

The
**FURNACE
CREEK**
508
Since 1983
508 MI. 48 HRS.
THE GREAT AMERICAN BIKE RACE



adventureCORPS™

2012 / Vol. 38







The founding fathers of ultra cycling, after placing 2nd in the 4-man team division in 2011, with yours truly at the Furnace Creek 508 finish line: L-R: Lon Haldeman, Michael Shermer, Chris Kostman, John Marino, and John Howard. More photos on P. 4 and P.13.

Welcome to the 29th anniversary, and 38th edition, of the spiritual odyssey known as Furnace Creek 508, the world's premier ultramarathon bicycle race. Our 508-mile course serves as a dramatic forum for bicycle racing, personal achievement, and self-discovery. Some call it a "The Hell of the West," while others call it "The Toughest 48 Hours in Sport!" Everyone agrees it's "The Great American Bike Race."

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 winners of the inaugural race were Michael Secrest and Kitty Goursolle. In the Fall of 1985, the race 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 38th edition after twenty-nine years.

Since 1989, The 508 has been held on the world-famous Death Valley course that we use today. Its first champion was John Hughes and 2472 racers have now competed on this fabled route.

Since October 1990, The 508 has been proudly produced by AdventureCORPS, producers of the world's finest endurance sports events held on the open road and "out there." As a competitor on the Hemet route in May of 1985 and the Arizona route in October of 1986, plus serving as crew, staff, or race director, I have been part of 35 of the 37 races so far; I enjoy and love it more every time!

With over 200 racers and crews coming from all over the U.S., Canada, Europe, and Asia, The 508 is truly a world-class race.

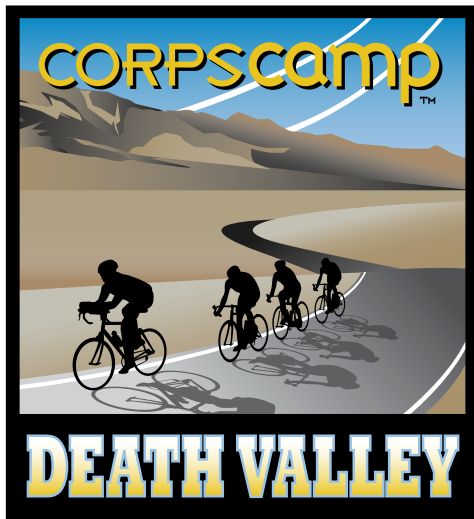
We look forward to sharing the weekend with you. Thanks for joining us!

Sincerely,

Chris Kostman

Race Director and Chief Adventure Officer

adventureCORPS : Death Valley



February 25-28, 2013

The original CORPScamp features four days of SAG-supported, one-of-a-kind cycling in and around Death Valley National Park, as well as daily yoga classes, two group dinners, and more. We've been producing events here since 1990 and we never tire of sharing one of the world's most dramatic, inspiring, and unusual landscapes. From desert flowers to snow-capped mountains, we'll see it all by bicycle. Bring a camera or nobody will believe your stories!



March 2, 2013

Our classic Spring Death Valley ride, held annually since 1990, offers one-of-a-kind, 105-, 150-, and 196-mile cycling routes past Badwater, Ashford Mill, and over the passes to Shoshone and back in Mother Nature's greatest sports arena, Death Valley National Park!

Want to kick off the New Year with a solid week of warm weather riding in paradise? Come ride CORPScamp, and the Spring ride!



October 26, 2013

Our Fall Death Valley ride offers one-of-a-kind, 108-, 144- and 197-mile cycling routes to Scotty's Castle, Ubehebe Crater, and Hell's Gate in Mother Nature's greatest sports arena, Death Valley National Park! With full rider support, roving SAG vehicles, and impossible-to-get-lost routes with very little traffic, there's no better place to ride a century, ultra century, or double century cycling event!

Information and Registration: www.adventurecorps.com

adventureCORPS : San Diego Region



April 15-19, 2013

CORPScamp San Diego Wine Country is so new, we don't even have a logo for it yet! Even better, it's so incredible, it doesn't even need one!

