

# FURNACE CREEK 508

"WHERE THE WEST IS WON!"

20<sup>TH</sup> Anniversary - 2003 - Vol. 29



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"We're Out There"

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## The Endurance Athlete's Guide To Success

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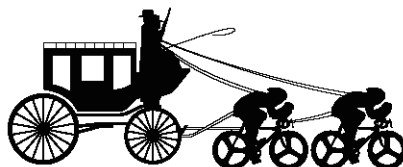
#### Superior Recovery

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**TRAIN** More Productively, **RECOVER** More Efficiently, **RACE** More Successfully

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# 20TH ANNIVERSARY FURNACE CREEK 508



"WHERE THE WEST IS WON!"

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Front: Eric Ostrich Ostendorff, 2002. Back: Seana Hoopoe Hogan, 2002. Photos by Dave Nelson.

Special thanks to the 508 Race Staff:

Terry Hutt, Dawn Derlighter, Dave Reese, Dennis Brown, Tom Parkes, Glen Tebo, Ann Peschka, Pat Enright, Seana Hogan, Paul Biron, Steve Born, Dave Born, Jann Coury, Sam Beal, Tracy Fawns, Greg Pressler, Peter Pop, Dave and Margaret Nelson, Mary Campilongo, Deborah Caplan, Laurie Hennessy, Len Bertain, and many others.

Special thanks also to our sponsors:

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2.

# adventureCORPS™

“We're Out There”

Welcome to the 20th anniversary, and 29th edition, of the spiritual odyssey known as Furnace Creek 508, the premier ultramarathon bicycle race in the world. Our 508 mile course serves as a dramatic forum for bicycle racing, personal achievement, and self-discovery. Some call it a "trans-personal experience," while others call it "the hell of the west." We think it's heaven on earth.

The 508 was created in 1983 by John Marino, the godfather of ultramarathon bicycle racing who also founded the Race Across America and the Ultra Marathon Cycling Association. The race route was originally a 102 mile loop in the Hemet, CA area that was ridden seven times sequentially. The winner of the inaugural race was Michael Secret. In the Fall of 1985, it was moved to the roads between Tucson and Flagstaff in Arizona, where its first champion was Scott Fortner. It was also held twice a year for a number of years, which is why we are now celebrating our 29th edition after twenty years.

Since 1989, when the race was won by John Hughes, the 508 has been held on the now world-famous Death Valley course that lives on to this day. Since 1991, it has proudly been produced by adventureCORPS, producers of the world's finest endurance sports events held on the open road and "out there." As either racer (May 85 and October 86), crew, staff, or race director, I have been part of 26 of the 28 races so far; I enjoy and love it more every time!

With racers and crews coming from all over the U.S., Canada, Europe, and Asia, the 508 is truly a world-class race.

We look forward to sharing the weekend with you. Thanks for joining us!

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Kostman". The signature is fluid and cursive, with a long horizontal flourish at the end.

Chris Kostman

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## GENERAL INFORMATION

**DATE:** October 11-13, 2003.

**DISTANCE:** 508 miles, more or less.

**ROUTE:** The Official Route for the Furnace Creek 508 is included in the Race Magazine and on the website. The 508 mile course covers 35,000 feet of cumulative elevation gain while passing through Valencia, Mojave, Randsburg, Trona, Panamint Valley, Death Valley, Stove Pipe Wells, Furnace Creek, Badwater, Shoshone, Baker, Amboy, and Twenty Nine Palms.

**STARTING LOCATION:** Hilton Garden Inn 27710 The Old Road, Valencia, CA 91355, 661-254-8800. Driving instructions from the San Fernando Valley: Proceed north on Interstate 5 for about 20 miles, exit at Magic Mountain Parkway in the city of Valencia, and the Inn is on the west side of the interstate, next door to Marie Callendars. All entrants who plan on obtaining a room the night before the race are encouraged to stay at the Hilton Garden Inn. It has comfortable facilities and a restaurant, making pre-race logistics as convenient as possible. You must call immediately to get a room reservation. The hotel now has only 85 rooms available at the special 508 rate, so be sure to mention Furnace Creek 508. (If this hotel is full, try calling the Best Western Valencia Inn at 661-255-0555, Comfort Suites at 661-254-7700, or Hampton Inn at 661-253-2400.)

**VEHICLE INSPECTION:** New this year will be Vehicle Inspection at the Hilton on Friday between 2:30 and 5:30pm for all entrants. Plan on arriving in Santa Clarita with all your signage, lights, triangle, and other safety equipment in place and ready to use. All support vehicles must be checked, not just the follow vehicle. For team racers, secondary vehicles may be checked on Saturday morning.

**RACER CHECK-IN:** Racers may check-in at the Hilton on Friday between 2:00 and 5:00pm. Check-in may also be done prior to the Pre-Race Meeting, between 5:30 and 6:00pm, though it is strongly encouraged that racers check-in at the Hilton during the afternoon.

**PRE-RACE MEETING:** The meeting, a fun and exciting event for everyone, will be held 6:00-7:30PM, Friday, October 10, at The Plaza Banquet and Catering Facility, 23710 Lyons Avenue, Santa Clarita, CA 91321. Take I-5 south to the Lyons Ave exit. Go left just under a mile.

The Plaza is on the right. All riders and at least one support crew member MUST attend this meeting.

**STARTING TIME:** For Solo and Tandem entrants, it's 7:00AM. Two Rider Teams will start at 10:00AM. Four Rider Teams and Two or Four Tandem Teams will start at 1:00PM. We will begin the race in the Hilton Garden Inn's front main parking lot. All riders must be present at the start no later than thirty minutes prior to their start time for pre-race instructions and photos. The first several miles of the race will be under "yellow flag" conditions, after which the race will officially begin, though the clock will have started at the actual start line.

**ENDING LOCATION:** At the finish line host hotel, as detailed below. Chris Kostman can be reached there after the lead rider arrives - (760) 367-9141 ext. 508. Plan on hanging out at the finish line to greet other finishing riders, which will help everyone get to know one another better and make the weekend more fun.

**ENDING TIME:** Determining the exact arrival time in a non-drafting 500 mile bike race is virtually impossible. Unknown wind conditions will alter the finishing time by as much as a few hours. Barring any unforeseen serious circumstances, the event is officially over 48 hours from the start, or at 7:00AM, Monday, October 13.

**FINISH LINE HOTEL:** Best Western Gardens Motel, 71487 Twenty Nine Palms Highway, Twenty Nine Palms, CA 92277, 760-367-9141. A very nice hotel located literally at the finish line of the race on the main drag (Hwy 62). The managers have also extended a special rate of \$60 for a double, \$65 for a triple, and \$70 for a quad to race entrants and staff. Make your reservations ASAP. Identify yourself with the 508. (If this hotel is full, try calling the Harmony Motel at 760-367-3351. There is also a nearby Motel 6.)

**SUNRISE/SUNSET/TWILIGHT:** Using Valencia as a reference, Civil Twilight begins at 6:33AM and Sunrise is at 6:58AM, while Sunset is at 6:22PM and Civil



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Twilight ends at 6:47PM. Riders must have full lights and reflectors on, and be followed directly by their pace vehicle, between 6:00PM and 7:00AM.

**RACE HEADQUARTERS:** Race Headquarters is located at the 508 Office's cell phone and/or at the finish line hotel, 760-367-9141, after racers begin to finish. The cell phone number will be provided during the race meeting. If a rider drops out of competition, call Race Headquarters AT ONCE! State why and where you or your rider dropped out. For emergencies, call 911.

**RACE NUMBERS:** This year, we will continue with animal totems rather than numbers. Each racer will receive an animal name that must be posted on all four sides of each vehicle. Animals are the theme — antelope, bear, cheetah, duck, etc. Be sure to memorize your totem; this is how you and your crew will identify yourselves to time station and race officials. Returning racers will have the same totems as before. New riders may request a specific animal totem, however only Chris Kostman can officially assign animal totems, following a special ritual ablution and spiritual practice. Totems, whether nickname, mascot, alter ego, second identity, or spirit guide, are permanent and non-transferable!

**A POST RACE BREAKFAST** is planned for 8 AM, Monday, October 13. As usual, we'll take over the Carousel Café just east of the hotel at 72317 29 Palms Hwy. This will be an informal get-together, so don't expect anything too plush! It's your bill, of course.

**OFFICIAL FINISHER'S DISTINCTION:** To finish the Furnace Creek 508 is a noted accomplishment in the world of ultra endurance sports. The time limit is 48 hours for solo entrants, 45 hours for two rider teams, and 42 hours for four rider teams (7:00AM on Monday).

**DIVISIONS OFFERED:** There are two separate divisions, men's and women's, sharing the same route at the same time, as well as tandem, relay, HPV, and recumbent subdivisions (see 2E below for classes of recumbents and HPVs allowed), along with some age group designations from 10+ through 70+. Here are the current categories. If you would like to enter in a new, different category, please contact the race director in advance to discuss that possibility.

### DIVISIONS OFFERED:

Solo (no drafting or riding together):

**Men** (age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Women** (age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Men's Tandem** (age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Women's Tandem** (age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mixed Tandem** (age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

Note: All of the above technically have HPV/recumbent options; see 2E in the Race Rules for classes of recumbents and HPVs allowed.

Relay Teams (no riding together or drafting within or between teams):

**Mens Two Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Womens Two Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mixed Two Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mens Four Rider** (four men or three men/one woman) (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Womens Four Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mixed Four Rider** (two men/two women or one man/three woman) (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mens Tandem Four Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Womens Tandem Four Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mixed Tandem Four Rider** (average age groups: 10+, 20+, 30+, 40+, 50, 50+, 60+, 70+)

**Mens Tandem Eight Rider** (8 men or 5, 6, or 7 men and the corresponding number of women)

**Womens Tandem Eight Rider** (8 women)

**Mixed Tandem Eight Rider** (4 men/4 women or 5, 6, or 7 women with the corresponding number of men)

**Mixed 508 Rider Relay Team** (each of 508 different riders will complete one mile each; once there is sufficient demand, this option will be offered in various age groups and gender divisions.)

**COURSE RECORDS:**

## Solo

**Men's Open**, Rainer King Crab Klaus, '96, 28:09:34.

**Men's 50+**, Tom Winstrom, '91, 31:07:22.

**Mens' 60+**, Jim Pterodactyl Pitre, 61, Mesa, AZ, veteran, '01, 37:55:15.

**Women's Open**, Seana Hoopoe Hogan, '95, 28:46:34.

**Women's 50+**, Rebecca Sun Bear Smith, '02, 39:28:36.

**Men's Open Recumbent** (Superstock category), Eric Hedgehog House, '94, 35:24:29.

**Men's 50+ Recumbent** (Superstock category), Don Gray, '91, 47:10:20.

## Tandem

**Mixed Tandem**, Cindi Staiger, Mark Patten, '96, 32:28:12.

**Men's Tandem**, Wolfgang Erhart and Franz Kasserer, '98, 29:58:18.

## Two Rider Team

**Men's Two Rider Team**, Team Jackalope, '01, 29:24:24.

**Mens' 50+ Two Rider Team**, Team Chinook 50+, '02, 33:04:51.

**Mixed Two Rider Team**, Team Pelican, '01, 30:28:58.

**Mixed 50+ Two Rider Team**, Team Saluki, '02, 31:12:49

## Four Rider Team

**Men's Four Rider Team**, Action Sports Buffalo, '95, 21:47:12.

**Women's Four Rider Team**, TS Technical Bat, '95, 27:31:10.

**Mixed Four Rider Team**, Kern Hammerhead, '97, 24:13:38.

**Men's 50+ Four Rider Team**, Bicycling Magazine Peacock, '95, 23:07:58.

**Women's 50+ Four Rider Team**, Team Bakersfield Black Widows 50+, '01, 30:21:55.

**Mixed 50+ Four Rider Team**, Whippet, '99, 33:17:15.

**Men's 60+ Four Rider Team**, Whippet, '00, 31:37:38

## Four Rider Tandem Team

**Mixed Tandem Team**, Team Fire Ants, '02, 28:11:33

## Eight Rider Tandem Team

**Women's Tandem Team**, Team Tarantula, '96, 28:00:05

**Mixed Tandem Team**, Kern Wheelmen T-Rex, '99, 23:54:17.

**Men's Tandem Team**, Team Davis Drills, '01, 22:45:22.

**AWARDS:**

All solo and team OFFICIAL FINISHERS will receive a finisher's medal at the finish line. They will also receive an OFFICIAL FINISHER'S jersey, designed by Cycle Design and produced by Louis Garneau ("club fit"), which will be shipped after the race.

**Nancy Dankenbring Award:** This Award is intended to encourage and increase the participation of female athletes in Ultra Cycling race events in general and the Furnace Creek 508 in specific. In particular, this Award is to encourage increased participation of female athletes who have never previously competed in any Ultra race events.

Therefore, the Nancy Dankenbring Award is to be presented in recognition of the best female rookie solo rider entered, regardless of age, who enters and successfully finishes the Furnace Creek 508 in the lowest official time recorded.



The Nancy Dankenbring Award is a perpetual award intended expressly to be concurrent with the Furnace Creek 508 for as long as this race event is properly and officially sanctioned, organized and run.

The physical award itself may be monetary, services, merchandise or product; complementary/free entry in the next year's Furnace Creek 508 and/or other UMCA event(s); trophy, plaque or other device; or any combination or proportion as determined by event officials. For more information, visit the race website.

## 6.



### HINTS ON SUPPORTING A CYCLIST

By John "Hawk" Marino, the godfather of ultramarathon cycling

A pace vehicle and crew is primarily responsible for providing a cyclist with food and drink, change of clothes, navigation, light source at night, and protection from motorists in certain situations. In order to avoid being a hazard on the roads, all pace vehicle crews should have an understanding of how to support a rider. Read and learn the information discussed below.

There are two ways to support a rider:

1) By playing "leap frog" with the rider, e.g. driving ahead, stopping and offering support as a pedestrian, then repeating the process.

2) By following directly behind the cyclist, at the speed of the rider, and giving support from a moving vehicle.

#### HOW TO PLAY LEAP FROG

1) Use this method when there are many cyclists in close vicinity, for example at the start of any ride or race, or when two or more riders are within a close proximity where following becomes a hazard to traffic and to the pace vehicle itself.

2) Use this method in heavy day-time traffic when following directly behind creates a bigger danger for motorists trying to pass, e.g. narrow two-lane winding roads where passing is difficult, or when three or more vehicles are stacking up behind and there doesn't look like the road ahead will provide an opportunity for passing.

3) When driving on the roadway, always travel the speed of traffic, not the speed of the rider. Use turn indicators and arm signals at least 200 FEET prior to stopping or turning. Signaling your intent with your left arm is useful in addition to signaling with your lights.

4) When parked or stopped, always display your emergency flashers.

