------------|-------|----------|
| 0 mi | 10 mi | 20 mi | 30 mi | 40 mi | 50 mi | 60 mi | 70 mi | 73.50 mi |
| Lin Dist: 73.5 mi | | | Terr Dist: 73.5 mi | | | Elev Gain: -234.8 ft | | |
| Climb Elev: 4,344.6 ft | | | Desc Elev: 4,579.3 ft | | | Max. Elev: 604.2 ft | | |
| Climb Dist: 36.0 mi | | | Desc Dist: 37.3 mi | | | Avg Grade: 2 | | |
| | | | | | | Min. Elev: 114.4 ft | | |

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| Cue | Road | Segment Distance | Total Distance | Finish Distance |
|------|---|------------------|----------------|-----------------|
| 0.00 | Mile 0.0 Maine West to East Start - NH-Maine State Line Route 302 | 0.00 | 0.00 | 248.30 |
| 1.40 | Straight through blinking yellow light | 1.40 | 1.40 | 246.90 |
| 0.40 | Bear Right to continue on Route 302 | 1.80 | 1.80 | 246.50 |
| 2.00 | Climb - 0.6 miles | 3.80 | 3.80 | 244.50 |
| 2.70 | Climb - 0.5 miles, false flat at the top | 6.50 | 6.50 | 241.80 |
| 0.90 | Blinking Yellow light - nice descent | 7.40 | 7.40 | 240.90 |
| 1.30 | Bridgeton Town Line | 8.70 | 8.70 | 239.60 |
| 1.30 | Climb - 0.5 miles | 10.00 | 10.00 | 238.30 |
| 3.30 | Climb - 0.7 miles | 13.30 | 13.30 | 235.00 |
| 1.10 | Rough Road | 14.40 | 14.40 | 233.90 |
| 0.70 | Junction of Rte 93 on Left | 15.10 | 15.10 | 233.20 |
| 1.20 | Bear Left to continue on Route 302 | 16.30 | 16.30 | 232.00 |
| 0.60 | Right Turn at Light on Route 302 | 16.90 | 16.90 | 231.40 |
| 0.70 | Light (Hannafor's on Right) | 17.60 | 17.60 | 230.70 |
| 1.10 | Climb - 0.9 miles | 18.70 | 18.70 | 229.60 |
| 4.20 | Climb - 0.7 miles | 22.90 | 22.90 | 225.40 |
| 1.60 | Naples Center - Rough Pavement | 24.50 | 24.50 | 223.80 |
| 0.50 | Junction Routes 11/114 | 25.00 | 25.00 | 223.30 |
| 0.30 | CAUTION!!! Grated Bridge | 25.30 | 25.30 | 223.00 |
| 0.20 | Light | 25.50 | 25.50 | 222.80 |
| 0.90 | Left Turn onto Route 11 leaving 302 (just before Citgo on Left) | 26.40 | 26.40 | 221.90 |
| 2.50 | Climb - 0.9 miles, false flat at the top | 28.90 | 28.90 | 219.40 |
| 1.50 | Straight through blinking yellow light at Rte 121 4-way intersection | 30.40 | 30.40 | 217.90 |
| 0.00 | Rough Road | 30.40 | 30.40 | 217.90 |
| 0.80 | 0.2 mile STEEP Climb - first of 3 tough short climbs | 31.20 | 31.20 | 217.10 |
| 1.30 | Junction of Route 85 on right | 32.50 | 32.50 | 215.80 |
| 2.30 | 0.2 mile STEEP Climb | 34.80 | 34.80 | 213.50 |
| 1.70 | Blinking Yellow light | 36.50 | 36.50 | 211.80 |
| 0.10 | Poland Town Line - Don't pee in the water | 36.60 | 36.60 | 211.70 |
| 0.10 | Sharp Right onto White Oak Hill Road (after Raymond Road 4-way) | 36.70 | 36.70 | 211.60 |
| 0.80 | Climb - 0.7 miles, two steep kickers | 37.50 | 37.50 | 210.80 |
| 2.00 | Fast descent to STOP, then RIGHT onto Rte 26 | 39.50 | 39.50 | 208.80 |