Based in Julian, CA and held the week prior to the Mount Laguna Bicycle Classic, it's a "Velo and Vino" experience with altitude training benefits: Sleep at 4,200 feet every night, and ride between 2700' and 6000' every day from Monday through Friday, Enjoy wine tasting, a group dinner, yoga classes, and multiple ride distances each day. Then stay another day to ride the Mount Laguna Bicycle Classic on April 20!



April 20, 2013

First held in 2010, this 'bucket list' event features up to 101 miles with over 10,000 feet of climbing and three different ascents of San Diego County's Mount Laguna! There are just three stop signs and NO traffic lights on this incredible route which starts and finishes just 44 miles east of San Diego in Pine Valley, CA! 45- and 75-mile routes offered, too.

New for 2013: Mount Laguna is Stage One of the King Of The Road Challenge!



May 11, 2013

Montezulomar Bicycle Classic: Also so new, it doesn't have a logo and so fantastic, you do not want to miss out! This superb new event combines the 11-mile, 4000-foot ascent of Montezuma Valley Road from Borrego Springs to Ranchita, a luscious cruise west to Lake Henshaw, and then the world-famous East Grade ascent of Mount Palomar. The round-trip is 94 miles with 9000 feet of gain, with 34- and 69-mile options, all of it on great roads with little to no traffic, no traffic lights, and only six stop signs!

Stage Two of the King Of The Road Challenge!

Information and Registration: www.adventurecorps.com

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“Out There Since 1984”



Furnace Creek 508 Race Magazine is published annually by
AdventureCORPS, Inc.

AdventureCORPS, Inc. 638 Lindero Canyon Rd., #311,
Oak Park, CA 91377 USA

www.adventurecorps.com • www.the508.com

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Front Cover: 2011 Men’s solo champ Adam “Rock Rabbit” Bickett. Photo by Ron Jones.

Inside Front Cover: 2011 women’s solo champ Janice “Woshkeetaan” Sheufelt. Photo by Peter Apathy.

Layout and Design by Kevin Fung, www.kfungdesign.com



The final 2011 finisher, Don “Velvet Ant” Williams, flanked by the Founding Fathers of Ultra Cycling, Team Great American Toad: L-R: Lon Haldeman, Michael Shermer, Don, John Howard, and John Marino

GENERAL INFORMATION / SCHEDULE OF EVENTS

DATE: October 6-8, 2012.

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 Santa Clarita, Mojave, Randsburg, Trona, Panamint Valley, Death Valley National Park, Stovepipe Wells, Furnace Creek, Badwater, Shoshone, Baker, Mojave National Preserve, Amboy, and Twentynine Palms, the entrance to Joshua Tree National Park.

STARTING LOCATION: Hyatt Regency Valencia 24500 Town Center Drive (at McBean Pkwy), Valencia, CA 91355, 661-799-1234. Driving instructions from the San Fernando Valley: Proceed north on Interstate 5 for about 20 miles, exit at Magic Mountain Parkway in the Valencia part of Santa Clarita, and go right / east. After about a mile, turn right on McBean Pkwy. The Hyatt is on the right at the intersection with Town Center Drive, but drive beyond that intersection and enter the parking lot on the right, after the hotel.

RACER CHECK-IN: 11:00AM to 4:00PM, Friday, inside the Hyatt Regency Valencia. Check-in must be done Friday afternoon, BEFORE the Pre-Race Meeting. All athletes (not just crew) must check in, preferably altogether as we shoot "mug shots" of all racers.

VEHICLE AND BICYCLE INSPECTION: 11:00AM to 4:00PM, Friday, at the Hyatt Regency Valencia parking lot. All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangle, roof lights, and comprehensive first aid kits.

PRE-RACE MEETING: 4:00 - 5:00PM, Friday at the Hyatt Regency Valencia. The meeting is a fun and exciting event for everyone. Solo entrants must be represented by the racer and at least one crew. 2X Team entrants must be represented by at least one racer and one crew. 4X Team entrants must be represented by at least two racers and one crew or 3 racers. (ALL crew members and ALL racers are strongly encouraged, and expected, to attend.)