5) When parking or stopping, do so completely OFF the roadway, and make sure the rider has enough room to pass without having to ease out into traffic.

6) Always park or stop on the right side of the roadway. Select a safe spot that will allow enough room for the vehicle.

7) Avoid stopping on downgrades because the cyclist is moving too fast for a hand-off.

8) Stopping at the crest of a hill before the cyclist gains speed is good in case the rider wants to change into warmer clothes for descents, and for feeding purposes.

9) All hand-offs should be done as a pedestrian and not out of the window of the vehicle.

10) Select a spot with enough room for a hand-off.

11) The rider should throw empty bike water bottles, etc. on the side of the roadway next to the vehicle before the hand-off is made. Pick up all litter.

12) When passing your rider prior to a hand-off, drive far enough up the road to give yourself time to park the vehicle, get out of the vehicle, open the trunk, find the food/drink/jacket/etc. and get in position for a hand-off before the rider passes. This will take practice.

13) Any goof-ups with traffic reflect badly on the rider ahead. For example, if you zoom out into traffic in front of another motorist, that motorist could possibly take anger out on the rider ahead by a nasty remark, horns, throwing debris, spitting, or even easing a rider toward the shoulder. Show the motorists that we know what we're doing!

14) Give trucks all the room they need. Most are on strict time schedules and some feel as though bikes should be ridden on a sidewalk. Rather than try fighting, just accommodate them as best you can. They are bigger. Creating hostility does not make cycling safer. Use a CB radio to explain to truckers what's going on. They almost always take interest.

15) Drive with your lights on during the day also. This will help alert opposing traffic that something is going on.

16) Post a sign on the back of the pace vehicle that reads CAUTION CYCLIST AHEAD or CAUTION BIKE RACE.

#### HOW TO FOLLOW DIRECTLY BEHIND A RIDER

1) Follow at a distance that will allow you to stop if the rider falls.

2) Post a sign on the back of the pace vehicle with a white background and red reflective lettering that reads CAUTION BICYCLE AHEAD.



3) Always check your rear view mirrors on a continual basis for traffic to the rear. Be able to identify a motorist that is not responding to your flashing lights.

4) The rider should ride as far to the right as is reasonable, given the road conditions when being followed.

5) Prior to a hand-off, make sure traffic to the rear is clear. Carry out the hand-off as quickly as possible. If traffic comes during the hand-off, carry out the hand-off, but make sure traffic responds to your presence.

6) If the rider flats, pull off to the right as far as possible. The cyclist should get off the roadway and stay far enough from the vehicle as not to be hit by the pace vehicle should the pace vehicle be hit from the rear. If there is no place for the pace vehicle to safely stop, then drive ahead to the first possible stopping place. The rider should tend to the flat or wait for the crew to come back.

7) All hand-offs should be carried out through the right passenger window and never from the driver's side.

8) At least two people should be in the pace vehicle, a driver and a feeder/passenger.

9) A system of horn signals should be worked out between the rider and pace vehicle in case of an emergency situation to the rear, e.g. many quick honks means get over to the right, a wide load is coming up the rear, etc.

10) A PA system is useful to speak to the rider and give directions, e.g. turn right at the next street by the Mobil Station, etc.

11) A CB radio is useful to speak to your other support vehicles or to truckers.

12) On a narrow, two-lane road with traffic backing up to the rear, the pace vehicle should try to ease over to the right to let traffic pass. Stopping is sometimes advised, but signal the rider that you are stopping momentarily. If stopping won't solve the congestion problem, signal the rider and drive up ahead to the first stopping place. Traffic can then pass.

13) If the police stop the pace vehicle, for whatever reason, deal in any manner you see fit and reasonable. Pace vehicles will generally be permitted providing a greater hazard isn't being created. Police departments interpret direct following differently. The bottom line is safety to all traffic.

14) All additional support vehicles must drive at the speed of traffic. Caravaning is ABSOLUTELY PROHIBITED, under all road conditions, day or night. Caravaning is when two or more vehicles follow directly behind a rider. This makes passing difficult. Additional vehicles should play "leap frog," or just drive up the road 5 to 10 miles and wait.

## NIGHT FOLLOWING

1) The rider must be equipped with a front and rear light, plus reflectors just as if there were no pace vehicle. Moving reflectors or lights are advised, e.g. pedal/crank reflectors; leg lights; spoke reflectors; reflective vest; reflective tape on helmet, gloves, and shoes.

2) Always stay behind the rider at a safe following distance, unless a greater hazard is created. If traffic cannot safely pass, e.g. winding road with poor visibility to oncoming traffic, both the rider and pace vehicle should pull over and stop at the first possible place to allow traffic to pass.

3) If the pace vehicle has to stop for gas or food, the rider must wait. It is important to do all shopping during daylight hours.

4) Use low beam lights when traffic is approaching from the front. Any additional headlights should be shut off. They can be blinding to approaching motorists.

5) Plan rest, clothes, or food breaks around when the vehicle needs to stop during the night for fuel.

● 508

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### EQUIPMENT LIST FOR FURNACE CREEK 508

*By Beth Dawson, April 1990 508 winner and October 1991 508 runner-up*

#### REQUIRED EQUIPMENT

##### **At least one, but not more than two, support vehicles, no more than 78" wide**

Minivans such as the Dodge Caravan, Ford Aerostar, and VW Van are popular, although almost any vehicle less than 78" wide is legal. Recreational vehicles are prohibited. A roof rack for storing the bikes, extra wheels, and mounting the flashing lights and sound system is highly recommended.

##### **Rear-facing, flashing amber lights**

These are mounted on the rear of the roof. You can get turn signal lights and wire them into the vehicle's rear flashers. Mars lights (rotating lights as on an ambulance) can be used, but the front must be covered; the lights must be visible only from the rear. For the amber lights, you have two easy options:

- Buy amber lights, wire, cigarette lighter plug, and relay (a small electrical unit that pulses the electricity to make the lights blink) at an auto supply store and assemble them yourself, or
- Buy yellow strobe lights (which already blink and thus don't need a relay), wire, and cigarette lighter plug at Radio Shack and wire them up. The Radio Shack strobes are light enough to be duct-taped to the upper corners of your rear hatch or roof. Note: The dome of the lights must point straight back, not UP.

##### **Slow-moving vehicle triangle and Caution Bicycles Ahead sign**

Commercial signs and the triangle are available or make your own. The Caution Bicycles Ahead signs may be ordered in advance from the race office. Make sure the sign is neatly lettered with a white background and red reflective lettering and is visible from a distance.

##### **At least two crew members**

Some riders prefer to have three crew members so that one person can sleep or work while the other two share driving and doing hand-offs. You will need more people if you have two vehicles.

##### **Bike with lights**

Be sure to make any equipment changes many weeks before the race, and make sure the bike is in top condition. Also, for night riding, the bike must be equipped with legal lights, front and back, and as many reflective materials as possible.

#### SUGGESTED EQUIPMENT

##### **Food**

Most 508 racers consume 300-500 calories/hour, which requires constant eating or drinking. There will be few opportunities to buy groceries on the route, so stock up before the race. The rider should be very familiar with his/her eating preferences, but have "back-up" food ready; something that tasted good on a 40-mile training ride in cool weather might not sit well in 90° heat. Many 508 racers have had excellent luck with the products from Hammer Nutrition and E-CAPS Endurance Supplements.

##### **Water, ice, and ice chests**

Set a goal of drinking at least one big water bottle an hour; sometimes, up to three bottles is needed to beat the heat. Ice is available at the Circle K Market leaving Valencia, Mojave, Trona, and maybe in Shoshone and Baker, depending on the time of day.

##### **Health supplies**

Sunscreen, lip balm, massage oil, soap, a first aid kit, towels, and a variety of medications such as aspirin, ibuprofen, Maalox, and No Doze are recommended. For saddle sores, try baby powder, Noxzema, or anesthetic "jock itch" creams. Experiment with all supplies on training rides - the race is a bad time to discover you're allergic to a particular brand of sunscreen.

##### **Bicycle parts**

Don't count on finding bike shops (there is one in Mojave). In addition to tires, tubes, spokes, chains, lube, rags, and cables, remember to bring tools to change, fix, pump up, or adjust the parts you bring. For saddle sores, a comfortable saddle and a padded cover is a good idea. Most racers bring two bikes and as many spare wheels as possible.

##### **Clothes**

Bring suitable clothes for everything from 90-100° days to 30-40° nights. In daylight, pay particular attention to sun exposure. When it gets cooler, leg warmers, arm warmers, and jackets help you add and remove layers quickly. Booties and a good jacket may be useful, especially for cold downhills. Rain is rare, but it has happened. It's a good idea to change shorts every 100-200 miles. Don't forget extra socks and gloves.

##### **Miscellaneous gear**

Lots of things are generally useful for the race - clear tape for putting signs on the van, a pocket knife, duct tape, electrical tape, flashlights, batteries (for the bike's lights), paper towels, garbage bags, a clipboard with blank paper, calculator, stopwatch (for timing stops), camera, film, a sound system (ideally, speakers on the roof for playing tunes to the rider), scissors, and anything else that comes to mind. Oh yeah, don't forget the official route!



## 508 DETAILED COURSE DESCRIPTION

By John "Hamster" Hughes, 1989 and 1993 solo winner  
Originally published in *Ultra Cycling* magazine.

### Stage 1: to California City, Time Station (TS) 1: 82.25 mi.

After a 10-mile ride across town, the race starts up San Francisquito Canyon. In the next 15 miles, you will climb 2,500 feet. The climb is generally moderate; the climb before the turn to Elizabeth Lake is short and steep. At the top is a good place to drop warmers and grab new bottles before the fast, tailwind-driven descent. A windy flat section through the Mojave Desert leads to the windmill climb at mile 44. Over 8 miles, you'll climb 1000 feet into a stiff headwind. Another fast descent takes you down to the town of Mojave with a couple of quick turns. After the second turn, there is a shopping center on the right where the crew can grab food.



### Stage 2: to Trona, TS #2: 70.25 mi. (152.5 mi.)

From California City, head north over flat desert terrain to the Johannesburg climb at mile 110. You'll climb 1500 feet in 7 miles; the desert climb is steeper than it looks and grows progressively steeper. Drink plenty; each year some riders overheat here. After Jo'burg, you'll ride over a series of pesky rollers before a long fast descent to the road to Trona. The crew must gas the vehicle in Trona: no gas overnight for 230 miles.

### Stage 3: to Furnace Creek, TS #3 99.2 mi. (251.7 mi.)

Just north of Trona (mile 160) there is a 1000 foot climb up the Trona bump; the descent is winding and may be fast with a tailwind. The road through the Panamint Valley is very rough. At mile 200 you'll begin the 13 mile, 3800 foot climb up Townes Pass (EI 4956'). The climb up

to 2000 feet is gentle; then steep grades of 10-13% to 4000 feet; the last few miles are gradual. It will be chilly at the top and you have a fast 27 mile, 5000 foot descent to Stovepipe Wells, where it may be hot! Desert rollers take you to Furnace Creek.



### Stage 4: to Shoshone, TS #4 73.6 mi. (325.3 mi.)

South through Death Valley, the alluvial fans are invisible, but you climb and descend several thousand feet through Badwater (EI -282') to the base of the exit passes. The first climb starts at mile 300 and about 1000 feet in 5 miles to Jubilee (EI 1285'). A one-mile descent leads to the next climb, about 2300 feet in 9.5 miles to Salsberry (EI 3315'). Each climb has sustained sections of 5-5% grade.

### Stage 5: to Baker, TS #5 56.3 mi. (381.6 mi.)

After an easy 750 feet climb up Ibex pass, the road to Baker is boringly flat. The crew should stock up on gas, ice and food in Baker: no supplies until the finish.

### Stage 6: to Amboy, 74.1 mi. (455.7 mi.)

Leaving Baker, you climb 2500 feet in 20 miles. It may be heating up, so drink plenty. A long descent leads to Kelso at mile 418 and the next, slightly steeper climb: 2000 feet in 12 miles to the top of the Granite Mountains (EI 4000'). The downhill to Amboy is fast and long — watch for cattle guards.

### Stage 7: to Twenty Nine Palms 52.8 mi. (508.5 mi.)

From Amboy, you cross the valley and at mile 472 begin the last climb: 1500 feet in 10 miles to Sheephole Summit (site of Time Station 7). The climb begins gradually and gets steeper near the top. The shoulder is very sandy; the crew should be careful with the vehicle. A quick descent leads to the rough road and rolling uphill to the finish line.

● 508

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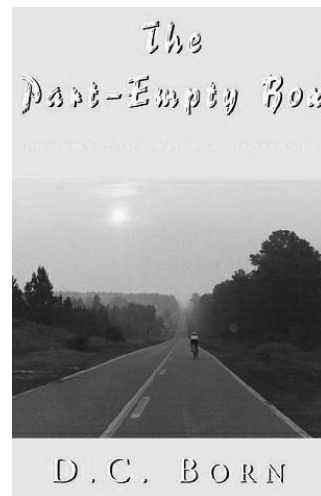
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### ANOTHER 508 COURSE DESCRIPTION

*By Beth Dawson, April 1990 508 winner and October 1991 508 runner-up*

This course description was written to give riders a feeling of familiarity as they venture across the deserts of Southern California. As abilities vary, everyone will have their own opinions about the climbs, the scenery, etc. The list of major climbs does not attempt to account for every elevation change. Along the road, you will encounter many ups and downs, so to speak!

(#) These numbers refer to climbs, see "Major Climbs" following. Miles are estimates based on the official route.

#### **Out of San Francisquito Canyon Miles 1 - 30**

The course begins on San Francisquito Canyon. In these first miles, there are some small climbs (#1), one longer one, but nothing exceptional. The weather may be cool and foggy. Stay left on Spunky Canyon and continue with rolling hills. There's one short, steep hill just before the left on Elizabeth Lake; the top of this climb is

a good place for the crew to wait and be ready for the rider to ditch leg warmers, jackets, etc. and prepare for hot weather ahead.

#### **Windmills to Mojave 30 - 110**

After the right on Johnson, the Avenues are flat. With luck there'll be a tailwind, but you may get strong cross winds. There are a few small climbs (#2) and one last longer hill up Backus/Hwy 114 until the right on Oak Creek. This right is right past the top of the climb, and usually has bad gravel in the inside of the turn. Then there's a great downhill into Mojave. Time Station 1, California City, is on the flats past Mojave. The crew should help navigate turns at Ave. A (miles 40 - 44), Oak Creek (mile 60), Mojave (miles 70 - 72), and in Cal City. By this time, the weather is usually dry and hot. Take precautions for hot weather before it becomes a problem. Be prepared with light-colored clothes, ice, sun screen, and lots of water. Try ice on the feet for swelling. Put a small towel under the helmet and down the neck to protect from the sun. Also, pour ice water on the rider's back and neck to keep cool.