| 0.10 | Quick left onto Aggregate Road | 39.60 | 39.60 | 208.70 |
| 0.40 | Right onto Plains Road - GREAT Stretch of Road - PUSH IT! (TT Bike?) | 40.00 | 40.00 | 208.30 |
| 3.10 | Left at T-intersection onto Empire (No Sign) | 43.10 | 43.10 | 205.20 |
| 0.30 | SHARP Right onto Lewiston Junction Road (Pancake!) | 43.40 | 43.40 | 204.90 |
| 1.10 | Auburn Town Line | 44.50 | 44.50 | 203.80 |
| 0.50 | RR Tracks - ROUGH | 45.00 | 45.00 | 203.30 |
| 0.20 | RR Tracks - ROUGH | 45.20 | 45.20 | 203.10 |
| 1.20 | Left at T-intersection onto Hotel Road | 46.40 | 46.40 | 201.90 |
| 0.30 | RR Tracks - Sharp Angle / Narrow Steel Bridge w/ Potholes | 46.70 | 46.70 | 201.60 |
| 0.70 | Right onto Poland Road | 47.40 | 47.40 | 200.90 |
| 0.60 | Blinking Yellow light | 48.00 | 48.00 | 200.30 |
| 0.70 | Climb - 0.4 miles to Route 11 | 48.70 | 48.70 | 199.60 |
| 0.40 | Right onto Route 11 | 49.10 | 49.10 | 199.20 |
| 0.20 | Bear Right onto Route 11/202 | 49.30 | 49.30 | 199.00 |
| 0.20 | Immediate Left to stay on Route 202 | 49.50 | 49.50 | 198.80 |
| 0.20 | CAR CONTINUES ON ROUTE 202 / MATT BEARS RIGHT onto High Street *** | 49.70 | 49.70 | 198.60 |
| 0.50 | Right to continue on 202 (Cross Androscoggin River) | 50.20 | 50.20 | 198.10 |
| 0.90 | Right onto Route 126 (Sabattus Street), leaving 202 | 51.10 | 51.10 | 197.20 |
| 1.00 | MEET BACK UP WITH MATT at intersection of PINE and 202 (across from H) | 52.10 | 52.10 | 196.20 |
| 0.10 | Hilly Stretch with lots of Traffic Lights - 2.4 miles | 52.20 | 52.20 | 196.10 |
| 1.20 | Tim Horton's on left (POSSIBLE STAFF STOP - MATT CONTINUES) | 53.40 | 53.40 | 194.90 |
| 0.80 | LEFT LANE to Continue on Route 126 | 54.20 | 54.20 | 194.10 |
| 0.40 | End of busy stretch | 54.60 | 54.60 | 193.70 |
| 2.80 | Intersection of Route 9 / Lights / Continue on 126 | 57.40 | 57.40 | 190.90 |
| 0.80 | Blinking Yellow Light - Junction of 132 on Left | 58.20 | 58.20 | 190.10 |
| 1.20 | Junction of Route 197 | 59.40 | 59.40 | 188.90 |
| 0.30 | Wales Town Line | 59.70 | 59.70 | 188.60 |
| 2.70 | Long Gentle Climb - 0.8 miles | 62.40 | 62.40 | 185.90 |
| 2.40 | Blinking Yellow light | 64.80 | 64.80 | 183.50 |
| 1.90 | Litchfield Town Line | 66.70 | 66.70 | 181.60 |
| 0.60 | Climb - 0.5 miles (Single Lane, Roadwork possible) | 67.30 | 67.30 | 181.00 |
| 0.80 | Blinking Yellow light | 68.10 | 68.10 | 180.20 |
| 2.30 | West Gardner Town Line - Bridgework/grated road possible) | 70.40 | 70.40 | 177.90 |
| 0.60 | Climb - 0.5 miles | 71.00 | 71.00 | 177.30 |
| 0.20 | Blinking Yellow light | 71.20 | 71.20 | 177.10 |
| 1.70 | False flat uphill | 72.90 | 72.90 | 175.40 |
| 1.00 | Cross over RTE 95 then 295 - END SEGMENT 1 - MOBIL ON RIGHT | 73.90 | 73.90 | 174.40 |