BIKE SHOP SUPPORT AT THE START LINE AND BIKE SHIPPING: Bicycle John's of Santa Clarita will once again be on hand at the host hotel on Friday to assist with last minute (and basic) bicycle repairs, as well as last minute product needs and purchases. Also, they will have a neutral support

van on the course on Saturday morning for the first 25 miles of the race (when your support teams are already up the road, waiting for you). If you want to pre-order anything special or extra for the race, or you need to ship a bike out in advance, then we recommend Bicycle John's for all your 508 needs! Contact them by phone (661)-254-7300 or at 26635 Valley Center Dr., Santa Clarita, CA 91351.

START TIMES: 6:30AM, Saturday for Solos and 9:30AM, Saturday for Teams. We will begin the race in the Hyatt Regency Valencia's front entrance. All racers must be present at the start 30 minutes prior to their start time for pre-race instructions and photos.

FINISH LINE HOTEL: Best Western Gardens Motel, 71487 Twentynine Palms Highway, Twentynine Palms, CA 92277, 760-367-9141. This is a very nice hotel located literally at the finish line of the race on the main drag (Hwy 62). All racers and crew, after you finish, 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.

RACE HEADQUARTERS: The race voicemail is 888-917-1117. You may leave important messages, updates, or DNF calls at that number. Please speak slowly, clearly, and be sure to identify yourself fully. 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. From Sunday morning onwards, Race HQ is located at the finish line hotel at (760) 367-9141, Room 508.

AWARDS: All solo and team OFFICIAL FINISHERS will receive a finisher's medal and an OFFICIAL FINISHER'S jersey, produced in America by PACE Sportswear of Costa Mesa, CA, at the finish line.

POST RACE BREAKFAST: 7:00 to 9:00AM, Monday morning at our finish line hotel, the Best Western Gardens Motel in Twentynine Palms, CA. We (AdventureCORPS) are paying for all the costs of breakfast. Racers, crew, and staff, please plan on staying to enjoy food, drink, and camaraderie before you hit the road on Monday morning.

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COURSE RECORDS

SOLO COURSE RECORDS

Men's 10+, Yoni Nazarathy, '91, 38:17:28.
Men's 20+, Justin Panda Peschka, '97, 28:42:02.
Men's 30+, Michael Alpine Ibex Emde, '08, 27:28:01.
Men's 40+, Kenny Fast Truck Gecko Souza, '05, 27:15:21 (Overall Solo Record).
Men's 50+, Terry Chesapeake Bay Retriever, '10, 29:19:35 (On a classic bike!).
Men's 60+, Reed Flamingo Finfrock, '07, 32:10:30.
Men's 70+, Charles Honey Bee Hanson, '00, 73:40:37 (Unofficial).
Women's 20+, Laura Stern, '89, 32:48:00.
Women's 30+, Seana Hoopoe Hogan, '95, 28:46:34 (Overall Women's Record). Women's 40+, Catharina Bumble Bee Berge, '08, 29:43:01.
Women's 50+, Carol Chickadee Chaffee, '05, 33:14:58.
Women's Fixed Gear 20+, Emily Archaeopteryx O'Brien, '05, 44:24:27.
Women's Fixed Gear 40+, Susan Scarlet Macaw Forsman, 41:38:55 (Overall Women's Fixed Gear Record).
Men's Fixed Gear 20+, Adam Rock Rabbit Bickett, '10, 42:43:16.
Men's Fixed Gear 30+, Barley Boar Forsman, '04, 38:24:00.
Men's Fixed Gear 40+, Terry Chesapeake Bay Retriever Lentz, '07, 30:13:05 (Overall Men's Fixed Gear Record).
Men's Fixed Gear 50+, Sam Seal Beal, '06, 36:37:27.
Men's Classic Bike 30+, Felix Asiatic Wildcat Wong, '11, 39:14:59.
Men's Classic Bike 40+, Jim Gyrfalcon Swarzman, '10, 38:57:50.
Men's Classic Bike 50+, Terry Chesapeake Bay Retriever, '10, 29:19:35 (Overall Classic Bike Record).
Men's 10+ Recumbent (Stock Category), Alexander Kakapo Kohan, '08, 40:49:52.
Men's 30+ Recumbent (Stock), Michael Flicker Wolfe, '06, 35:49:13.
Men's 40+ Recumbent (Stock), John Flying Chamois Lauer, '08, 32:13:18 (Overall Stock Recumbent Record).
Men's 50+ Recumbent (Stock), John Blue Racer Schlitter, '11, 34:01:31.
Men's 30+ Recumbent (Superstock), Eric Hedgehog House, '94, 35:24:29.
Men's 40+ Recumbent (Superstock), Timothy Werewolf Woudenberg, '06, 31:50:35 (Overall Recumbent Record).
Men's 50+ Recumbent (Superstock), Ron Banana Slug Bobb, '00, 42:32:56.
Men's Tandem, (30+ or 40+?) Tandem Wolves, Wolfgang Erhart and Franz Kasserer, '98, 29:58:18 (Overall Tandem Record).
Mixed Tandem, (40+) Tandem Relucent Phoenix, Craig Robertson and Jennie Phillips, '05, 31:26:51.