### **Climbs into Panamint Valley 110 - 200**

Past California City is a long flat section with a few rollers. The hill into Jo'burg (#3) is steeper than it looks. A good climbing gear is recommended. It's a gradual, straight climb with a couple of turns at the top. The next miles past Randsburg are rolling hills, with awesome downhills at miles 125 and 135. A good aero position gives you an opportunity to hit top speeds and rest the legs.

Trona, Time Station 2, has gas, ice, and food supplies at a small market. Stock up; you may not see an open store again until Baker on Sunday morning. In fact, the race leaders may go through Baker before dawn on Sunday, which means that if the van stop, the rider will have to stop, too. Be prepared to finish the rest of the race without stops.

The miles out of Trona are pretty flat and easy. There's a gradual climb (#4) before the turn on to Panamint Valley Road. The road surface gets pretty bumpy; wide tires with less air pressure and a gel saddle cover ease the pounding.

### **Townes Pass through Death Valley 200 - 330**

Townes Pass (#5) is the real mountain climb of the whole race – 10 miles up to 5000'. There are elevation markers at 2000' and 3000', but the only one at 4000' is on the other side of the road facing the downhill traffic. After the right turn, the climb is gradual to 2000', steeper from 3000' to 4000', then it does level off for the last mile even though you'll probably be too tired to notice. Be prepared for this climb with a bail-out gear around 40 inches or lower (a front/back of 39/26 or 42/28). Invariably, riders with a triple chain ring win the race to the top of this climb, passing those who are struggling with a 42/24 or worse yet, walking.

The top of Townes Pass is a good place for some hot drink or food and to prepare for the cold downhill into Death Valley. If it's not already dark, go ahead and get ready for night following - check flashing lights, put on slow-moving vehicle triangle, put lights on the bike, change to clear glasses, and maybe wash off the sunscreen.

The descent from Townes Pass into Stove Pipe Wells dips down in a series of stair-like steps. If you are riding at night, the rider will go over the edge of a dip and plunge into total darkness, a couple of seconds ahead of the van's lights. The road surface here is very good; fresh asphalt was laid down just a couple of years ago.

After Stove Pipe Wells, the course turns south and goes through Death Valley. Road conditions deteriorate and aren't very good until 29 Palms. There may be headwinds from this point to the end of the race. The Valley itself is flat, descending to a low elevation of -282' below sea level. Once past the ranger's houses and the campgrounds at Furnace Creek, time station #3, the valley is mostly featureless. In past years, the headwinds have been so bad that some riders actually walked their bikes. It can make reaching down to grab a water bottle difficult. In any case, sometimes upbeat music on the speakers can help motivate the rider through this section.

Climbing out of Death Valley are two gradual hills (#6), Jubilee Pass, 1000', and Salsberry, a 2000' climb that goes up to 3300'. The climbing starts after Ashford Mills; there are elevation markers only on the second hill, Salsberry.

The downhill off Salsberry Pass goes into Shoshone, Time Station 4. After 8am, the store is open, but be warned that the gas prices are outrageous, though it does have 24 hour "pay at the pump." Most riders will go through this time station at night.

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For riders who are considering a sleep stop, Shoshone makes a good place. The motel is comfortable and friendly, with small kitchenettes in each room. Also, although the winds in Death Valley may be frustrating, the temperatures during the day can be downright dangerous. It is a good idea to get through it during the night.

### **Baker and the Desert Climbs 330 - 400**

After one short climb (#7) past Shoshone, the road to Baker is flat. After sunrise, the temperatures will rise. Watch for heavy traffic, including RVs and trucks from the motorcycle raceway. Even though the sun may rise during this section, it may be a good idea to continue following to make sure the rider is safe from traffic.

In Baker, Time Station 5, stock up on food, water, ice, and gas. This is probably the last opportunity until the finish line, and if you finish at night the stores in 29 Palms may not be open. The race leaders may go through Baker before dawn on Sunday, which means that if the van stop, the rider will have to stop, too.

The road out of Baker into the Mojave Scenic Area has several cattle guards. The climb (#8) is the first of three left in the race. It isn't too steep but it goes on forever – around 20 miles. There is a section with a couple of turns, but otherwise it's straight. There probably won't be traffic other than race officials. Again, the road surface is fairly rough. Most racers will see sunrise somewhere between Shoshone and Kelso.

### **Kelso and I-40 400 - 450**



Watch for hazardous railroad crossings in Kelso. Be sure to ride over them at a 90° angle to the rails. The next climb (#9) is also deceptive, but not as long as the last. At the top is where the dirt road drive-through section used to be, but not anymore. The downhill to I-40 is fast; watch for cattle guards and other obstacles.

### **Amboy to the Finish Line 450 - 508**

Don't count on the gas station in Amboy being open. Past Amboy is the last climb up the Sheep Hole Mts. (#10), site of the final Time Station. The road into 29 Palms usually has a strong headwind. Try sprinting for landmarks to break up the monotony in this flat, unending section. In this crucial section of the race, be sure to keep the rider well-fed, well-hydrated, and focused on that finish line!



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## MAJOR CLIMBS

By Beth "Dingo" Dawson, April 1990 508 winner and October 1991 508 runner-up

#	Climb Name	Feet of Climbing	Highest Elevation	Mileage Location
#1	<b>San Fran Canyon</b> <i>Rolling hills; the climb before the turn to Elizabeth Lake is short and moderately steep</i>	2500'	3500'	10-25
#2	<b>To Mojave</b> <i>There is a gradual climb up Hwy 114 before the right turn on Oak Creek; look for windmills</i>	1000' +	4000'	44-58
#3	<b>Jo'burg</b> <i>This deceptively steep climb begins after the right to Johannesburg; there is a steeper section at the top</i>	1500'	3500'	110-117
#4	<b>Panamint Valley</b> <i>On Trona Road before Panamint Valley Road, gradual uphill, twisty downhill with bad road surface</i>	1000'	2600'	160-175
#5	<b>Townes Pass</b> <i>Hwy 190 to Stove Pipe Wells; elevation signs at 2000' and 3000'; climb is gradual to about 2000', then steep grades of 10-12% or more to over 4000'; the last mile is gradual; overall, this is a long and challenging climb best ridden with a triple chain ring, or at least a 39/26 gear ratio</i>	3800'	5000'	200-213
#6	<b>Jubilee, Salsberry</b> <i>Gradual climbs from below sea level out of Death Valley; short downhill after Jubilee at 1000' then uphill to the top of Salsberry just past 3000'</i>	3000'+	3000'	300-317
#7	<b>Ibex Pass</b> <i>Easy, short climb out of Shoshone</i>	750'	2000'	337-344
#8	<b>Kelso Peak</b> <i>Gradual, very long 20-mile climb out of Baker</i>	2500'	3500'	388-419
#9	<b>Granite Mtns</b> <i>Gradual uphill out of Kelso to the dirt road</i>	2000'	4000'	422-434
#10	<b>Sheep Hole Mt.</b> <i>Past Amboy, shorter and steeper than the previous two climbs, last climb of the race</i>	1500'	2200'	475-485



## THE INSIDER'S GUIDE TO FURNACE CREEK 508

By Mike "Whale" Wilson, multiple 508 finisher.  
Originally published in *Ultra Cycling* magazine.

### The Course

The course is perfect for ultracyclists. There are few towns, signals or stop signs to slow you down. It is only you and that big California desert. There are several climbs, but most are not steep. Townes Pass will get your attention at 200 miles into the course. It is the steepest. Most of the others are typical desert climbs with fairly flat grades that go on forever. You will wonder if they actually have a summit.

I break the course into three sections. The first is the 200 miles from the start to the base of Townes Pass. There are only four climbs and lots of flats. The race starts with a neutral group ride through Valencia to the base of the first climb. Everyone will still be close together and riding hard. Pace yourself — this is just the start, not a sprint finish.

After the first time station in California City you will head to Mojave then Randsburg, your first experience with the hot desert climbs. You will wonder why you are going so slowly and whether you made a good decision to enter this race. . . and then there is a great descent into Trona. Keep rolling over the Trona bump and through the Panamint Valley as the sun starts to get low. The road? It's rough. Be light on the bike if you can. You'll do this section in daylight, with your crew doing leap-frog support.

The next section, a 180-mile stretch, from Townes Pass to Baker, is ridden at night. This is where many riders pull out of the race. It is not that tough, but the course catches up with you. During nighttime, a personal support vehicle (PSV) must drive behind each rider whenever he is riding. Townes Pass is wondrous. There are few things more inspiring to an ultracyclist than heading up this pass as the sun is setting. You can see the flashing yellow lights on the PSVs as they wind up the pass with riders slowly making the climb up to the 5,000-foot summit. It is time for the pace vehicle to play some tunes that make you feel good. This climb will take a while.

After the summit, the other side is quite fast and pretty scary in the dark — you can easily go 50 mph. You will roll through Death Valley eventually descending to several hundred feet below sea level. If you are anticipating views in the valley, too bad. It will be very dark. The

climbs out of the valley at the south end are not steep. The second of the Jubilee/Salsberry duo is the longest. It is good that it is dark so the lack of a summit won't fool you. There will then be a nice down hill, one more small bump called Ibex pass and then on to Baker. It ought to be light by now.

For me, the challenge of the 508 starts at Baker. There are three more long gentle climbs without summits. This last section will be hot and tough. The downhill sides have some incredibly long runs. The last of the three, Sheep Hole, increases in steepness just before the top. From this last climb, the finish in Twenty-nine Palms is only a short distance away, but the finish is still a lot of work. You will climb through some more rollers into a head wind and wonder why you can not reach the finish line. But you will.

### Clothing and Equipment

There is only one very steep climb on the course, but the rest can be demoralizing. I have measured about 28,000 feet of climbing on the course. No, the desert is not flat. I have used a 39/28 for the climbs and recommend it on Townes Pass. The desert wears you down. Some people bring a spare bike in the unlikely event of a major breakdown. Having a climbing bike and a flat land bike may also make sense. I just ride one bike and bring an extra set of wheels. You will want to carry a tube and a pump as far as Townes Pass, while your crew is leap-frogging you. At Townes Pass you can dump the pump but will need to put on lights. A simple LED rear light will last the night, and a 2.5 watt head light will work fine for all your night riding with a following vehicle except for descending Townes Pass. You want as much light power as you can get for the descent. I have used a 20-watt system for the descent, and I have used my 2.5-watt light. More watts are better if you can get it.







Bring every kind of clothing you own. In October it can be either summer-like, winter-like or anything in between. The desert can be either very cold or very warm. Even a raincoat can be useful for that extra layer of wind proofing or for a freak dump of rain or hail. Be prepared for just about anything. That goes for your crew too.

### Pacing

I know you are pretty fast but you need to consider this: You need to get to Twenty Nine Palms to finish. If you look at the past races you will find that about half the people who start the race finish. Pacing will be the most important aspect of the race. You must pace yourself, especially early in the race. Trust me. You need to get to Townes Pass feeling good, not sick or cramped up. You will pass many riders late in the race if you stay on the bike and don't over do it. A heart rate monitor will help you stay honest.

One way I approach the race is to see myself riding to Baker. The hills in between are not major destinations. This helped me keep a pace that would allow me to finish. And so will you.

Let's look at why people drop from Furnace Creek. Most of the time it is related to stomach problems. Riding in the heat will put a huge load your body, so you will need to keep yourself well fed and hydrated. This is how your crew can help you. Hydrated means more than drinking water. You are losing a lot of electrolytes so make sure you replace them. Consider high salt food or salt tablets. You won't believe how good a cup of soup tastes at the top of Townes Pass. Liquid foods work well for lots of people. They are convenient and it is easy for the crew to determine your calorie intake. A good target calorie

intake for me is around 400 per hour. Your crew can help you determine if you are getting too far behind. You may not feel like eating or drinking but you must if you plan to finish. Bring a variety of things like individual servings of fruit, fruit drinks, pastas, cookies, pop tarts, soups and different electrolyte drinks. If you get sick, you may not want your standard "preferred" cycling food. On a hot day in Baker my crew brought me a hot cup of soup. It was exactly what my body wanted.

If you have never ridden through the night and you are only looking to finish, you can catch a couple of hours of sleep and still do fine. One strategy that works well for me is to sleep for a few hours, then get up as the sun rises. I did this between Salisbury and Jubilee passes on my first ride. If you want to be more competitive, plan to ride through the night. Another plan is to take a few minutes of sleep when you feel you need it. You will be pleasantly surprised how much a 5 minute "power nap" can help. You may go into the event not sure what you will need to do . . . but that is OK. You should have some options in mind and see how things go. Be sure to share your thoughts with your crew.

### Crew

You need a couple of good friends to crew for you, three if you can get them. This provides enough people so each person can get a little sleep and do a good job of supporting you. Typical assignments are Driver, Navigator and Feeder. During those times when someone is sleeping, the navigator can double as the feeder too. Make sure all your crew know how to keep track and monitor your electrolytes and food.

Good cycling friends or family members make good crew. You will want to pick people who will help you finish and not get bored following you for 30 or 40 hours. You can use a car or even a pick-up truck as the follow-



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ing vehicle, but a van is ideal. To be legal you will need to have flashing lights mounted on the roof, a "CAUTION BICYCLE AHEAD" sign and a slow moving vehicle triangle. It is pretty easy to set these up. The "CAUTION BICYCLE AHEAD" sign is on the rear of the vehicle throughout the race. The triangle is displayed and the overhead flashers are on only when the vehicle is following directly behind you. Additionally, you can put on an external speaker so the crew can talk to you and maybe play some inspiring music. This probably won't make much difference in your performance but it will make you feel like the other more experienced racers.

The veterans know some of the little secrets of Furnace Creek. These are not race winning secrets, but they do help. First, the crew should start off with a pretty full load of ice. If it is hot you will feel smart. If it is not hot you have spent a couple of extra bucks. Once you are into Mojave, the crew can send you down the road alone while they stop at Subway's on the way out of town and pick up crew food and maybe more ice and bottled water. Don't count on bottled water in Trona or Stovepipe Wells. By the time the tail-enders come through, there will be none left. The crew can get good burritos at the time station in Trona. The last place for fast foods before the finish is in Baker. The trip would not be complete without a stop at The Mad Greek. They do have some great soup (even for breakfast), and other food suitable for crew. This will be the last real town until you get to Twenty Nine Palms, so buy what you need. During the day on this course, rider can take off and not worry about getting lost while the crew stocks up on gasoline and foods. Don't run out of gasoline. There are few places to pull over and tank up out in the desert. Fill up in Trona, which will get you through the night, and then fill up again in Baker.



Still interested? Sounds like you are serious. OK, here is my last hint on how to do well. Just stay on the bike unless you are sleeping. It is amazing how creative riders become with reasons to stop or take a little rest in the van. Your crew can do you a big favor by agreeing that they will NOT let you in the van. The only way to get to Twenty-Nine Palms is to ride your bike.