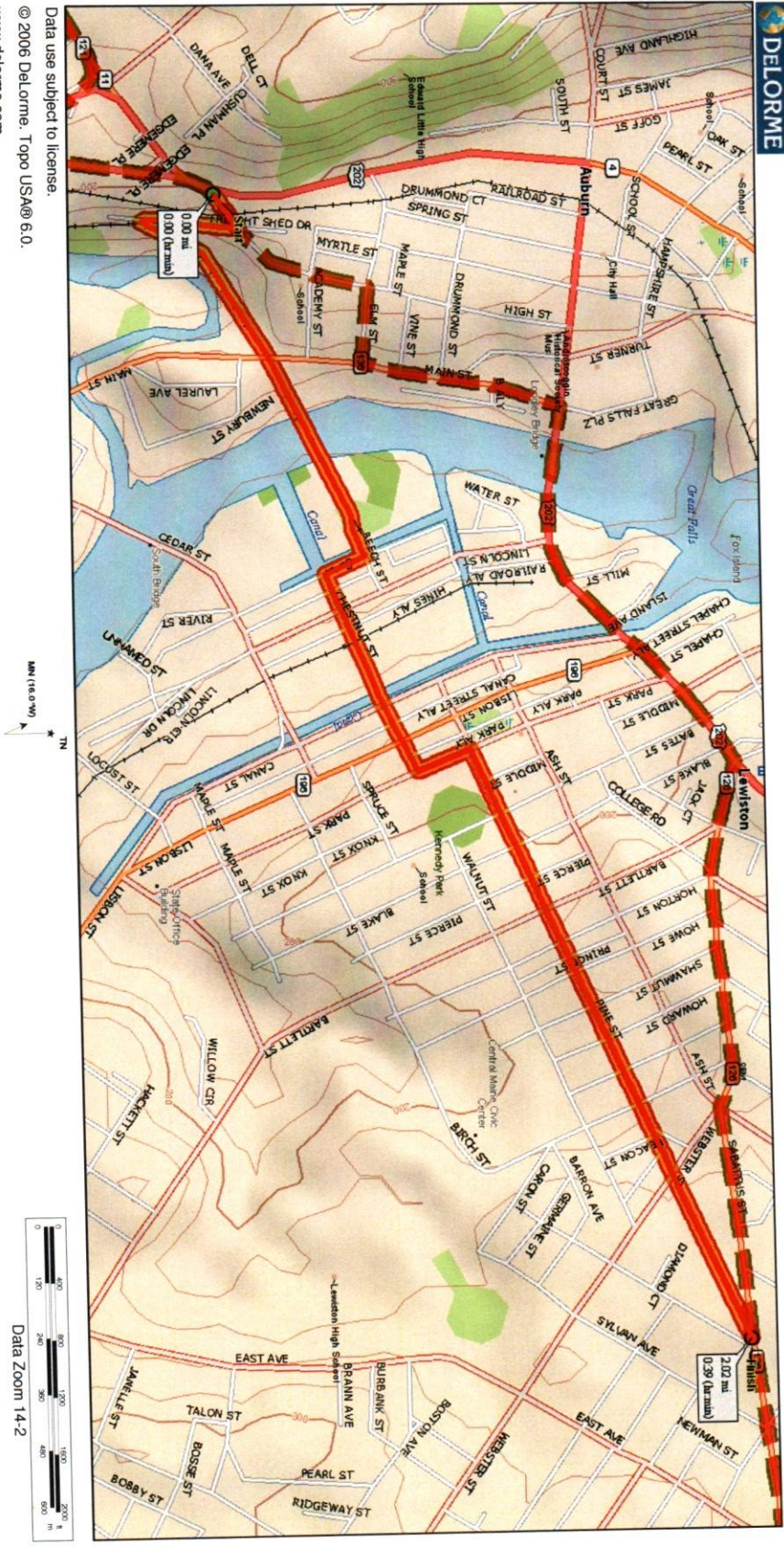
Gazetter PAGE
4, A1

5, B1

75
12, E1

12, D4

| DEVIATION - MATT ONLY *** - SEE DETAILED MAP #1 | |
|---|---|
| 0.00 | Right onto High Street, Quick Right descend to Park |
| 0.20 | Cross River on Riverwalk |
| 0.50 | Right on Beech Street |
| 0.10 | Left on Chestnut |
| 0.30 | Left on Park Street |
| 0.10 | Right on Pine Street |
| 0.90 | Pine Street to 202 |



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Trip Distance: 68.61 mi

Trip Time: 02:06:08

Start: Mobile Station - Start Segment 2

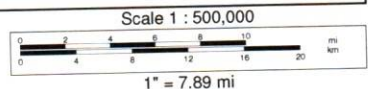
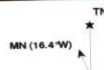
Total Stops: 0