FIXED RELAY TEAM COURSE RECORDS, 2004 to the present

(Note: the stage race fixed relay format began in 2004.)

Men's 10+ Two Rider Team, Team TwoCan-JDRF, '11, 35:40:00 (Brothers, aged 17)
Men's 20+ Two Rider Team, Team Platypus, '06: 28:16:00.
Men's 30+ Two Rider Team, Team Panda Goat, '08: 26:06:22.
Men's 40+ Two Rider Team, Team Hammerhead, '07: 25:56:28. (Overall 2x Record).
Men's 50+ Two Rider Team, Team Sun Spiders, '08: 28:46:26.
Men's 60+ Two Rider Team, Team Flying Voles, '11, 30:39:58.
Men's 70+ Two Rider Team, Team Leatherback Turtles, '04: 39:55:55
Mixed 20+ Two Rider Team, Team Colossal Squid, '09, 33:22:29.
Mixed 30+ Two Rider Team, Team Gallus Gallus, '06: 28:20:31.
Mixed 40+ Two Rider Team, Team Pickled Herring, '07: 27:34:29.
Mixed 50+ Two Rider Team, Team Gulo Gulo, '08: 30:16:17.
Mixed 60+ Two Rider Team, Leatherback Turtles, '06: 33:18:13.
Women's 30+ Two Rider Team, Team Swallow, '08, 37:27:58.
Women's 40+ Two Rider Team, Team Rock Ewe, '08: 29:43:28.
Women's 50+ Two Rider Team, Team Chupacabra, '05: 32:39:46.
Men's Recumbent 30+ Two Recumbent Team, Team Mussel, '07, 29:31:10.
Men's Recumbent 40+ Two Recumbent Team, Team Orthros, '08, 28:14:56.
Men's Recumbent 50+ Two Recumbent Team, Team Werewolf, '09, 42:05:57
Mixed Recumbent 30+ Two Recumbent Team, Team Sea Dragon, '08, 35:58:54.
Men's Fixed Gear 40+ Two Rider Team, Team Missing Lynx, '09, 37:48:40.
Mixed Fixed Gear 40+ Two Rider Team, Team Pair O' Ducks, '11, 32:54:09 (Overall 2x Fixed Gear Record)
Men's Classic Bike 50+ Team, Team Protoceratops, '09, 43:53:04.
Mixed Classic Bike 40+ Team, Team Golden Gyrfalcon, '09, 36:23:34.

Four Rider Tandem Team

Men's 40+ Two Tandem Team, Team Scarab, '09, 31:25:12. (Overall 2 Tandem Record)
Mixed 40+ Two Tandem Team, Team Mustangs, '10, 32:42:03.
Mixed 50+ Two Tandem Team, Team Long Eared Jerboa, '11, 37:06:02.