So what do you think? Yes, I think you could do it. It is one of those rides you will be proud to finish. It is only one full weekend with friends and a lot of riding.

● 508

### PHOTO INFO

Front cover: Eric Ostrich Ostendorff

Page 3 - Reed Flamingo Finfrock

Page 5 - Nancy Devil Ray Dankenbring

Page 9 - L: Heading up San Francisquito Canyon

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Page 11 - Cranking up the beautiful Panamint Valley

Page 12 - Len Bertain holds the tape for Two Tandem Team Fire Ants

Page 13 - Mile Moseley and Emmy Klassen just after Amboy

Page 14 - Team Snail Darters ready to roll in Santa Clarita.

Page 15 - Kevin Wolverine Walsh, all smiles at the the finish line

Page 16 - Nancy Mother Goose Guth breaks the tape

Back cover: Seana Hoopoe Hogan

*Cover images by Dave Nelson.*

*All other images by Len Bertain, Chris Kostman, Deborah Caplan and staff.*



## WIDE WORLD OF TOTEMS

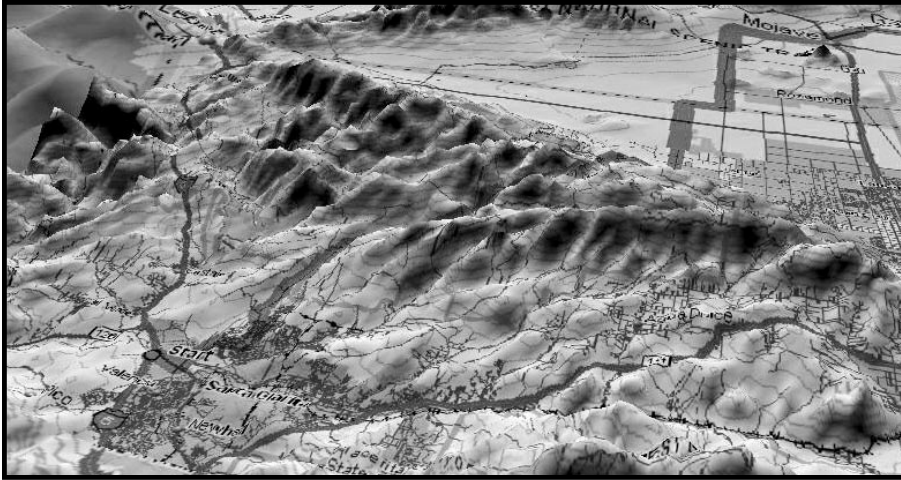
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 Whippet Wildcat Wildebeest Wolf Wolverine Wolves Wombat Woodchuck  
 Woodpecker Woolly Mammoth Woolly Monkey Worm Yodeling Plankton Zebra ■

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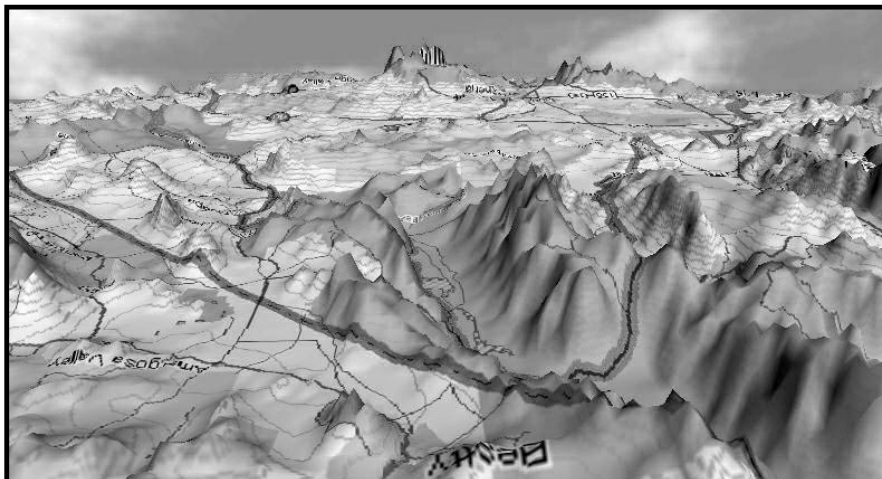
## COURSE 3D IMAGES

By Doug "Dog" Sloan

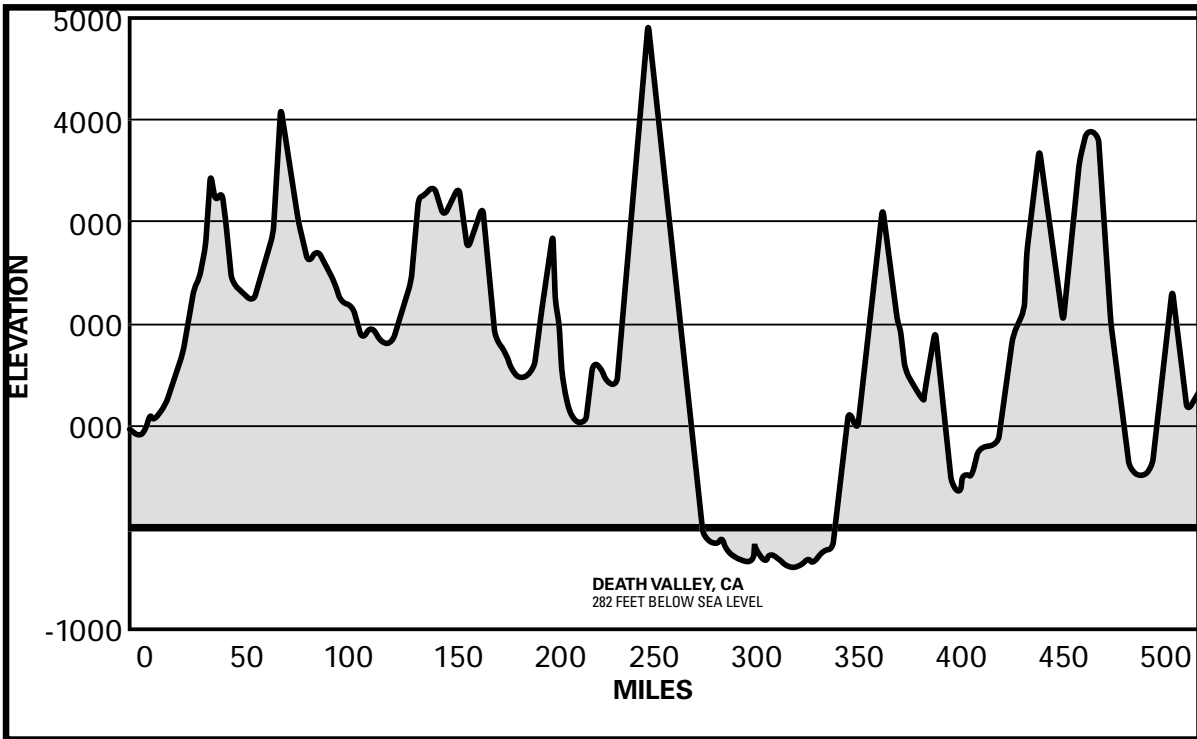
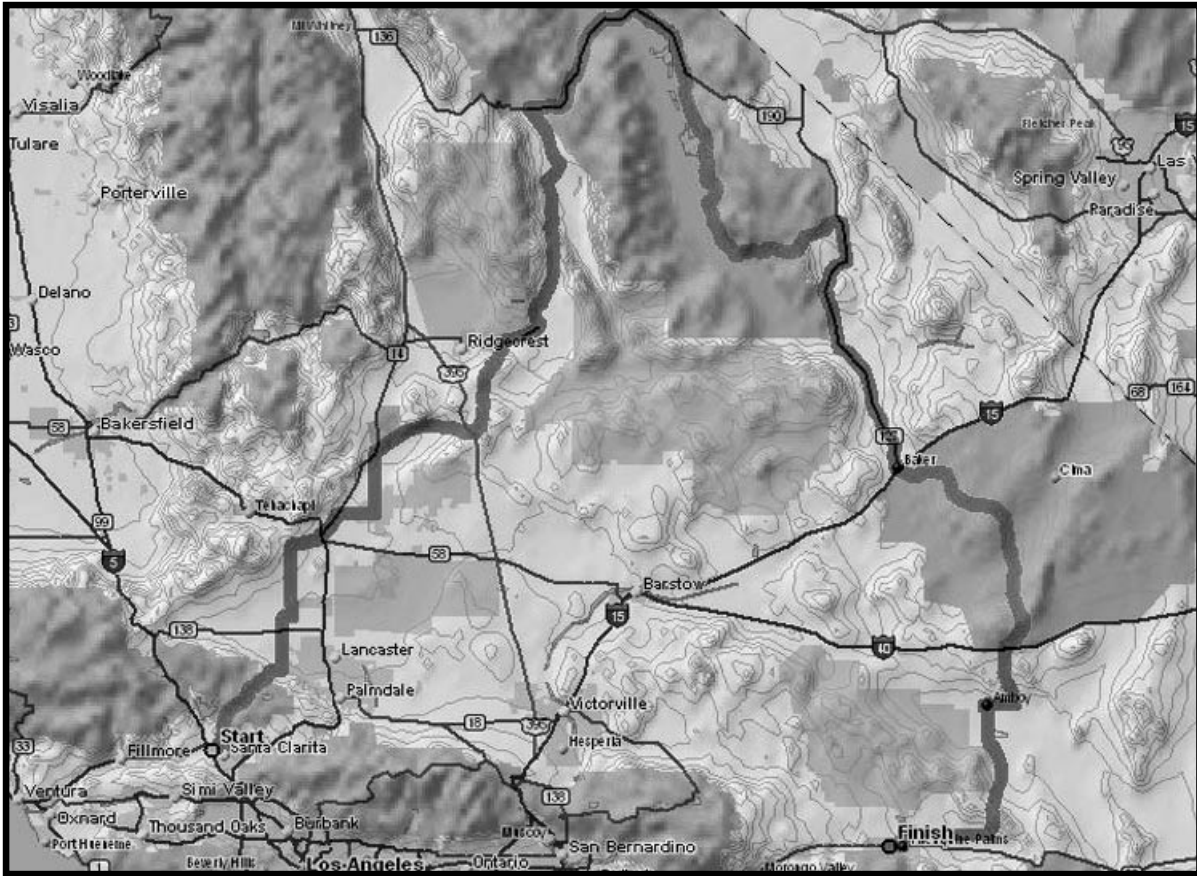


View of the Start,  
Looking North to Mojave

View of the Entire Route,  
Looking North



View of the Route from  
North of Death Valley,  
Looking South. Townes  
Pass Descent on Right.



# THE DEATH VALLEY CUP

The Death Valley Cup recognizes male and female athletes who complete both the Badwater Ultramarathon running race and the Furnace Creek 508 bicycle race in the same calendar year. This is a form of recognition for those athletes who complete both races in the same year, and also an actual plaque that is awarded each time an athlete breaks the current overall record for either the men's or women's divisions. Thus, there are, at any given moment, two Death Valley Cup Record Holders, as well as an ongoing, slowly increasing list of Death Valley Cup Finishers. To earn this recognition is a very significant achievement in endurance sports and especially for those athletes who have come to know and love Death Valley and its environs.

## CURRENT DEATH VALLEY CUP RECORD HOLDERS

**Kaname Sea Lion Sakurai**, 36, Nagoya, Japan  
2000 Badwater, 27:52:14, 3rd place  
2000 Furnace Creek, 32:31:56, 2nd place  
=60:24:10 total time\*

**Angelika Cat Castaneda**, 56, San Diego, CA  
1999 Badwater, 36:58, 1st place  
1999 Furnace Creek, 43:46:40, 3rd place  
=80:44:40 total time\*

(\*To receive the Death Valley Cup plaque, these combined record times must be broken.)



David Jackson and crew cross the 2002 Badwater Ultramarathon finish line.  
Next stop: the 508!

## DEATH VALLEY CUP FINISHERS

**David Jackass Jackson**, Lexington, KY  
2002 Badwater, 47:12:30, 25th place  
2002 Furnace Creek, 38:56:12, 15th place  
=86:08:42 total time

**Del Spider Scharffenberg**, Portland, OR  
1997 Badwater, 48:16, 13th place  
1997 Furnace Creek, 42:15:26, 10th place  
=90:31:26 total time

**Marshall Unicorn Ulrich**, Ft. Morgan, CO  
1996 Badwater, 33:01, 1st place  
1996 Furnace Creek, 38:32:45, 16th place  
=71:33:45 total time

**Charlie Lizard Liskey**, Somis, CA  
1996 Badwater, 58:26, 14th place  
1996 Furnace Creek, 39:32:08, 17th place  
=97:58:08 total time

**FURNACE CREEK 508**  
**Badwater**  
Ultramarathon  
...a good comfortable road...

For information on the Badwater Ultramarathon, visit:

**[www.badwaterultra.com](http://www.badwaterultra.com)**

## FURNACE CREEK 508 OFFICIAL RULES

Penalty for violation of these rules is either a Time Penalty (TP) or Disqualification (DQ), as noted.

### 1. GENERAL RULES

A. Attendance at the Pre-Race Meeting is mandatory. Solo entrants must be represented by the racer and at least one crew. Team entrants must be represented by at least two racers or one racer and one crew. — DQ

B. All racers must sign and turn in the "Release of Liability/Agreement to Terms and Conditions" prior to the race. — DQ

C. All Emergency Evacuation costs for participants or crews will be borne by that person or their heirs. The race organizers are in no way liable or responsible for emergency evacuation.

D. To be declared an OFFICIAL FINISHER in the race, all entrants must complete the course within the following limits: 48 hours for solo entrants, 45 hours for two bike teams, and 42 hours for four bike teams.

E. Divisional racers start simultaneously. The fastest time for each division will be declared the winner, e.g., the first person to arrive at the finish wins.

F. The clock will not stop for any reason.

G. A racer may not receive any type of push-off from a person or vehicle, except for teammates if on a team. — TP

H. All racers may walk or run if they so desire, providing they keep the bicycle with them. — TP

I. The Race Director has the authority to overrule, modify, or invent a new rule based on extenuating circumstances.

### 2. BICYCLE REGULATIONS

A. Bicycles must be propelled solely by human force and be no more than 2 meters long and 75 cm. wide. Foot propulsion only.

B. A Race Official may disallow a bicycle or component before or during the race.

C. Conventional bicycle components which are aerodynamically designed in some unique and unusual manner are subject to approval by the Race Director before the race. — DQ

D. Devices attached to the bicycle or racer designed to reduce wind resistance or increase speed, e.g., air foils or sails, are prohibited. — DQ

E. Recumbents and HPVs compete in their own divisions and must enter in one of the following standard categories:

STOCK - Stock vehicles are vehicles with any number of wheels. Vehicle may not incorporate any form of fairing, or part of fairing. Wheel discs/covers are allowed.