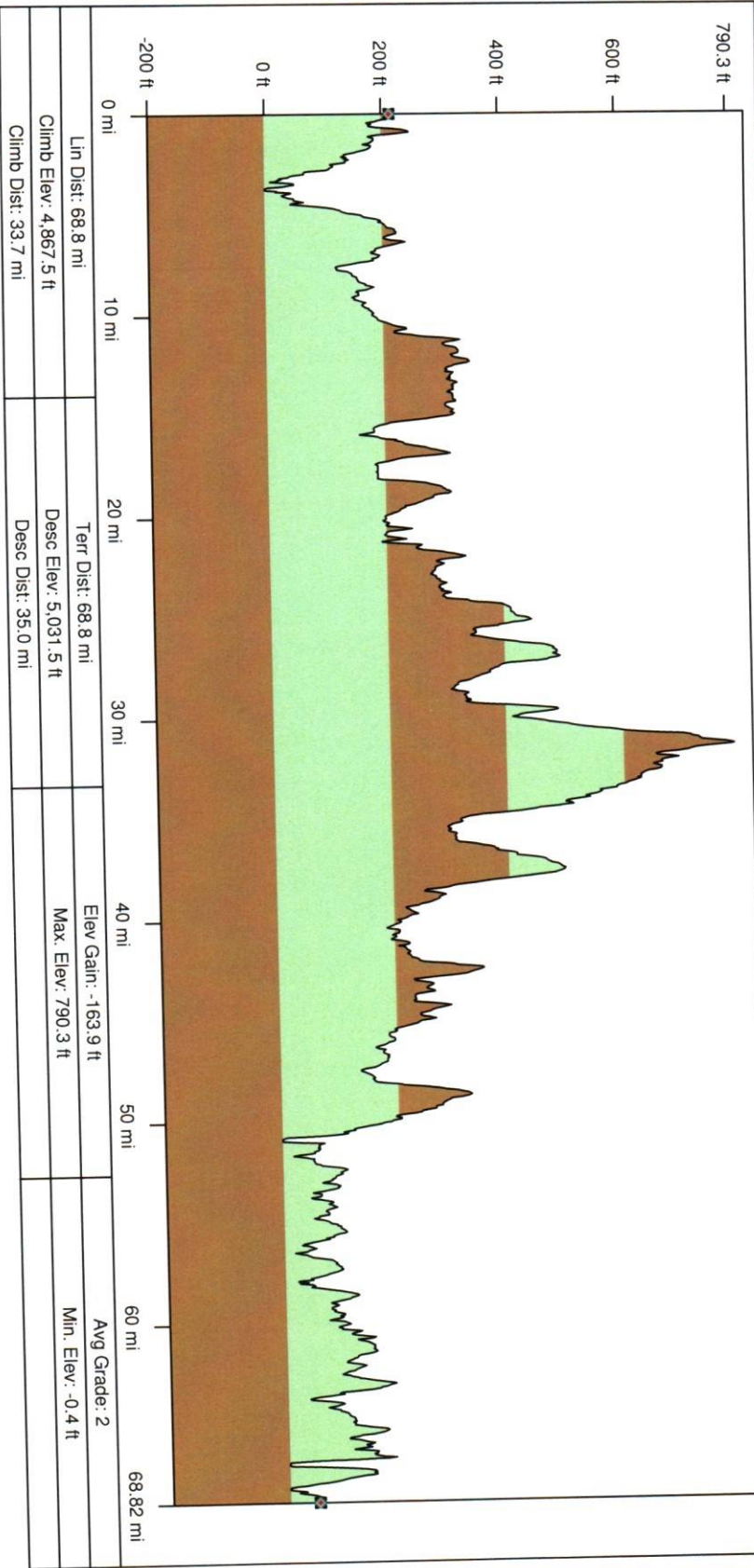
Finish: Dunkin Donuts - End Segment 2

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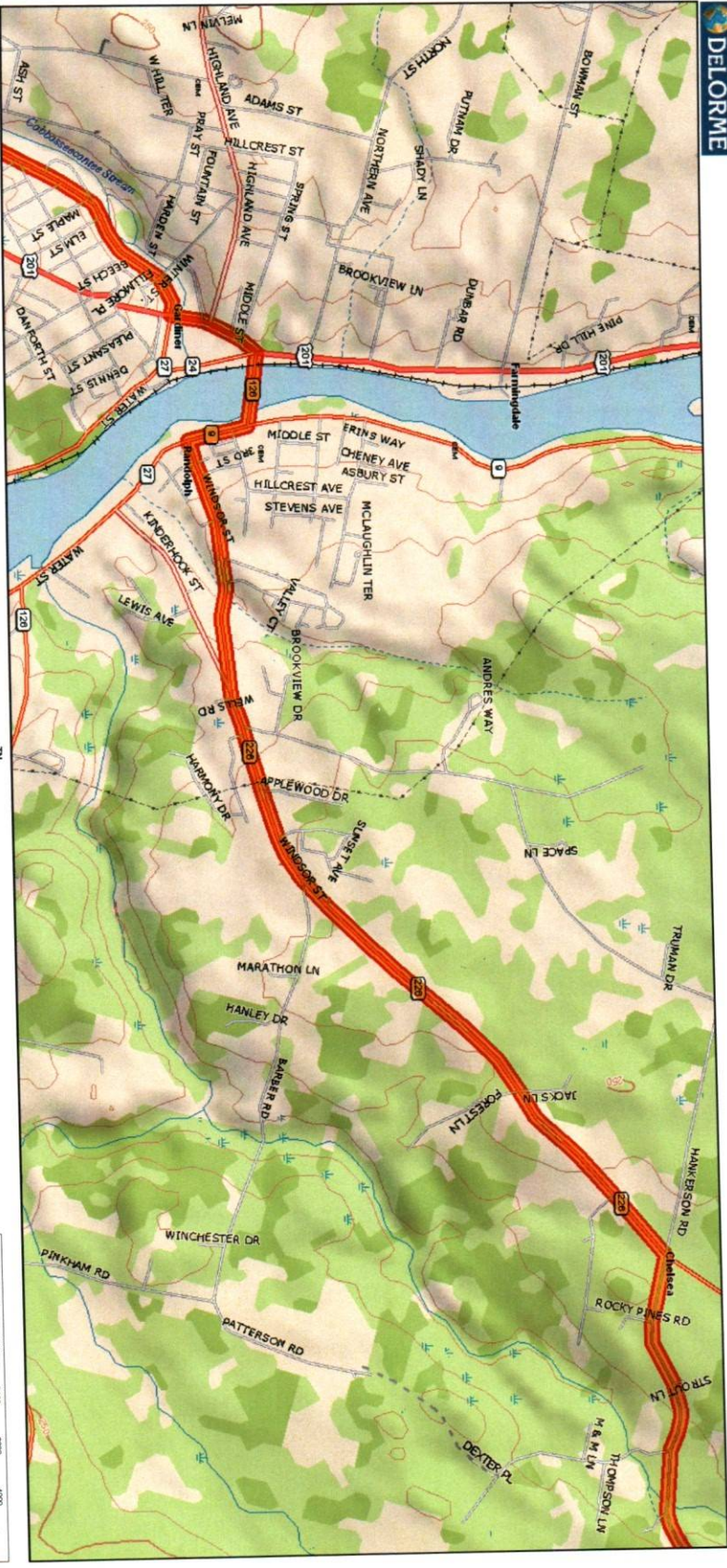
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| Cue | Road | Segment Distance | Total Distance | Finish Distance | Gazetter PAGE |
|------|---|------------------|----------------|-----------------|------------------------|
| 1.00 | Cross over RTE 95 then 295 - END SEGMENT 1 - MOBIL on RIGHT | 0.00 | 73.90 | 174.40 | 12, E1 |
| 3.10 | Welcome to Gardiner | 3.10 | 77.00 | 171.30 | |
| 0.30 | Left at Lights following Routes 9 and 126 - SEE DETAILED MAP #2 | 3.40 | 77.30 | 171.00 | 13, D1 |
| 0.30 | Right Lane at Light to Kennebec River - Long Light | 3.70 | 77.60 | 170.70 | |
| 0.20 | Right at end of bridge to continue on 9/126 | 3.90 | 77.80 | 170.50 | |
| 0.10 | Left onto Rte 226 (Windsor Street) | 4.00 | 77.90 | 170.40 | |
| 3.00 | Right onto Windsor Street (leaving 226) at T's Autoshop on Right | 7.00 | 80.90 | 167.40 | |
| 0.80 | Long Gentle Climb - 0.9 miles | 7.80 | 81.70 | 166.60 | |
| 0.80 | Lots of false flat - consistent rolling | 8.60 | 82.50 | 165.80 | |
| 1.60 | Right at T onto Route 17 - BUSY ROAD/TRUCKS | 10.20 | 84.10 | 164.20 | |
| 0.70 | Climb - 0.5 miles, tough one | 10.90 | 84.80 | 163.50 | |
| 1.10 | Windsor Town Line | 12.00 | 85.90 | 162.40 | |
| 1.60 | Left onto Route 32 at Market and Deli | 13.60 | 87.50 | 160.80 | PO |
| 1.30 | Right on Marcy Hill Road (Cemetary on Right) | 14.90 | 88.80 | 159.50 | |
| 1.10 | Climb - 0.6 miles / rollers | 16.00 | 89.90 | 158.40 | |
| 0.30 | Left at T-intersection onto Cooper's Mill Road (CLIMB) | 16.30 | 90.20 | 158.10 | |
| 1.50 | Right at T onto Route 105 | 17.80 | 91.70 | 156.60 | |
| 0.20 | Climb - 0.8 miles | 18.00 | 91.90 | 156.40 | |
| 1.90 | Somerville Town Line / Rough Road | 19.90 | 93.80 | 154.50 | |
| 0.60 | 2.4 miles of steep climbs/rollers | 20.50 | 94.40 | 153.90 | |
| 3.20 | Left onto Old County Road (DIRT!) | 23.70 | 97.60 | 150.70 | |