Four Rider Team

Men's 20+ Four Rider Team, TwoCan-JDRF, '10, 35:47:13.
 Men's 30+ Four Rider Team, Team Mongrel Dogs, '06: 27:59:15.
 Men's 40+ Four Rider Team, Team Hammerhead, '05: 24:56:10. (Overall 4x Record).
 Men's 50+ Four Rider Team, Team Yak, '05: 26:45:34.
 Men's 60+ Four Rider Team, Team Yak, '10, 32:22:49.
 Men's 70+ Four Rider Team, Team PAC Rats, '07, 43:15:25.
 Men's 20+ Fixed Gear Four Rider Team, Team Bonobo, '06: 32:23:35.
 Men's 40+ Fixed Gear Four Rider Team, Team Missing Lynx, '08, 32:57:25.
 Men's 50+ Fixed Gear Four Rider Team, Team Missing Lynx, '11, 33:04:17.
 Men's 50+ Recumbent Four Rider Team, Team Raven Lunatics, '10, 33:08:01.
 Women's 20+ Fixed Gear Four Rider Team, Team Blue Footed Booby, '08, 32:28:05.
 Women's 30+ Four Rider Team, Team Swallow, '06: 33:25:02.
 Women's 40+ Four Rider Team, Team Pine Marten, '11: 32:05:22.
 Women's 50+ Four Rider Team, Team Hammer Frogs, '10, 33:43:22.
 Mixed 20+ Four Rider Team, Team Wild Burros, '10, 36:45:39.
 Mixed 30+ Four Rider Team, Team Sphinx, '07: 30:27:15.
 Mixed 40+ Four Rider Team, Team Kites, '07: 32:21:06.
 Mixed 50+ Four Rider Team, Team Kites, '08, 32:15:16.

Eight Rider Tandem Team

Men's 40+ Four Tandem Team, Team TwoCan-JDRF, '09, 34:28:19.
 Mixed 40+ Four Tandem Team, Team Mighty Millipede, '07, 28:11:04. (Overall 4 Tandem Record)
 Mixed 50+ Four Tandem Team, Team Centi-Speed-JDRF, '11, 33:55:54

OPEN RELAY TEAM COURSE RECORDS, 1993-2003

(Note: these are "set in stone" as this relay format is no longer used.)

Two Rider Team

Men's 30+ Two Rider Team, Team Mountain Goat, '03, 25:38:08 (Overall 2x Record).
 Men's 40+ Two Rider Team, Team Jackalope, '01, 29:24:24.
 Mens' 50+ Two Rider Team, Team TwoCan, '03, 32:17:51.
 Mens' 60+ Two Rider Team, Team Silver Foxes, '03, 29:53:01.
 Mixed 50+ Two Rider Team, Team Saluki, '02, 31:12:49.
 Mixed 40+ Two Rider Team, Team Pegasus, '03, 29:04:19.
 Women's 50+ Two Rider Team, Team Queen Bees, '03, 34:25:36.

Four Rider Team

Men's 30+ Four Rider Team, Team Action Sports Buffalo, '95, 21:47:12 (Overall 4x Record).
 Men's 50+ Four Rider Team, Team Bicycling Magazine Peacock, '95, 23:07:58.
 Men's 60+ Four Rider Team, Team Whippet, '00, 31:37:38.
 Women's (20+ or 30+?) Four Rider Team, Team TS Technical Bat, '95, 27:31:10 (Overall Record).
 Women's 40+ Four Rider Team, Team Red Rockettes, '00, 29:50:17.
 Women's 50+ Four Rider Team, Team Bakersfield Black Widows, '01, 30:21:55.
 Mixed 30+ Four Rider Team, Team Kern Hammerhead, '97, 24:13:38.
 Mixed 40+ Four Rider Team, Team Quail, '97, 25:53:24.
 Mixed 50+ Four Rider Team, Team Saluki, '03, 29:38:34.

Four Rider Tandem Team

Mixed 40+ Tandem Team, Team Fire Ants, '02, 28:11:33.

Eight Rider Tandem Team

Women's 30+ Tandem Team, Team Tarantula, '96, 28:00:05.
 Mixed 40+ Tandem Team, Kern Wheelmen T-Rex, '99, 23:54:17.
 Men's 40+ Tandem Team, Team Davis Drills, '01, 22:45-22.