SUPER-STOCK - SUPERSTOCK vehicles are vehicles with any number of wheels. Wheel discs/covers are allowed. A front or a rear fairing is allowed. The edge of the fairing toward the rider may not penetrate the imaginary plane formed by joining the rider's shoulder centerpoints with hip centerpoints. No part of the fairing may be moved in entering, exiting, starting or stopping.

SUPER-STREET - SUPERSTREET vehicles are vehicles with any number of wheels. Wheel discs/covers are allowed. Fairings can be one of two formats: Type 1: Any amount of fairing is allowed, but no part of the fairing may be moved to enter, exit, start, or stop the vehicle. Type 2: Any amount of fairing is allowed, but no more than 40% of the fairing surface may be of a hard material (ie. composite, metal, or molded plastic), while the remaining 60% of surface area of the fairing must be of flexible, woven material (ie. nylon, spandex). Parts of the fairing can be moved to facilitate entry and exit, or stop and start of the vehicle. The rider's head must be exposed above the fairing.

STREAMLINER - STREAMLINER vehicles are vehicles with any number of wheels and any amount of fairing allowed. Fairing panels may be moved for entry, exit, starting, or stopping.

UNLIMITED - Same rules as STREAMLINER, except vehicles do not need to be capable of self-start/self-stop. Rider must be able to exit the vehicle unaided in case of an emergency.

### 3. ACCOMPANYING RIDER RULES

A. No cyclist of any kind may ride with a racer. Drafting is never allowed, except for the first few miles while under yellow flag conditions. — DQ

B. Racers may not ride by side at any time, except for the first few miles while under yellow flag conditions. — DQ



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C. No racer will attempt to block or impede the progress of another racer. — DQ

D. Crew members may never cycle at any time during the race. — DQ

### 4. BICYCLE LIGHTING

A. While riding at night, each bicycle must be equipped with a legal front and rear lighting system and this system must be ON at all times. The front light must be visible from 300 feet and the rear light from 500 feet. (Using Valencia as a reference, Civil Twilight begins at 6:33AM and Sunrise is at 6:58AM, while Sunset is at 6:22PM and Civil Twilight ends at 6:47PM. Riders must have full lights and reflectors on, and be followed directly by their pace vehicle, between 6:00PM and 7:00AM.) — TP

B. While riding at night, racers must have something reflective on their bike and/or body, facing in all four directions. We suggest wrapping reflective tape around both crankarms, the forks, rear stays, and helmet. — TP

### 5. CLOTHING FOR RACERS

A. ANSI, CPSC, ASTM or Snell approved helmets must be worn by racers at all times when on the bike. — DQ

B. No racer or crew member may wear clothing that displays poor taste or which promotes tobacco or hard liquor products. — DQ

### 6. DRAFTING / SPACE RULES

A. The following space between racers must be maintained, except, obviously while passing one another:

1) When riding with no follow vehicle: 12 meter split (three car lengths) from another cyclist or vehicle. —TP

2) When riding with a follow vehicle: 100 meter split (a football field). There must be enough room between racers for rear traffic to comfortably pass one racer and his/her pace vehicle at a time. —TP

### 7. SUPPORT VEHICLES

A. Vehicles wider than 78" may never be used to follow the racer. The ideal pace vehicle is a minivan or small size SUV. Fifteen passenger vans, 78" or narrower, will be allowed in 2003, but not thereafter. Due to their height, camper vans, supersize SUV's, supersize pickups with large shells, and the like are very strongly discouraged as follow vehicles, even if they are less than 78" in width. — TP or DQ

B. Hummers, Ford Excursions, and motorhomes of any kind are not allowed for any purpose by anyone involved with the race. — DQ

C. Solo racers are encouraged to bring only support vehicle and may have no more than two support vehicles. Two rider relay teams may have no more than two support vehicles. Four racer relay teams may have no more than three vehicles. Eight racer tandem relay teams may have no more than four vehicles.

D. Solo racers may have no more than one support vehicle anywhere on the race course between the start and Mojave (mile 69). All secondary vehicles must be driven directly from the start to Mojave on an alternate route, i.e. Hwy 5 to Hwy 14. — DQ

E. Secondary vehicles for solo racers may not stop at any time while on Townes Pass, i.e. from mile 199 to mile 227, except once at the summit. Secondary vehicles for team racers must minimize the number of stops they make on Townes Pass by only stopping when necessary to facilitate a rider exchange. — DQ

F. Secondary vehicles for solo racers are to be used only for support of the rider, relief of the crew, or as back up. Because of the number of support vehicles, road congestion, and safety considerations, secondary vehicles are not to be used for leapfrogging other riders, i.e. spying, and should do their utmost to stay away from other competitors and their support vehicles. Likewise, vehicles with team racers must minimize the amount of leapfrogging at all times. — DQ

G. Motorcycles may be used for support if the racer also has a four wheeled support vehicle. A racer may be followed at night by a motorcycle instead of a car. Motorcycles will not generally "count" in terms of the motor vehicle number limit.

H. Follow vehicles may not pull a trailer of any kind. -DQ

I. All vehicles must obey the vehicle code laws of California. It is the responsibility of the driver to be familiar with all laws. — TP or DQ

J. All support vehicles must meet the minimum requirements of property damage and personal injury liability automobile insurance for the state of California and proof of this must be submitted to the Race Director prior to the race. — DQ

K. Pace vehicles must be equipped with the following:



1) At least two amber (not red) flashing lights mounted on the far left and right rear of the roof visible only from the rear. The pace vehicle must use the flashing roof lights at all times when following its racer. These flashing lights must be powered by the electrical system of the vehicle, not by internal batteries. These flashing lights may NOT be little bicycle lights taped to the back of your van! Go to Radio Shack to buy their palm-sized "strobe light" (comes in a red box and costs \$20) and/or auto supply or RV rental stores to prepare these lights. Do not wait until the last minute to do so. — DQ

2) A sign that reads CAUTION BICYCLE AHEAD. This type of sign can be ordered through a sign shop, pre-ordered from the race office for \$30 per set (specify magnetic, sticky 'one-time use,' or PVC plastic), or homemade using white adhesive shelf paper or white heavy card stock with reflective red or orange 4 to 6 inch lettering. — DQ

3) Rear reflective equilateral "slow moving vehicle" triangle having a minimum height of 12" with a red or orange reflective border not less than 1.75" in width. The triangle can be purchased at most auto parts or RV rental stores or through the race office for \$20 (specify magnetic, sticky 'one-time use,' or PVC plastic) for pick-up at the race. Attach this triangle to the back of the pace vehicle when following behind your racer, but not at other times, such as when leap-frogging the rider on day one. — DQ

4) Team or rider's totem must be visible and easily legible (in words, not only pictures) on all four sides of the vehicle. Lettering should be 4 to 6 inches high. Do not block windows.

## 8. FOLLOWING YOUR RACER

A. Vehicles may not follow racers during daylight on Saturday, but is permitted during daylight on Sunday and Monday. Vehicle to racer handoffs during daylight on Saturday are prohibited, but are permitted on Sunday and Monday. Only "leap frog" support may be used on Saturday. During the day when using the leap frog method of support, park in safe spots, completely off the roadway. — TP or DQ

Hints during daylight support:

- 1) Use two way radio communication.
- 2) Use arm signals between racer and crew.
- 3) Plan nutritional regime before the race.

4) Drive ahead of racer, pull over and stop, get out of vehicle and listen for racer's request. Obtain necessary items in vehicle, drive ahead of racer, park and get out, then pass off the requested supplies.

B. All racers must always be literally and directly followed by an appropriate pace vehicle at night. Racers may not ride at night for even one second without an appropriate pace vehicle directly behind them, except as outlined in Rule 8I. (Using Valencia as a reference, Civil Twilight begins at 6:30AM and Sunrise is at 6:57AM, while Sunset is at 6:22PM and Civil Twilight ends at 6:47PM. Riders must have full lights and reflectors on, and be followed directly by their pace vehicle, between 6:00PM and 7:00AM.) — DQ

C. Support vehicles shall not be allowed to travel in front of a racer within 50 meters unless traffic prohibits otherwise, day or night. — TP or DQ

D. Under no circumstances may two or more support vehicles follow behind a racer. Caravanning, or a procession of two or more support vehicles behind a racer, is absolutely prohibited. — TP or DQ

E. Support crews shall not in any way impede the progress of one other. — TP or DQ

F. Support vehicles shall not be allowed to travel alongside a racer, except when passing off food, beverage, or information. Under no circumstances should a pace vehicle disregard traffic to the rear when travelling alongside their racer. — TP or DQ

G. A support vehicle is not to create any advantages for a racer by means of breaking the force of the wind to the front or side. — TP or DQ

H. Communication with a racer can be done with the use of a public address system or other loudspeaker. However, in residential neighborhoods and QUIET ZONES designated in the route book, no sound amplification is allowed. — DQ

I. If traffic cannot pass the racer and pace vehicle safely, the pace vehicle must pull over to the right, when possible, and allow traffic to pass. If there is nowhere to pull over and the pace vehicle is causing a significant traffic problem, the driver should pull over or drive on ahead of the racer and find a spot to pull over to let the traffic pass. Signal the racer of the situation because he/she might want to momentarily pull over also. — TP

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### 9. NIGHT DRIVING

A. Pace vehicles must dim their front headlights when any oncoming traffic approaches within 500 feet. Lights must also be dimmed when following within 300 feet of the rear of another vehicle, or when another vehicle passes. — DQ

B. Additional spotlights may not be mounted higher than the standard built-in headlights of the support vehicle, except for a pass-off light mounted on the right side of the support vehicle which is used to temporarily light the road when driving next to a racer during a pass-off of supplies. — DQ

C. Hand-held spotlights may not be used in or on a support vehicle. — DQ

D. If all legal support vehicles are unavailable during dark hours, for any reason except as outlined in Rule 8I, the racer may not continue riding. — DQ

### 10. ROUTING / DIRECTIONS

A. Every inch of the prescribed course must be traveled by each racer. In the event of a routing error, e.g., wrong turn, the racer may be driven back to the exact original spot where he/she left the course and continue riding from that location. There will be no allowance made for lost time or miles ridden in the wrong direction. — DQ

B. If a racer is seen being driven up the course, without a Race Official present, with the intentions of making up for lost time and mileage, the racer will be disqualified. — DQ

### 11. SAFETY

A. Safety must be the single most important concern of everyone connected with the race.

B. In an emergency condition where human life is in jeopardy, all concern should be directed to the injured. If a rule is violated in an emergency situation, the Race Director will make necessary allowances.

C. It is the racer's responsibility to make sure that the support crew members are receiving enough sleep necessary for the safe operation of a motor vehicle. If a racer does not have the necessary manpower to safely drive the vehicles, the racer will be detained until the crew can safely support the racer. If a driver has become too sleepy, he or she must relinquish the driving respon-

sibility. If no one is awake enough to drive, the racer must stop until a crew member has obtained adequate sleep. — TP or DQ

Crews must observe these safety hints:

- Try to stay calm and cool, no matter what happens.
- Trade off driving duties as often as possible.
- Always have two wide awake crew members at night.
- Watch for drunk drivers.
- Obey all traffic laws.
- Watch for traffic approaching from the rear.
- Watch turns and stops.

D. If you see another rider or crew behaving in an unsafe manner, please say something to that crew and to a race official.

E. Since FURNACE CREEK 508 uses public roads, it is impossible to control traffic or get road closures for every racer. Like unknown weather conditions, traffic simply has to be dealt with. This is part of the FURNACE CREEK 508. Never risk human safety for the FURNACE CREEK 508. Racers and crews must "size up" every road situation and decide how best to proceed or not to proceed. Use common sense and think safety first!

F. I.V.s (intravenous fluids) are not permitted during the race. If a racer receives an I.V. during the race, for any reason, then that racer is disqualified and may not complete the course officially. — DQ

G. A Race Official may prohibit a racer from continuing for safety reasons. Ex: a racer being too sleepy to ride.

H. Safety begins with reading, studying, and knowing the race rules in their entirety. To demonstrate that the rules have been studied completely, each entrant must bring a one dollar bill in a sealed envelope to the pre-race meeting. The racer or team totem must be written on the outside of the envelope and it must be hand-delivered to the Race Director when called upon to do so. It will not be returned.

I: REMEMBER: Safety supersedes competition!

### 12. SUPPORT CREW RULES

A. A support crew member is defined as anyone who actively assists the racer in any manner on a continual basis for a given block of time. A person who is not a member of the support crew, (does not travel in the support vehicles, does not eat crew food or associate with

support crew members) who aids the racer in any way without the opposition of the crew captain and/or the racer, can be considered a crew member.

B. All crew members must sign and turn in the "Release of Liability / Agreement to Terms and Conditions" prior to the race. — DQ

C. One person shall be assigned the title of crew captain, and will act as the spokesperson for the crew and racer.

D. There are no restrictions on the number of support crew members, but at least two are required for the duration, regardless of division. — DQ

E. A racer may add crew members at any time and anywhere during the race. The crew must notify Race HQ immediately and the new crew member must sign the "Release of Liability/Agreement to Terms and Conditions". — DQ

F. Each racer is responsible for the actions of their crew. — DQ

G. The crew may not use drugs, stimulants, dope, or alcohol. — DQ

H. A support crew must not hinder the progress of any racer. Actions that offer a disadvantage to another racer are prohibited. — DQ

I. A support crew may offer assistance to any racer or crew at any time.

J. Each support crew is responsible for their own welfare.

K. Support crew members must not run or walk along with, next to, in front of, or behind their racers for any reason. — TP

L. It is the support crew's responsibility to locate gas stations, food stores, camp sites, medical facilities, motels, restaurants, etc.

M. Racers who drop out of competition may join another racer's crew, however a Race Official or Race HQ must be notified.

### 13. STAFF AND TIME STATIONS

A. Race Officials will be stationed along the route as well as in race vehicles. A Race Official may ride with any crew in any support vehicle at any time.

B. Race Officials have been instructed to only reveal racers' positions and arrival times at Time Stations, if known. Racer position information is subject to human error. The Race will not be held responsible for the reporting of inaccurate positions and times, regardless of the source.

C. Time Stations are located in designated places along the race route, as noted in the Official Race Route.

D. The FURNACE CREEK 508 is not to be held responsible for inaccurate information disseminated through Time Stations. Mistakes are not likely, but possible.