| 0.50 | Short steep climb (0.2 miles) | 24.20 | 98.10 | 150.20 | |
| 0.70 | Photo Op - Cemetary | 24.90 | 98.80 | 149.50 | |
| 0.80 | Cross Mountain Road, Rollers | 25.70 | 99.60 | 148.70 | |
| 1.20 | Left at T-intersection Old County Road | 26.90 | 100.80 | 147.50 | |
| 1.30 | Bear Right - Pavement Returns | 28.20 | 102.10 | 146.20 | |
| 0.10 | Left onto Route 220 - Steepest climbs of the day, highest point | 28.30 | 102.20 | 146.10 | |
| 0.50 | Steep climb - 0.7 miles (great view, cool house on R) | 28.80 | 102.70 | 145.60 | |
| 1.10 | Steep climb - 0.9 miles | 29.90 | 103.80 | 144.50 | |
| 3.80 | Right at T-intersection onto Route 173 | 33.70 | 107.60 | 140.70 | |
| 0.80 | Straight/Left onto Trues Pond Road (Old Route 3) Leaving 173 | 34.50 | 108.40 | 139.90 | 14, B1 |
| 1.70 | Right onto Route 3 (Busy Road, 0.7 miles climb, great descent into Belfast) | 36.20 | 110.10 | 138.20 | |
| 6.80 | Steep climb - 0.2 miles | 43.00 | 116.90 | 131.40 | |
| 2.70 | Climb - 0.8 miles - First view of the ocean at the top! | 45.70 | 119.60 | 128.70 | |
| 2.90 | Belfast Town Line | 48.60 | 122.50 | 125.80 | |
| 0.20 | Left onto Route 1 Onramp | 48.80 | 122.70 | 125.60 | |
| 5.80 | Searsport Town Line | 54.60 | 128.50 | 119.80 | |
| 1.70 | Climb - 0.6 miles - IRVING GAS STATION | 56.30 | 130.20 | 118.10 | |
| 1.40 | Climb - 0.5 miles | 57.70 | 131.60 | 116.70 | |
| 1.80 | Stockton Springs Town Line | 59.50 | 133.40 | 114.90 | |
| 0.30 | Blinking Yellow light | 59.80 | 133.70 | 114.60 | PO 15, A1 23, E1 |
| 0.40 | Cross Under Route 1A | 60.20 | 134.10 | 114.20 | |
| 0.10 | Bear Right to continue on Routes 1 and 3, generally very rolly | 60.30 | 134.20 | 114.10 | |
| 5.00 | Bridge into Bucksport | 65.30 | 139.20 | 109.10 | |
| 1.20 | Lights, Cross Penobscot (BUSY ROADS) | 66.50 | 140.40 | 107.90 | |
| 1.50 | Bear Right/Yield busy road narrow | 68.00 | 141.90 | 106.40 | |
| 0.30 | DUNKIN DONUTS on LEFT - END Segment 2 | 68.30 | 142.20 | 106.10 | |