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Brothers Matt and Scott Skipper of 2x Team TwoCan-JDRF set a 10+ Age Group Course Record of 35:40:00 in 2011.

HINTS ON SUPPORTING A CYCLIST

By John “Hawk” Marino

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 CAUTION BICYCLE AHEAD.

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. Also, use the required Slow Moving Triangle and the roof-mounted flashing amber lights.
- 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. Three is best.

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.

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Legwork...
Haven't you had enough already?

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Printing Industry & FC508 Veteran - Team Spike the Wonder Dog

THE ADVENTURECORPS COMMUNITY

AdventureCORPS, Inc. is an athlete-run firm producing and promoting ultra-endurance and extreme sports events, lifestyle products, and media. Adventure is our way of life. Founded in 1984 by Chris Kostman, this group effort is dedicated to exploring the inner and outer universes, seeking adventure, energy, and insight both in daily life and “out there.” Chris serves as our Chief Adventure Officer and Race Director, while Laurie Kostman serves as our Chief Wellness Officer.

While we are primarily known for producing world-class endurance sports events, races, and camps, we also work hard to affect positive change in the world and support causes which are near and dear to us.



As such, we first recognized **Challenged Athletes Foundation** as our primary Official Charity in 2002. Ever since, one of the goals of our events has been to raise funds for, and awareness of, this wonderful organization.

The Challenged Athletes Foundation was created on the belief that people of all abilities should have the opportunity to pursue a life full of physical activity and of sports. Be they recreational or in pursuit of a gold medal at the Paralympic Games, people with a physical disability are limited only by their access to funding. Since 1994, CAF has raised more than \$30 million—allowing the Foundation to satisfy thousands of funding requests from challenged athletes in all 50 states and across the globe. AdventureCORPS, Inc. has raised over \$200,000 for CAF in the past ten years, and AdventureCORPS athletes who directly fundraise for CAF have raised even more!

The **Major Taylor Association** was formed by residents of Worcester, Mass., who became intrigued with the story of the 1899 world champion bicycle racer from Worcester who overcame racial prejudice to become the first internationally acclaimed African-American sports star. The organization’s mission is to memorialize Major Taylor with a statue on public land in Worcester, in recognition of his athletic achievements and strength of character—his sportsmanship, concern for those less fortunate, devotion to God, and per-



sonal struggle for equality. Further, the Major Taylor Association aims to create a living memorial to Taylor by conducting good works in his name and educating people about his life and legacy.

Equally intrigued with and impressed by the life of Major Taylor, AdventureCORPS became an annual, ongoing sponsor of the Major Taylor Association in 2004. In 2008, AdventureCORPS’ Chris Kostman attended the unveiling of the Major Taylor statue in Worcester, MA.

Environmental Efforts

AdventureCORPS events happen not in a man-made stadium, but in the real world “out there.” We care deeply about the natural world for we are intrinsically linked with it and because we want to enjoy these events in their awesome natural settings for a long, long time.

As such, we joined **One Percent For The Planet** on July 1, 2008. Ever since, we annually donate at least 1% of total revenues (in other words, “off the top,” not just 1% of profit, which would be next to nothing!) to environmental causes. (This is in addition to all the work we do on behalf of, and donations we make to, non-environmental organizations such as Challenged Athletes Foundation and Major Taylor Association.)



1% For The Planet is a growing global movement of over 1400 companies that donate 1% of their sales to a network of over 3,000 environmental organizations worldwide. We are pleased and proud to be in such good company!

AdventureCORPS also joined **The Conservation Alliance** on September 10, 2008. The Conservation Alliance is an organization of outdoor businesses whose collective contributions support grassroots environmental organizations and their efforts to protect wild places where outdoor enthusiasts recreate. Alliance funds have played a key role in protecting rivers, trails, wildlands and climbing areas throughout North America.

Membership in the Alliance is open to companies representing all aspects of the outdoor industry, including manufacturers, retailers, publishers, mills and sales representatives. The result is a diverse group of over 180 businesses whose livelihood depends on protecting our natural environment. Since its inception in 1989, Alliance funding has helped save more than 29 million acres of wildlands; protect 2,700 miles of rivers; stop or remove 25 dams; designate five marine reserves; and purchase nine climbing areas.