E. All racers and crews are required to make their presence known at each Time Station. The racer does not have to stop, but at least one vehicle or crew member must stop. At night hours, if a racer has only one support vehicle, neither has to stop, but the crew should have their windows down and sound systems / radios off in order to receive information from the Time Station as they pass. — TP

### 14. RELAY TEAM RULES

The FURNACE CREEK 508 Rules and Regulations for solo racers (those above) apply to team racers, where appropriate, plus:

A. Only one racer per team may cycle at any time, except for less than 30 seconds during the switch from one teammate to another. — TP

B. Drafting is not permitted within or between teams. Intentional drafting of a racer not on the team, such as another team's racers, a crew member, or other cyclist who happens to show up during the race, is prohibited. — TP

C. There is no requirement as to how much time or how many miles each racere can or must ride.

D. Each team must enter with two or four racers (or eight if it is in the eight-racer tandem category). If one or more of the team members gets hurt or cannot ride, no substitutions or additions are allowed. — DQ

E. At least one racer must finish. This means that the rest of the racers can drop out.

F. The bicycle requirements are the same as for the 508 solo division.

G. In the event of a sprint to the finish, the front point of the front wheel of the racer on a team must cross the

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plane of the finish line, as in traditional bicycle racing. The sprint finish line is located approximately one-half mile before the actual finish line.

H. The rules for changing off racers (racer exchanges) are as follows: Imagine that each bike is sandwiched between two vertical planes, one extending up from the rear most point of the rear wheel and the other plane extending up from the forward most point of the front wheel. When one plane on one bike intrudes on another bike's plane, a legal racer exchange has taken place. There is one other type of legal bike exchange, explained as follows: A new racer may begin from any point on the route that has already been passed by another teammate. Example, team member #1 passes mile marker 129 and continues riding up the route. Team member #2 gets on his bike at mile marker 129 and begins riding up the route. Team member #1 can stop riding at any point beyond mile marker 129.

I. Each point on the route will only count towards forward progress if all previous points on the route have been ridden.

J. Opposing teams cannot ride together at all except at the very beginning of the race while under "yellow flag" conditions. If one team is about to pass another, the team being passed must yield right of way to the passing team and both teams must maintain the appropriate splits.

K. For the last one-half mile of the race (after the sprint finish line), all members of a team may get on their bikes and ride into the finish together.

### 15. TIME PENALTIES

Non-DQ rule violations will result in the following time penalties for solo and tandem racers, which will be served at TS#7, approximately 29 miles from the finish line:

1st offense:	15 minutes total
2nd offense:	30 minutes total
3rd offense:	DISQUALIFIED

Team Racers have the following penalty structure:

1st offense:	5 minutes total
2nd offense:	10 minutes total
3rd offense:	DISQUALIFIED

Upon observing a racer's violation of a traffic law or race rule, a Race Official will issue a time penalty or a disqualification to the crew, whose responsibility it is to inform the

racer. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone.

### 16. IMPORTANT NOTES ON TRAFFIC LAWS

A. The FURNACE CREEK 508 uses public roads, requiring the observance of traffic laws. Racers disregarding stop signs/lights and traffic laws have a very damaging effect on the race in general, significantly more than "running" a light during a training ride. These violations can be the reason for authorities not granting permission for races. — DQ

B. One racer violating traffic laws really affects all the other racers. It's reasonable to believe that if one does it, they all must. Obey all traffic laws! — DQ

C. Please view violations of this rule as you would drafting, holding onto a vehicle, or being driven up the route. They reflect a cheater's approach to the event that must not be tolerated! — DQ

D. One infraction may cause the demise of this event. — DQ

### 17. BANNED SUBSTANCES

A. As a condition of competing in this event, a racer must be willing to submit to a drug urine test. — DQ

B. If any USOC-banned substances are detected, the racer will be disqualified from competition and the final standings of the race itself. — DQ

C. If a racer has used any banned substances within six months of the race, written notification must be sent in duplicate to the race office. This information will remain confidential. Our medical staff will review the type of substance used and the reasons involved and a written response will be sent to the racer. — DQ

### IN CONCLUSION

If you have any questions, please contact us. We will assume that the rules are clear and you will be held accountable in accordance with them.

END RULES - HAVE FUN!!!

● 508



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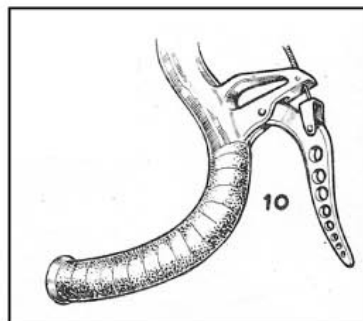


◁ You will read interviews and stories about **great rides** past and present, such as Roger Baumann (right), who won Paris-Brest-Paris in **1956** amidst torrential rainstorms and gale-force headwinds,

and the fastest mixed tandem in **Paris-Brest-Paris 2003** on a tandem dating from 1948. The winning team explains why they chose such an old bike, and why this proved to be a great advantage. ▷



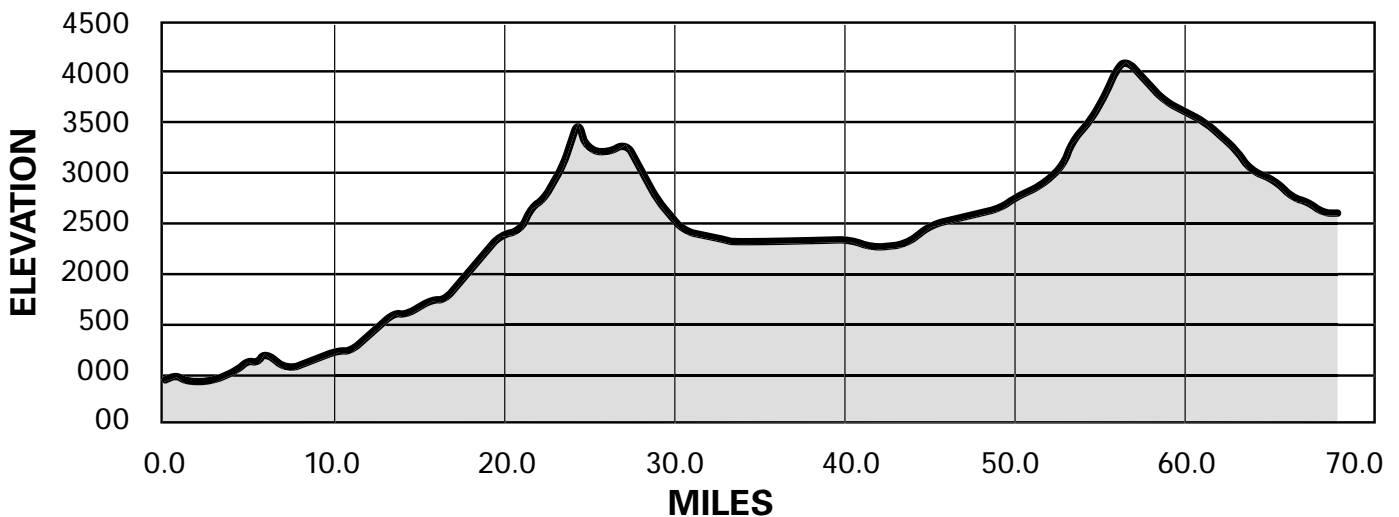
*Vintage Bicycle Quarterly* also shows fascinating vintage bikes, such as the **15 lb. bikes** from the "technical trials" in the 1940s (and that was with lights and fenders!). In the pages of *Vintage Bicycle Quarterly* you find out how they made the bicycles so light, with illustrations by the famous **Daniel Rebour**, for example, this magnesium brake lever, with an aluminum body welded to the handlebars to eliminate the weight of the clamp! ▷



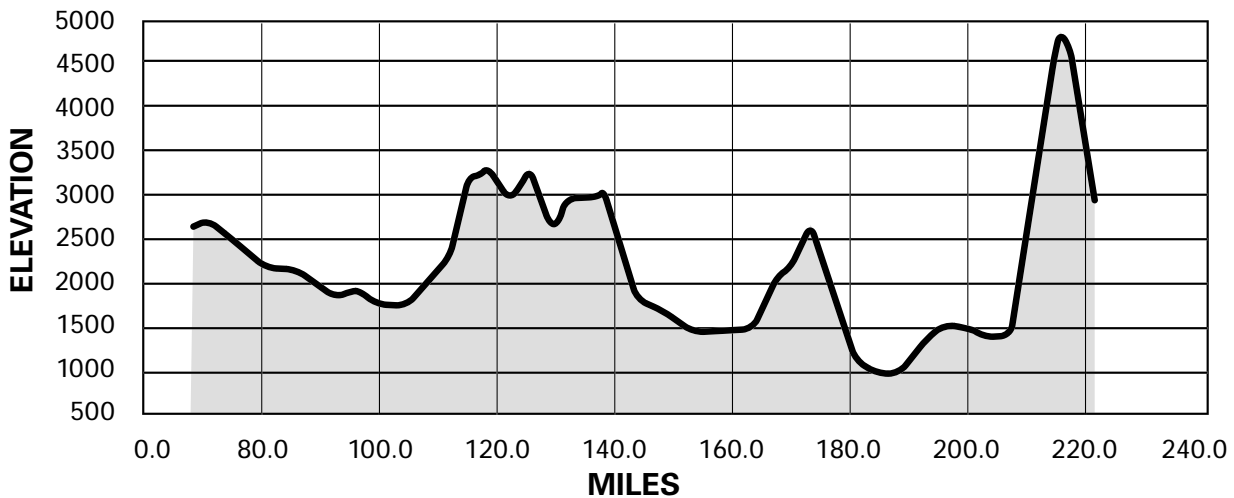
In the pages of *Vintage Bicycle Quarterly*, you find information and stories you won't find anywhere else. *Vintage Bicycle Quarterly* appears quarterly in September, December, March, and June, with quality black & white print on glossy paper.

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CP	After	Description	Page R - 1	City	Services	MTNT	MTF	MTG
1	0.00	Start at Hilton Garden Inn, Valencia, CA (EI 1100 ft.) Right exit from Hilton parking lot onto The Old Road, north			A	0.50	0.00	508.50
2	0.50	Right Rye Canyon (TL)				4.20	0.50	508.00
3	1.10	X Newhall Ranch (TL) - becomes Copper Hill				3.10	1.60	506.90
4	2.60	X McBean Pkwy (TL) (Official Race Start - End Yellow Zone)				0.50	4.20	504.30
5	0.50	Left San Francisquito Canyon Rd. (EI 1360 ft.) <b>WARNING: DANGEROUS TURN; ONCOMING TRAFFIC DOESN T STOP!</b>				19.15	4.70	503.80
6	3.30	Angeles National Forest sign on right				15.85	8.00	500.50
7	2.50	Ranger Station on right (EI 1560 ft.)				13.35	10.50	498.00
8	1.60	Straight roadway with climb and large shoulder (Relay Team support vehicles wait here for rider to pass, then begin leapfrog support)				11.75	12.10	496.40
9	5.75	False summit (EI 2520 ft.)				6.00	17.85	490.65
10	2.95	Stay Left Spunky Canyon Rd. (SS/Oblique T-INT)				3.05	20.80	487.70
11	2.30	Summit (EI 3740 ft.)				0.75	23.10	485.40
12	0.75	Left Elizabeth Lake Rd (SS/T-INT)				0.75	23.85	484.65
13	0.75	Right Johnson Rd. (SS/T-Int) (EI 3330 ft.) (Solo entrant support vehicles wait here for rider to pass, then begin leapfrog support)				14.00	24.60	483.90
14	1.30	Johnson Summit (EI 3535 ft.)				12.70	25.90	482.60
15	4.69	Ave I (SS) (EI 2400 ft.) Your re on 110th St / Cross traffic no stop				8.01	30.59	477.91
16	4.99	Ave. D / Hwy 138 (SS) Cross traffiic no stop				3.02	35.58	472.92
17	3.02	Right Ave A (SS) Cross traffic no stop				2.03	38.60	469.90
18	2.03	Left 90th St. West (SS) Cross traffiic no stop				17.17	40.63	467.87
19	3.00	Rosamond Blvd. (SS) 90th St. West becomes Teh Will Springs Rd.			R	14.17	43.63	464.87
20	6.09	Backus Rd. / Hwy114 Begin Climb to 4000 ft.				8.08	49.72	458.78
21	8.08	Right Oak Creek Rd. / <b>### TURN ON DESCENT ###</b> <b>### CAUTION - GRAVEL POSSIBLE IN TURN ###</b>				10.08	57.80	450.70
22	9.55	Koch St. First buildings on right				0.53	67.35	441.15
23	0.53	Left Holt St. (4-way SS) Power substation to right				0.88	67.88	440.62