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Trip Distance: 74.62 mi

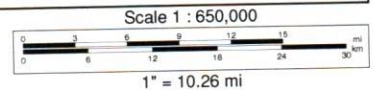
Trip Time: 01:53:24

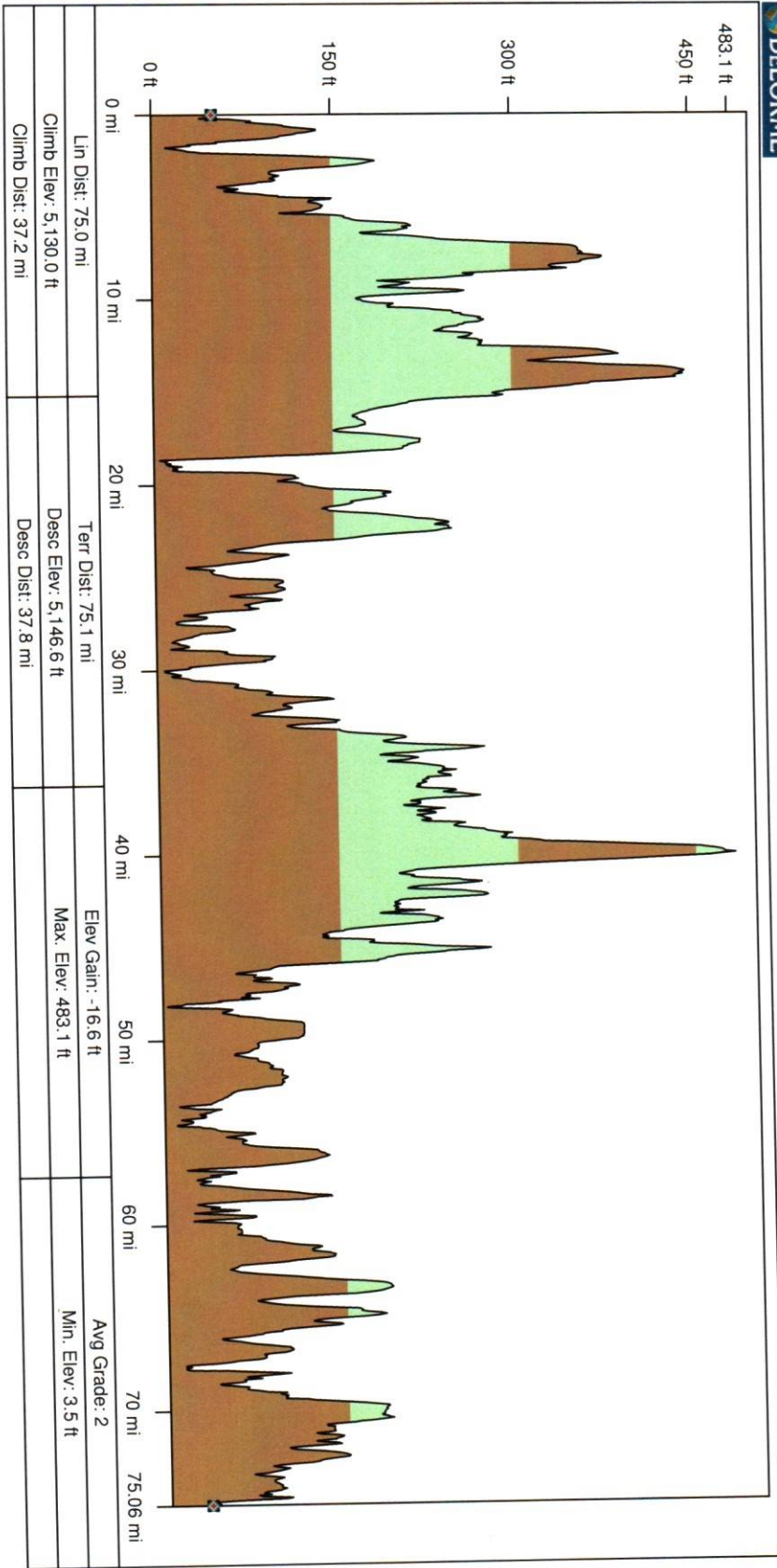
Start: Dunkin Donuts - Start Segment 3

Total Stops: 0

Finish: Mobile Station - End Segment 3

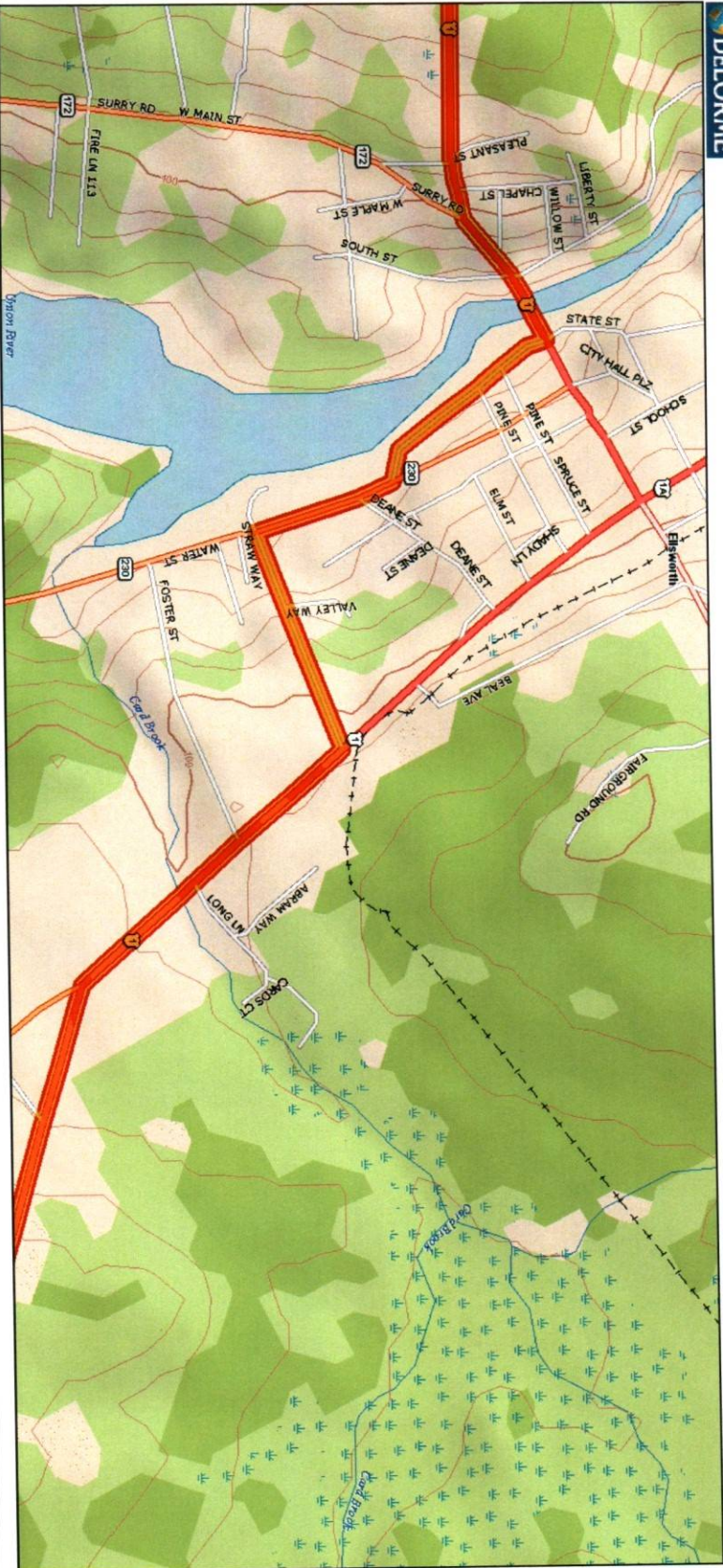
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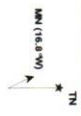


