

# **The Quad, two solos and a duo at Dawn to Dusk, December 2009**

## **Prologue**

Once upon a time there were four Procon mountain bike riders who planned to race The Dawn to Dusk on December 5<sup>th</sup>, 2009 at the Pemberton Trail, Fountain Hills, AZ. These are those four riders who made the Carlos O'Brien's Corporate Team: myself, Carlos Zamora, still completing base miles, Phillip Panipinto, Corey O'brien and Ryan O'Connors. Peter Hogan and Eric Rehbein decided to tackle the event solo. Also, Rich Bucher decided to race the Dawn to Dusk race as a duo.

## **Chapter 1**

**The preps:** Friday afternoon things started to fall into place and most of the things were ready. We set the pop-up which would be hosting the Carlos O'Brien's racers. I, Carlos, was volunteered to take the first lap. Friday, late in the chilly afternoon myself along with Peter and Corey rode our mtb bikes for a little bit to stretch the legs.

**The race, First Lap:** The race started at the paved entrance of the McDowell Park so, Eric, Peter and I shuttle to the start. The cold weather did not dampen the spirit of the racers. I tried to warm up however, it was to no avail. I went to the line at the front to get a good start.

We got the 20 second count and Dave, the promotor, tried to cut the ribbon, with no luck. We managed to get under the ribbon and the race was on. Keith Kholer, a rider from Yuma, AZ. quickly got to the front of the pack and created a gap. I reluctantly followed the other racers who were determined to stay in the front. The pace was fast and furious, I managed to stay in the top 25 riders. After a while I realized we had a gap and I was the last one in the lead group. I managed to squeeze my way to the front and I got to Rich's wheel, a racer for Tazer team. When Rich realized that the turn to the Pemberton Trail was within sight he went around and attacked the group which became literally an accordion. We went through the transition area and I had to settle for my own pace. So, I decided to keep my own pace. I pedaled for about two to three miles and a train of about 15 riders came and announced "on your left, passing". I made an effort to get the

wheel of the last rider, however, I quickly felt the pace too fast so I went back to my own pace. Later, before starting the descents another train came and I managed to stay with that group, which had some single speeders: more on single speeders later on. I tagged Phillip for our second lap and it was time to warm up as my toes and fingers were numb. To be continued... by Carlos Zamora

## Chapter 2

### **The coldest and maybe the longest flat tire**

What a race! Let me first say that I was very proud to be part of the Procon team. It was a great day yesterday and I think we all had a lot of fun. My race was interesting in that I flatted on the first lap. I was trying to pass some guy and he sped up and basically ran me into the desert where I was greeted by a sharp rock. I pulled out my spare and attempted to fix my flat. The first problem I ran into was a very tight tire. After wrestling with it for a few minutes, I finally peeled her off. I then had to take my Stan's rim strip out, which also put up a fight. Finally, I got the tube in and the tire back on. I went to fill it up and realized my stem was too short. My wheels are fairly new and I had never flatted with them and didn't realize I needed a spare with a longer stem. Now I am getting pretty \*&% frustrated. A D2D [Dawn to Dusk] staffer happened to be cruising around on the trail and stopped to help me. After some digging in his backpack he found a spare 29er tube with a long stem, score! I threw her in and began to inflate. The tube is not taking air, WTh! I wasted two CO2's only to figure out it had a leak. Btw, somewhere in this process Carlos was kind enough to stop and give me a hand but his spare also had a shorter stem. Thanks for the effort Carlos!!

At this point I am thinking my day is over so I start walking my bike back to the transition area. To make matters worse I am still about 3-4 miles out. A few minutes later a guy pulls over and asks if I need help. I explained the situation and sure enough he had a spare with a long stem and a hand pump (was out of CO2's). The guy was super cool! I obviously was bummed and I am sure he could pick up on this. He told me how long the race is and with a good attitude I could still finish in a respective position. This stuck with me all day. After another 5 minutes or so I am up and going. Thank goodness! The whole ordeal took around 40 minutes. So now what?! I went from being in the front to the very last place person, literally. I made the decision to hammer as hard as I could for as long as I could and make it a good day regardless of where I would finish up. Going into the race my goal was to finish in the top 3. I knew this would not happen but maybe I could bust out a fair amount of laps and who knows maybe

finish top 10? My next 7 laps went well as I felt strong and did not have anymore mechanicals. I finished the day with 8 laps in 9:26:51, which was good enough for 5th place in the solo geared division. I missed 3rd place by less than 2.5 minutes so I was very happy considering my 40 minute *coffee break*. I learned a lot from my epic flat, mostly to be patient and never give up!

Thanks again Procon guys for letting me be part of the team. I look forward to more races in 2010 By Eric Rehbein

### **Chapter 3: “Ryan vs. The timing lady”**

So, as I understand it, Ryan has been racing bikes forever and he races everything, road, Mtn, cross, big wheeled trykes, you name it. Well, these relay races you are kind of running around a little crazy at the transitions because you don't want to be late but, you are trying to warm up in the cold, etc. So our ringer Ryan, takes off on his first lap with a nice smooth transition and proceeds to lay down an absolutely blistering lap, he was running a gear I can't imagine riding on anything other than a sidewalk so he was absolutely flying and it must have hurt like hell. He comes smoking into the transition tent and there is no number plate on his bike, he hands the nice lady his chips and she says "what's your number"? Well, at this point he probably barely knew his own name let alone his number, so he gasps "I don't know" between breaths. She must have figured he was just delirious or something so she repeats herself several more times "what's your number". He can still barely see let alone explain anything to anybody so he keeps saying "I don't know". Every time they went back and forth she was getting more frustrated. I realized that something was up so I dashed over and heard the last somewhat crescendo exchange and explained that he was a Procon, Carlos O'Brien guy and our team number was 1000. Phew. No punches were thrown. Crisis averted. What struck me as funny is that I think it is safe to say that Ryan is the most experienced racer on the team and he is the one who neglected to put his number on his bike.... He put it on for the next lap and everything was good to go. Ryan then proceeded to throw down the fastest lap of the event (by my unofficial review of the results).

Procon really had a great team at the Dawn to Dusk 2009, Carlos, Ryan, and Corey all turned in sub-one hour laps which is awesome. It was definitely the key to our success, first place in the corporate category.

By Phil Panipinto

## **Chapter 4: “Peter, the solo”**

Peter, the ‘old dude’ at 59, pretty much missed everything except the riding on his steel 29er single speed. He only came in [to the transition]twice for tuna fish sandwiches and water. Thanks to Carlos and Phil for helping him do pit stop bike maintenance. With Doug Thompson out sick, Peter provided the only meagerly inadequate beer rations for the crew; one six-pack of ale. Peter, the ‘old dude’ was impaired enough after 95 miles and one beer to back up with his truck tailgate down in process of which, gouging a deep hole into Phil’s car door and thereby quadrupling, at least, the cost of the entry fee. A good time, if unduly expensive, nevertheless. (Transcribed by Carlos Zamora)

This is the end of the Dawn to Dusk 2009 report but, there is more to come as the Procon members get ready for the 2010 racing season. A big thanks to the relatives, pets who were brought along and friends who stopped by to support us in this event. Greetings!