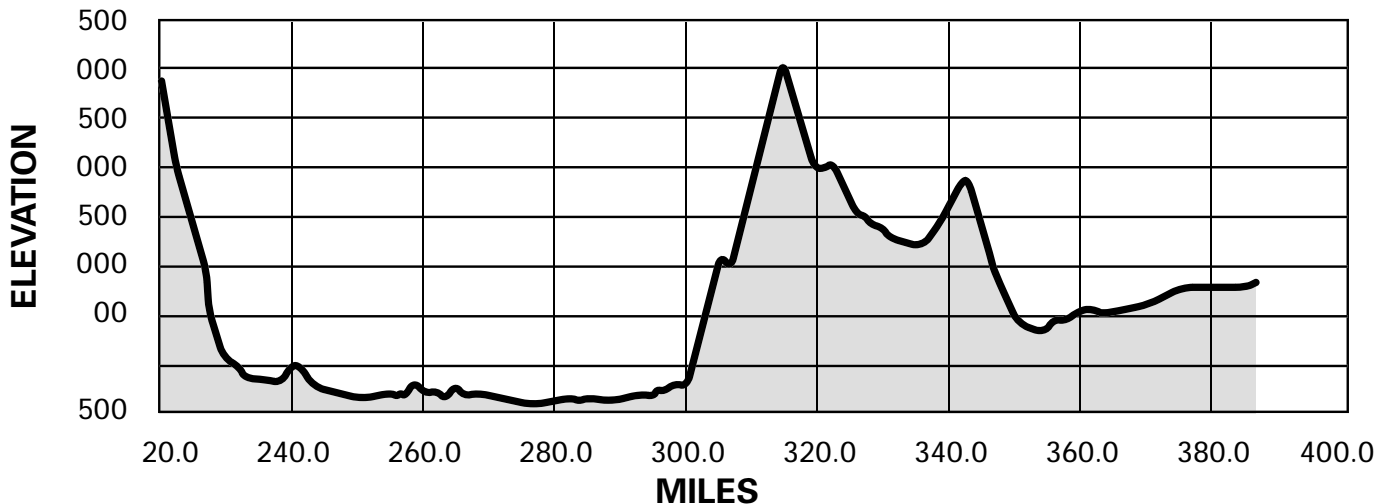


CP	After	Description	Page R - 2	City	Services	MTNT	MTF	MTG
24	0.88	Right Arroyo Ave. (L-Int)				0.40	68.76	439.74
25	0.40	Right State Hwy 58 (SS) (EI 2756 ft.) <i>Turn after RR crossing</i>				0.15	69.16	439.34
26	0.15	Left 14 North / Bishop / Reno (TL) <i>Car must activate left turn sensor</i>		Mojave	A	5.15	69.31	439.19
27	5.15	Right California City Blvd. / To Californina City <i>(EI 2850 ft.)</i>			G/M	7.79	74.46	434.04
28	7.79	Left Neustralia Rd. (SS/Flash) (EI 2375)		California City	G/M	12.90	82.25	426.25
<b>TS #1</b>		<b>### TS #1 (70.28 to next TS) on right - vacant corner after left turn</b>						
29	12.90	Right Red Rock / Randsburg Rd. (SS/T-Int) <i>Rolling terrain next 12 miles (EI 2100 ft.)</i>				12.08	95.15	413.35
30	12.08	Stay Right at Y (To Johannesburg / Randsburg) <i>(EI 2100 ft) Begin climb to Randsburg</i>				8.45	107.23	401.27
31	8.45	Left Butte Ave. (T-int) (EI 3523 ft.) <i>Yield if no stop sign / Randsburg Fire - 760-374-2455-65</i>		Randsburg	G/M	1.07	115.68	392.82
32	1.07	Right Three Flags Highway / Hwy. 395 (SS/T-int) <b>### CAUTION HEAVY TRAFFIC NEXT 1.9 MILES ###</b>				1.89	116.75	391.75
33	1.08	Mobil gas station (EI 3536)		Johannesburg	G/M	0.81	117.83	390.67
34	0.81	Left Trona Rd. / Trona				21.17	118.64	389.86
35	3.41	Begin rolling climbs (EI 3120 ft.)				17.76	122.05	386.45
36	4.52	Begin 3 mile descent (EL 3500 ft.)				13.25	126.57	381.93
37	3.17	RR Crossing (EI 2800 ft) <i>Begin climb in 1 mile</i>				10.08	129.74	378.76
38	2.21	Rolling terrain (EI 3250 ft.) <i>After 2.3 miles begin 6 mile descent</i>				7.86	131.95	376.55
39	7.86	Right Hwy. 178 / Trona (SS/T-Int) (EI 2000 ft.)				45.55	139.81	368.69
40	12.72	Gas Station on left (EI 1659 ft.)		Trona	A	32.83	152.53	355.97
<b>TS #2</b>		<b>## TS #2 (99.23 to next TS)</b>						
41	3.62	Gas and Market on left / 24 hr. <b>### NO NIGHT SERVICES 228 MILES ###</b>				29.20	156.15	352.35
42	12.38	Summit (EI 2800 ft.)				16.82	168.53	339.97
43	3.57	Nadeau Rd. / Onyx Mine <i>You re on Trona Wildrose Rd.</i>				13.25	172.10	336.40
44	3.82	Ballarat Rd. (EI 1300 ft.) <i>Descend to 1100 ft. / Rough road ahead</i>				9.44	175.92	332.58
45	9.44	Left Panamint Valley Rd. (EI 1286 ft.) <i>Death Valley via 190 / Panamint Springs</i>				13.93	185.36	323.14
46	13.93	Right 190 E / Furnace Creek (SS/T-Int) (EI 1580 ft.) <i>After 1.6 miles begin 10 mile climb mostly 6-10% up to 13%</i>				53.71	199.29	309.21
47	7.62	Scenic Point <i>Radiator water</i>				46.09	206.91	301.59
48	3.65	Towne Pass / Death Valley Nat. Monument <b>### ABSOLUTELY NO EXTERNAL SOUND OR MUSIC NEXT 45 MILES ### (EI 4956 ft.)</b>				42.44	210.56	297.94



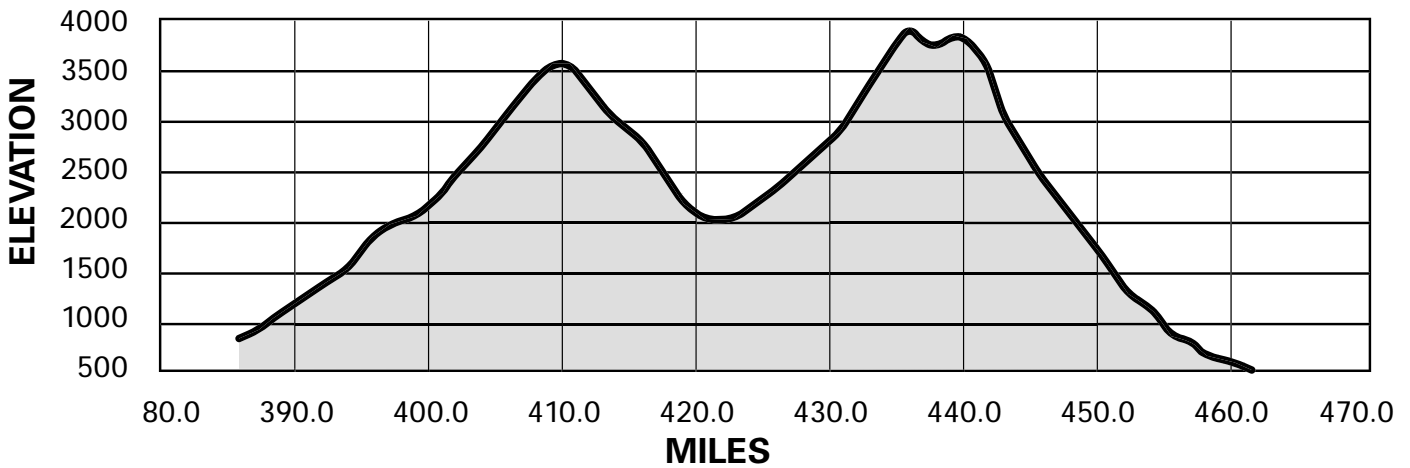
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CP	After	Description	Page R - 3	City	Services	MTNT	MTF	MTG
49	0.00	Townes Pass <i>Downgrade next 17 miles / 6% grade next 3 miles</i>				42.44	210.56	297.94
50	7.55	Trona turnoff (EI 2200 ft.) <b>Follow 190 ### CAMPGROUND / QUIET ZONE ###</b>			C	34.89	218.11	290.39
51	0.38	Rest area on left and right <i>(Death Valley information / phone / water / bathrooms)</i>				34.51	218.49	290.01
52	8.82	Motel (EI 5 ft.)		Stovepipe Wells	A	25.69	227.31	281.19
53	7.26	Beatty / Scotty s Castle turnoff (EI 151 ft.)				18.43	234.57	273.93
54	16.69	Furnace Creek Campground on right (EI -178 ft.) <b>### CAMPGROUND / QUIET ZONE ###</b>			C	1.74	251.26	257.24
55	0.50	Death Valley Visitor Center		Furnace Creek	A	1.24	251.76	256.74
<b>TS #3</b>		<b>##TS #3 (73.57 to next TS) Chevron (760) 786-9901</b>						
56	1.24	Right Badwater / 17 miles (EI sea level) <b>External sound OK 2 miles after turn</b> <b>### No services next 75 miles ###</b>				45.65	253.00	255.50
57	10.96	Devil s Golf Course turnoff				34.69	263.96	244.54
58	5.55	Badwater turnoff <i>Lowest elevation (-280 ft.) in Western Hemisphere</i>				29.14	269.51	238.99
59	27.13	Ashford Mills Historic Ruins turnoff				2.01	296.64	211.86
60	2.01	Stay Left Shoshone / Baker				25.17	298.65	209.85
61	4.73	Jubilee Pass (EL 1285 ft.) Descend 1 mile to 1050 ft.				20.44	303.38	205.12
62	9.66	Salsberry Pass (EI 3315 ft.)				10.78	313.04	195.46
63	10.78	Stay Right 178 / Shoshone at Jct. 127 (SS) <i>You re on 178 East / 127 South / ### QUIET ZONE NEXT SEVEN MILES###</i>				1.67	323.82	184.68
64	1.18	City sign (EI 1572 ft.) <i>Showers \$1 - see mgr. / trailer park</i>		Shoshone	A	0.49	325.00	183.50
65	0.33	Chevron - open 8am/9pm every day				0.16	325.33	183.17
<b>TS #4</b>		<b>##TS #4 (56.27 to next TS) General Store (760) 852-9903</b>						
66	0.16	Straight 127 South <i>Jct. 178 East / Pahrump (24 hr. gas 30 miles off route to east)</i>				131.39	325.49	183.01
67	5.22	Hot Springs / Tecopa Turn / End quiet zone <b>### No services here or next 50 miles ###</b>				126.17	330.71	177.79
68	2.95	Hot Springs / Tecopa turnoff				123.22	333.66	174.84
69	6.47	Ibex Pass (EI 2090 ft.) <i>5% downgrade next 3 miles - descend 8 miles total</i>				116.75	340.13	168.37
70	7.57	Dumont Dunes (EI 400 ft.) <i>Abandoned trailer park on left</i>				109.18	347.70	160.80
71	4.12	Henry Wade Historical Monument <i>Gradual up/down terrain between 600-1000 ft. next 29 miles</i>				105.06	351.82	156.68
72	28.21	Baker Airport <b>### QUIET ZONE THROUGH TOWN ###</b>				76.85	380.03	128.47



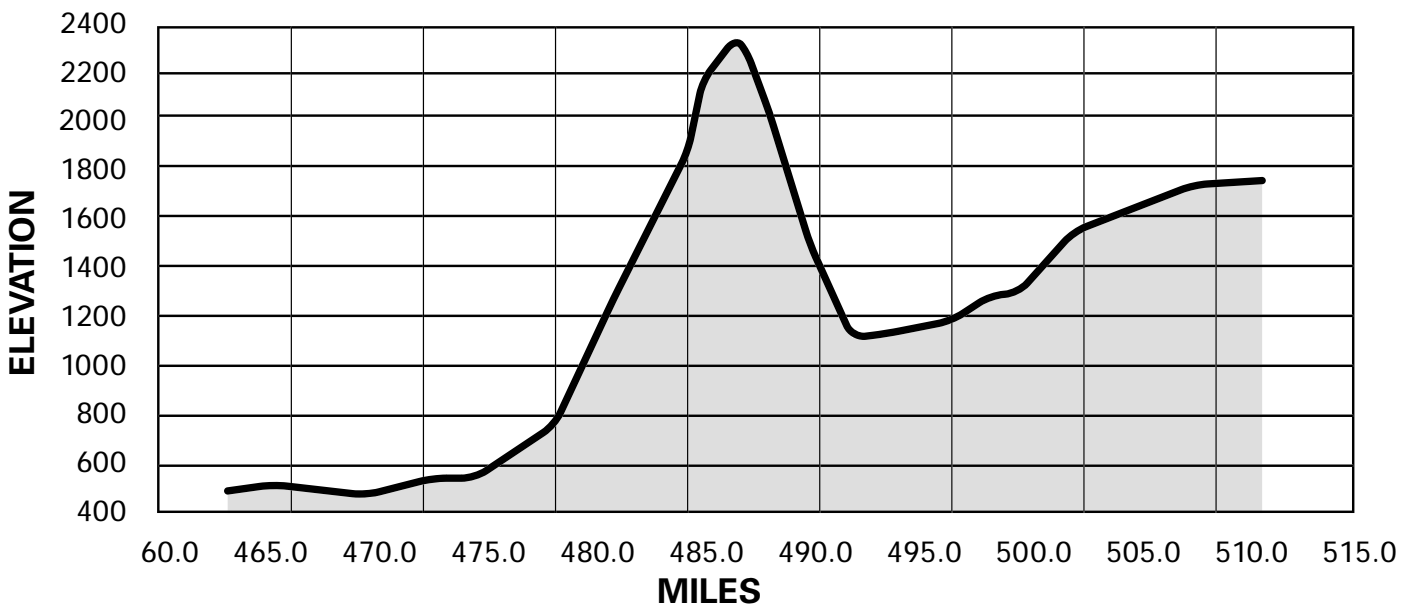


CP	After	Description	Page R - 4	City	Services	MTNT	MTF	MTG	
73	1.15	City sign (EI 923 ft.)		Baker	A	75.70	381.18	127.32	
74	0.42	Baker Blvd. (SS) Park in loading zone				75.28	381.60	126.90	
<b>TS #5</b>		<b>## TS #5 (47.73 to next TS) Mad Greek is on Left (760) 733-9916</b>							
75	0.07	Jct. I-15 / Go over bridge / cattle guard <b>### No services next 76 miles ### Rough pavement next 4 miles / End quiet zone</b>				75.21	381.67	126.83	
76	2.14	Cattle guard / begin steady climb <i>Average 2.4% grade for next 21.4 miles - some dips</i>				73.07	383.81	124.69	
77	21.14	Cattle guard / Summit (EI 3600 ft.) <i>Begin 11 mile descent</i>				51.93	404.95	103.55	
78	9.28	Cattle guard <b>### QUIET ZONE ON DESCENT ###</b>				42.65	414.23	94.27	
79	2.22	Kelso - Cima Rd. / Quiet zone <i>Stay straight Kelbaker Rd. / no services</i>		Kelso		40.43	416.45	92.05	
80	0.04	RR Track / multiple (SS) (EI 2125 ft.) <b>### CAUTION - HIGH SPEED TRAIN CROSSING ###</b>				40.39	416.49	92.01	
81	0.65	Cattle guard / end quiet zone <i>12.3 mile climb</i>				39.74	417.14	91.36	
82	7.14	Kelso Dunes 3 miles off to right				32.60	424.28	84.22	
83	5.05	Time Station on Right in middle of nowhere: Historic site of the old dirt road section				27.55	429.33	79.17	
<b>TS #6</b>		<b>## TS #6 (65.83 to next TS)</b>							
84	1.61	Cattle guard / Microwave tower <i>Granite Pass / unmarked EI 4024 ft.</i>				25.94	430.94	77.56	
85	2.19	Large turnout on left <i>Historic site of end of old dirt road / begin 20 mile descent</i>				23.75	433.13	75.37	
86	5.63	Cattle guard <b>### CAUTION - REBAR WELDED TO TOP OF GRATE ###</b>				18.12	438.76	69.74	
87	0.08	Jct. I-40				18.04	438.84	69.66	
88	0.13	Cattle guard <b>### CAUTION - MAY ALSO HAVE REBAR ON GRATE ###</b>				17.91	438.97	69.53	
89	11.33	Right National Trails Highway / Amboy (SS/T-Int)				6.58	450.30	58.20	
90	5.40	City sign (EI 639 ft.) <i>Post Office on left, former TS #6 location</i> <b>### QUIET ZONE THROUGH TOWN ###</b>		Amboy	variable	1.18	455.70	52.80	
91	0.79	RR tracks / Multiple <b>End quiet zone</b>				0.39	456.49	52.01	