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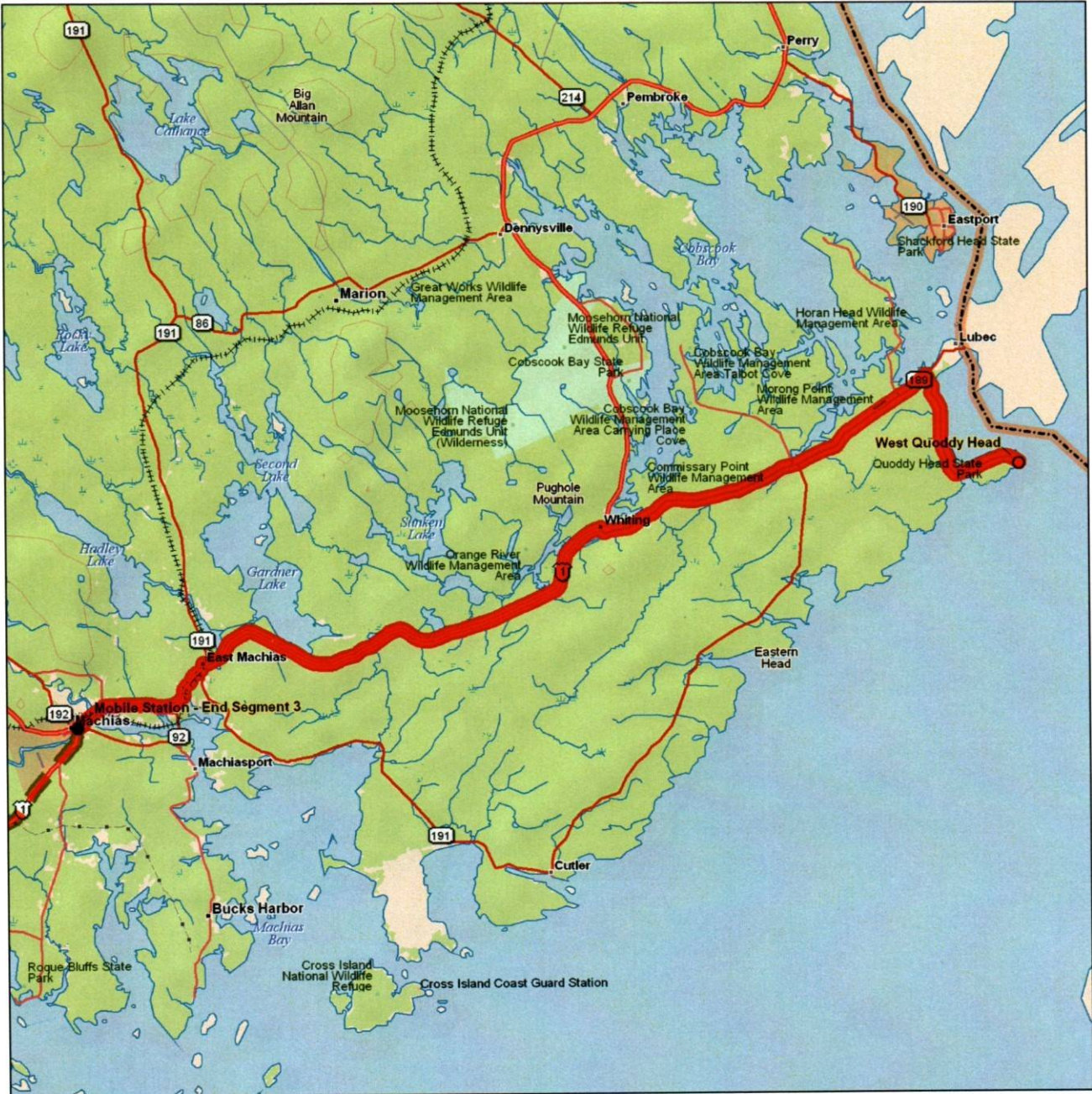
| Cue | Road | Segment Distance | Total Distance | Finish Distance | Gazetter PAGE |
|-------|---|------------------|----------------|-----------------|---------------|
| 0.30 | DUNKIN DONUTS on LEFT - END Segment 2 | 0.00 | 142.20 | 106.10 | 23, E2 |
| 0.40 | Climb - 0.8 miles | 0.40 | 142.60 | 105.70 | |
| 1.80 | Climb - 0.5 miles, Steep, climbing lane, blinking lights at top | 2.20 | 144.40 | 103.90 | |
| 1.90 | Route 15 on Right, continue on Route 1 | 4.10 | 146.30 | 102.00 | |
| 0.30 | Climb - 0.5 miles | 4.40 | 146.60 | 101.70 | |
| 2.30 | Climb - 1.1 miles, climbing lane | 6.70 | 148.90 | 99.40 | |
| 1.70 | Route 176 on right, continue on Route 1 | 8.40 | 150.60 | 97.70 | |
| 4.30 | Climb - 0.5 miles, Bad Shoulder! | 12.70 | 154.90 | 93.40 | |
| 1.00 | Climb - 0.9 miles | 13.70 | 155.90 | 92.40 | |
| 1.80 | Photo Op - Vista | 15.50 | 157.70 | 90.60 | PO |
| 0.60 | Climb - Long gradual, easy grade - 1.7 miles | 16.10 | 158.30 | 90.00 | |
| 1.80 | Ellsworth Town Line | 17.90 | 160.10 | 88.20 | 24, E1 |
| 0.80 | STOP SIGN! Busy Left onto Route 1. Lots of Traffic - SEE DETAILED MAP #3 | 18.70 | 160.90 | 87.40 | |
| 0.20 | Immediate Right after bridge onto Water Street | 18.90 | 161.10 | 87.20 | |
| 0.50 | Left onto Washington (Tough little climb) Boat launch on Right | 19.40 | 161.60 | 86.70 | |
| 0.60 | Right at T onto Route 1 | 20.00 | 162.20 | 86.10 | |
| 0.10 | Left Lane to stay on Route 1 at Light (Hannaford's on Right) | 20.10 | 162.30 | 86.00 | |
| 1.60 | Junction of Route 184 on Right (Continue on Route 1) | 21.70 | 163.90 | 84.40 | |
| 0.50 | Climb - 0.9 miles, tough | 22.20 | 164.40 | 83.90 | |
| 3.30 | Left onto Route 182 (Tideway Market on Left) NO MORE ROUTE 1!!!, Climb - 0.7 miles | 25.50 | 167.70 | 80.60 | |
| 2.50 | Welcome to Franklin - Rolly | 28.00 | 170.20 | 78.10 | |
| 1.00 | Photo Op - Marsh/Ocean | 29.00 | 171.20 | 77.10 | PO |
| 1.60 | Junction of Route 200, Continue on Route 182 | 30.60 | 172.80 | 75.50 | |
| 0.90 | Bear Left to continue on Route 182 | 31.50 | 173.70 | 74.60 | |
| 0.20 | RR Tracks | 31.70 | 173.90 | 74.40 | |
| 0.70 | Steep pitch - Do it! | 32.40 | 174.60 | 73.70 | |
| 0.90 | Climb - Steep pitches over the next 3 miles | 33.30 | 175.50 | 72.80 | |
| 2.90 | Nice descent | 36.20 | 178.40 | 69.90 | |
| 2.70 | Photo Op - Lakeside Vista | 38.90 | 181.10 | 67.20 | |