# 32.

CP	After	Description	Page R - 5	City	Services	MTNT	MTF	MTG
92	0.39	Left Amboy Rd. 29 Palms / Yucca Valley <b>### Caution sandy shoulders ahead ###</b>				45.86	456.88	51.62
93	13.52	Begin 10 mile climb <i>Climb begins gradually - gets steeper</i>				32.34	470.40	38.10
94	8.63	Time Station on Left Just Before Summit - Penalty Box				23.71	479.03	29.47
<b>TS #7</b>		<b>## TS #7 (29.47 to the finish!)</b>						
95	1.37	Sheep Hole Summit (EI 2368 ft.) <i>Begin 5.5 mile descent / microwave tower</i>				22.34	480.40	28.10
96	3.20	Sign on left Welcome to Wonder Valley <b>### Quiet Zone to Finish ###</b>				19.14	483.60	24.90
97	2.56	Wonder Valley East (EI 1200 ft.) <i>Barnett s on right</i>				16.58	486.16	22.34
98	5.72	The Palms on left <i>Pay phone (760) 367-9022</i>				10.86	491.88	16.62
99	3.28	Wonder Valley West fire station <i>(Former Location of TS #7 and Penalty Box)</i>				7.58	495.16	13.34
100	7.58	Left Utah Trail				2.00	502.74	5.76
101	1.00	Two Mile Rd. (SS) <i>(EI 1800 ft.)</i>		29 Palms	A	1.00	503.74	4.76
102	0.25	Joe Davis Dr.				0.75	503.99	4.51
103	0.75	Right 29 Palms Hwy. (SS/Flash Red)				3.76	504.74	3.76
104	1.00	Adobe Rd. (TL) <i>Arco Gas on far right</i>				2.76	505.74	2.76
105	1.00	Mosquito Springs Rd.				1.76	506.74	1.76
106	1.00	Morongo Rd.				0.76	507.74	0.76
107	0.26	Sprint Finish Line / All teammates may get on bikes together.				0.50	508.00	0.50
108	0.50	Encelia Ave. <i>Watch on left for Best Western</i>				0.26	508.24	0.26
109	0.25	Left Panorama Ave. <i>Turn just before Best Western</i>				0.01	508.49	0.01
110	0.01	Right into Best Western Driveway <b>## FINISH AT BEST WESTERN (760) 367-9141. CONGRATULATIONS, CREW AND RACER!!! ##</b>				0.00	508.50	0.00



# A FULL YEAR LATER AND I'M STILL BLOWN AWAY!



Steve Born  
**DOUBLE FURNACE CREEK 508**

THANKS TO EVERYONE WHO HELPED MAKE  
THIS "IMPOSSIBLE DREAM" COME TRUE!



My support crew: D.C. Born, Dave Born, Jeff Born, Mark Born, Jeff Martin.

My family and friends at home and at work.

Special thanks to Brian Frank, Joe Arnone, and Dr. Bill Misner



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# 34.

## 2003 ROSTER

### SOLO

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Barton	Bevan	Brontosaurus	Piedmont	CA	M	16	10+	Rookie
Basset	Christophe	Ibex	Pasadena	CA	M	28	20+	Rookie
Bruce	Brandon	Centaur	Santa Barbara	CA	M	24	20+	Rookie
Eddy	Jason	Elephant Shrew	San Diego	CA	M	28	20+	Rookie
Ashabranner	Rick	Akita	Livermore	CA	M	34	30+	Veteran
Dakus	Scott	Loon	Henderson	NV	M	38	30+	Rookie
Dougherty	Lisa Marie	Deerhound	Los Alamos	NM	F	32	30+	Veteran
Harris	Rob	Humpback Whale	Denver	CO	M	35	30+	Rookie
Hastings	Mitchell	Red Horse	Rancho Murieta	CA	M	37	30+	Rookie
Landauer	Jeff	Landshark	Fair Oaks	CA	M	36	30+	Rookie
Lundgaard	Stig	Snow Owl	Skovlunde	Denmark	M	34	30+	Rookie
McCain	Thomas J.	Sea Turtle	El Dorado Hills	CA	M	37	30+	Rookie
Otto	Andrew	Octopus	San Francisco	CA	M	39	30+	Veteran
Poppe	Carl	Piranha	Sebastopol	CA	M	37	30+	Veteran
Rieber	Tom	Rabbit	Venice	CA	M	30	30+	Veteran
Schrank	Ric	Desert Rat	Virginia City	NV	M	38	30+	Veteran
Trout	James	Cuthroat Trout	Seattle	WA	M	33	30+	Veteran
Valesia	Dario	Dragon Fish	Borgomanero	Italy	M	36	30+	Rookie
Baer	Kevin	Grizzly	Moorpark	CA	M	41	40+	Rookie
Barge	Bernie	Basenji	San Miguel	CA	M	42	40+	Veteran
Baugh	Sam	Beluga	Clinton	MO	M	45	40+	Veteran
Bochsler	Jack	Blackbird	San Diego	CA	M	43	40+	Rookie
Bohannon	Andrew	Blowfish	Sunnyvale	CA	M	41	40+	Veteran
Chaffee	Carol	Chickadee	Arvada	CO	F	48	40+	Rookie
Christiansen	Janet	Osprey	Poway	CA	F	42	40+	Rookie
Dibb	Dan	Horse	Long Beach	CA	M	46	40+	Veteran
Fox	Michael	Fennec Fox	Edmond	OK	M	40	40+	Rookie
Jurczynski	John	Blue Dog	Holderness	NH	M	46	40+	Rookie
Kenny	Tom	Trilobite	Calgary	Canada	M	40	40+	Rookie
Kross	Ed	Black Bear	Framingham	MA	M	44	40+	Rookie
Lynch	Colin	Leapfrog	San Rafael	CA	M	49	40+	Rookie
Marko	Charlie	Chimpanzee	Sunland	CA	M	40	40+	Rookie
Nakai	David	Nematode	Fallbrook	CA	M	47	40+	Veteran
Nelson	Stephen	Harpy Eagle	Wimbledon	United Kingdom	M	40	40+	Rookie
Ostendorff	Eric	Ostrich	Torrance	CA	M	42	40+	Veteran
Paxson	Bob	Sponge	Elk Grove	CA	M	44	40+	Rookie
Pratt-Steele	William H.	Praying Mantis	Canyon	TX	M	49	40+	Rookie
Ruge	Richard	Reindeer	Harrison	NY	M	47	40+	Veteran
Thomas	Robert	Limpkin	Atascadero	CA	M	47	40+	Rookie
Trease	Harold	Toad	West Richland	WA	M	48	40+	Veteran
Walsh	Kevin	Wolverine	Lancaster	CA	M	46	40+	Veteran
Winfrey	Steve	Scorpion	Camarillo	CA	M	49	40+	Veteran
Woudenberg	Timothy	Werewolf	Moss Beach	CA	M	46	40+	Rookie
Connolly	Mike	Marlin	Santa Rosa	CA	M	53	50+	Rookie
Finfrock	Reed	Flamingo	Springville	CA	M	57	50+	Veteran
Geser	Gregg	Gorilla	Sisters	OR	M	50	50+	Veteran
Halpern	Phillip	Cerion	San Diego	CA	M	50	50+	Veteran
Jones	David A.	Donkey	Canoga Park	CA	M	57	50+	Rookie
Knutson	Ken	Night Eagle	Tracy	CA	M	54	50+	Veteran
Mazzola	John	Minx	Cedar Crest	NM	M	53	50+	Rookie
Wilson	Eric	Red Rooster	Palmdale	CA	M	51	50+	Veteran
Giles	Chuck	Gecko	Tucson	AZ	M	63	60+	Veteran
Glasgow	David	Leprechaun	Tucson	AZ	M	64	60+	Rookie
Way	Ron	Worm	Downey	CA	M	68	60+	Veteran
Weber	Dick	Wombat	Clackamas	OR	M	61	60+	Rookie

### SOLO RECUMBENT

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Kern	James	Shrike	Sunnyvale	CA	M	45	40+	Rookie

**TANDEM MIXED**

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Breed	Carol	Alpaca	Gardnerville	NV	F	47	40+	Rookie
Gratton	Doug	Alpaca	Gardnerville	NV	M	40	40+	Rookie
Klassen	Emmy	Cpt-N-Kangaroo	Bakersfield	CA	F	45	40+	Veteran
Moseley	Mike	Cpt-N-Kangaroo	Bakersfield	CA	M	49	40+	Veteran

**TEAM**

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Blount	Lindsay	Bison	Bakersfield	CA	M	46	40+	Rookie
Hahn	Chris	Bison	Santa Barbara	CA	M	40	40+	Rookie
Ryan	Kerry	Bison	Bakersfield	CA	M	44	40+	Veteran
Wracher	Mike	Bison	Santa Barbara	CA	M	41	40+	Veteran
Marks, Jr.	Stan	Naked Mole-Rat	Phoeniz	AZ	M	41	40+	Rookie
McDonnell	John	Naked Mole-Rat	Poway	CA	M	41	40+	Rookie
Waagen	Don	Naked Mole-Rat	Tucson	AZ	M	43	40+	Veteran
Wise-Gervais	Joe	Naked Mole-Rat	New River	AZ	M	36	40+	Rookie
Clapper	Joe	Salamander	Vienna	VA	M	44	40+	Rookie
Stam	Allan	Salamander	Lyme	NH	M	41	40+	Rookie
Stam	Cynthia	Salamander	Lyme	NH	F	37	40+	Rookie
Wakin	Eric	Salamander	New York	NY	M	40	40+	Rookie
Abbott	Mark	Saluki	Lompoc	CA	M	44	50+	Rookie
Caplan	Deborah	Saluki	Agoura Hills	CA	F	38	50+	Veteran
Gersitz	Lorraine	Saluki	Fullerton	CA	F	49	50+	Veteran
Stevenson	Jeff	Saluki	Solvang	CA	M	57	50+	Veteran
Kearney	Katherine	Whippet	Long Beach	CA	F	41	50+	Veteran
Pattee	Elizabeth	Whippet	Lakewood	CA	F	25	50+	Rookie
Pattee	Jewett	Whippet	Long Beaach	CA	M	80	50+	Veteran
Wildermuth	Jerry	Whippet	Whittier	CA	M	56	50+	Veteran

**TWO MAN**

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Raddcliffe	Brad	Auk	Tigard	OR	M	18	30+	Rookie
Raddcliffe	Randy M	Auk	Tigard	OR	M	45	30+	Rookie
Dowhan	Pete	British Bull Dogs	Acton	CA	M	51	50+	Veteran
O'Kane	Tom	British Bull Dogs	Valencia	CA	M	54	50+	Veteran
Brudvik	Bob	Bush Plankton	Edmonds	WA	M	47	40+	Veteran
Wagoner	John Shannon	Bush Plankton	Corte Madera	CA	M	38	40+	Veteran
Highsmith	Dwayne	Diamondback	Fairfield	CA	M	44	40+	Rookie
Jones	Tim	Diamondback	Fairfield	CA	M	46	40+	Rookie
Innes	Matthew	Mountain Goat	Tempe	AZ	M	36	30+	Rookie
McGehee	Dan	Mountain Goat	Mesa	AZ	M	41	30+	Veteran
Miller	Thomas J.	Red Racers	Valley Center	CA	M	52	40+	Veteran
Sturgill	Mike	Red Racers	Phoenix	AZ	M	44	40+	Rookie
Morganson	Craig	Sailfish	Las Vegas	NV	M	44	30+	Rookie
Skramstad	Erik	Sailfish	Henderson	NV	M	25	30+	Rookie
Clare	John T.	Silver Foxes	Long Beach	CA	M	62	60+	Veteran
Crain	Dan	Silver Foxes	Irvine	CA	M	58	60+	Veteran
Skipper	Tim	TwoCan	Castaic	CA	M	46	50+	Veteran
Williams	John	TwoCan	Wofford Heights	CA	M	55	50+	Veteran

**TWO MAN CAF**

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Anderson	Rick	Amoeba/Abalone	Woodside	CA	M	50	40+	Veteran
Arnou	Jonathan	Amoeba/Abalone	Reno	NV	M	47	40+	Veteran

**TWO MIXED**

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Fischer	David	Chinook	Kennewick	WA	M	53	40+	Veteran
Ross	Diane	Chinook	Burbank	WA	F	42	40+	Rookie
Petersen	Joe	Pegasus	Bakersfield	CA	M	45	40+	Veteran
Petersen	Tina	Pegasus	Bakersfield	CA	F	44	40+	Veteran

**TWO WOMAN**

Last Name	First Name	Totem	City	State	M/F	Age	Age Grp	History
Friesen	Marvis	Queen Bees	Bakersfield	CA	F	56	50+	Veteran
Rigby	Vickie	Queen Bees	Bakersfield	CA	F	52	50+	Veteran

## Special Thanks to the Furnace Creek 508 Race Staff

*Without them, this race, and your adventure and spiritual odyssey, would not be possible.*





## Mission

The mission of the Challenged Athletes Foundation is to provide opportunities to people with physical disabilities to pursue an active lifestyle through physical fitness and competitive athletics. The Challenged Athletes Foundation believes that involvement in sports at any level increases self-esteem, encourages independence and enhances quality of life.

## What do we do?

Established in 1997, the CAF is a unique organization that recognizes the athletic greatness of people with disabilities and supports these efforts by providing grants for training, competition and equipment needs. Grants are awarded to persons with any type of physical disability and for a wide range of sports. The CAF does not discriminate by age, disability, sport or level of ability. The hundreds of athletes that the CAF has assisted range from world class athletes competing on an international level to those who are recently disabled and desire to become more active. Grants are distributed once a year with applications being accepted year round.

## Why do Challenged Athletes Need Funding?

There are 49 million people living in the US with a physical disability. Equipment to be active for someone who is disabled is very expensive and therefore prohibitive for many to pursue an active lifestyle. Funding through the CAF helps make it possible for more people to gain self-esteem through sports. If you're a family with three children, one with a physical disability, you can buy two bikes at Wal-Mart for less than \$200 – for the third, you must purchase a handcycle that runs upwards of \$1,500.

## Fundraising

The ten-year goal of the CAF is to create a \$1,000,000 endowment fund that will continue to assist physically challenged athletes indefinitely. Of the revenue generated, 80% will be set aside for the endowment fund or be used for individual grant payments. To date, the CAF has provided over 1000 grants and raised over four million dollars.

Challenged Athletes Foundation 2148 – B Jimmy Durante Blvd. Del Mar, CA 92014  
858-793-9293 [www.ChallengedAthletes.org](http://www.ChallengedAthletes.org)



# FURVACE CREEK 508

20<sup>TH</sup> Anniversary - 2003 - Vol. 29



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