| 0.90 | Climb - 1.1 miles, tough climb | 39.80 | 182.00 | 66.30 | |
| 2.10 | Climb -1.1 miles, boat launch on right | 41.90 | 184.10 | 64.20 | |
| 3.40 | Climb - 1.2 miles, 3 part stairstepper to Cherryfield Town Line | 45.30 | 187.50 | 60.80 | 25, D2 |
| 3.60 | Left onto Route 1 | 48.90 | 191.10 | 57.20 | |
| 0.10 | Climb - 0.9 miles, stairstepper - CAUTION!!! Bridge Work | 49.00 | 191.20 | 57.10 | |
| 0.30 | Millbridge Town Line | 49.30 | 191.50 | 56.80 | |
| 2.80 | Climb - 1.0 mile, false flat | 52.10 | 194.30 | 54.00 | |
| 0.50 | Harrington Town Line, more false flat | 52.60 | 194.80 | 53.50 | |
| 1.50 | Sub Shop on Right | 54.10 | 196.30 | 52.00 | |
| 1.40 | Left at T-intersection to continue on Route 1, start of 1.9 mile rolling climb | 55.50 | 197.70 | 50.60 | |
| 2.40 | Blinking Yellow light - gas station on right | 57.90 | 200.10 | 48.20 | |
| 0.40 | Columbia Falls, Climb - 1.0 miles, steep | 58.30 | 200.50 | 47.80 | |
| 2.60 | Junction of 187 on Right, Wild Blueberry Land! | 60.90 | 203.10 | 45.20 | |
| 2.40 | Jonesboro Town Line, 1.1 mile or rollers to Blueberry Hill Farm | 63.30 | 205.50 | 42.80 | 26, C2 |
| 3.70 | Junction of 187 on Right, Welcome to Jonesboro | 67.00 | 209.20 | 39.10 | |
| 1.60 | Climb - 0.4 miles after river inlet | 68.60 | 210.80 | 37.50 | |
| 1.50 | Junction of 1A on left, start of 1.2 mile climb | 70.10 | 212.30 | 36.00 | |
| 2.00 | Whitneyville Town Line, descent stair stepper climb for 1.0 miles | 72.10 | 214.30 | 34.00 | |
| 1.10 | CAUTION!!! Rough Road | 73.20 | 215.40 | 32.90 | |
| 1.00 | Welcome to Machias | 74.20 | 216.40 | 31.90 | |
| 0.40 | Right into MOBIL STATION at 56 Main Street Machias - END SEGMENT 3 | 74.60 | 216.80 | 31.50 | |
| 3.30 | East Machias | 77.90 | 220.10 | 28.20 | |
| 13.50 | Right onto Route 189 leaving Route 1 | 91.40 | 233.60 | 14.70 | 27, B1 |
| 0.00 | Last stretch of rollers all the way to Quoddy Head! | 91.40 | 233.60 | 14.70 | |
| 9.90 | Right onto South Lubec Road | 101.30 | 243.50 | 4.80 | |
| 2.80 | Left onto Quoddy Head Road | 104.10 | 246.30 | 2.00 | |
| 2.00 | ARRIVE AT QUODDY HEAD GATE! BOOM!!! | 106.10 | 248.30 | 0.00 | 27, B4 |



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Data Zoom 14-1



Trip Distance: 31.50 mi
 Trip Time: 00:47:58
 Start: Mobile Station - End Segment 3
 Total Stops: 0
 Finish: West Quoddy Head

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