Additionally, AdventureCORPS joined the **Death Valley Natural History Association** as Life Members on January 23, 2009 and we have donated a minimum of \$2000 to DVNHA annually each year since. DVNHA is a non-profit organization supporting education, research, and preservation in Death Valley National Park and Ash Meadows National Wildlife Refuge. Some of their efforts include Death Valley R.O.C.K.S. (bringing inner city kids to experience one of the largest outdoor classrooms in the world), Devil's Hole Pupfish Recovery, Death Valley All Taxa Biological Inventory, plus DVNHA runs the wonderful gift shops at the Furnace Creek Visitor's Center, Scotty's Castle Museum, Stovepipe Wells Ranger Station, and at the Ash Meadows National Wildlife Refuge Office.



In 2011, we were inspired to sponsor a membership drive on behalf of the **Los Angeles County Bicycle Coalition** in honor of Jim Swarzman. Jim was a great friend of LACBC and a Furnace Creek 508 veteran who was killed in the Spring of 2011 while riding his bike in San Diego County.

For every contribution made to LACBC during the Jim Swarzman Memorial Membership Drive, whether through membership or donation, we promised to match those contributions up to \$10,000. We spread the word to the athletes who ride in all AdventureCORPS events and this helped lead to the most successful membership drive in LACBC history, raising \$23,000 for LACBC in the process.

In response to the horrific earthquake in Haiti, We organized a cycling event called "80 For Haiti" on February 13, 2010. It was an 80-mile ride, on Old Hwy 80 in southeastern San Diego County, with an \$80 entry fee. 100% of the entry fees went directly to Mercy Corps, one of the most respected relief organizations worldwide. We absorbed all costs so that 100% of the entry fees could go to Mercy Corps. Altogether, over \$28,000 was raised.

Finally, AdventureCORPS has been a Gold Level Sponsor of the **Adventure Cycling Association** since 2011 and we are additionally pleased to be members of the **California Deserts Visitors Association**, the **Death Valley Chamber of Commerce**, the **Mount Shasta Chamber of Commerce**, the **Julian Chamber of Commerce**, and the **Twentynine Palms Chamber of Commerce**.

• 508



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KEEPING IT LIGHT

By Chris Kostman

It astounds me how overly seriously so many people take their cycling and endurance sports. It's like they just literally want to suck the life and the fun out of the whole experience.

Not me!

I honestly believe I enjoy cycling, and getting "out there" under human power, more intensely, and more intently, than just about anybody. I do this largely by "keeping it light."

When I'm out on my bike, when I'm "out there," I make a point of taking everything in, all the time. Some people stare continuously at the white line, or the butt of the rider in front of them, all the time. I don't get that. I prefer constantly using my peripheral vision to soak in as much enjoyment, information, inspiration, and light as possible. Not only is this fun and smile-inducing, but it helps me to notice little roads or trails off to the side of the road, or way off in the distance on some hillside, giving me inspiration for more places to explore. I'm also more likely to notice weather changes in the offing, or aggressive drivers, or historic markers, or viewpoints to check out. If I don't pay attention, I'm liable to miss that glimpse of wildlife along the way, or a waterfall, or a dolphin in the ocean, or a classic car in somebody's yard or driveway, or a funnily decorated mailbox, or a funny sign, or a funky café or mini-mart. I've got to take it all in.

Yes, I really do stop during my rides. It amazes me how many people just blast right over the summit of a big climb, without even stopping to enjoy the view or take photo at the summit. Seriously? Likewise for those who have ridden past some historic marker placed by the county, some historical group, or the Clampers a million times, but have never stopped to read it. I pretty much always stop for those signs. In fact, I want to find an area in California that is thickly covered in historic markers and viewpoints and then create a cycling event that specifically involves stopping at all of them! (Any suggestions?)

If cycling isn't about embracing the world around us and getting to know it, why not just ride indoors on a trainer?

Naturally, I at least nod at all the other cyclists I see, and sometimes I wave at them. Amazingly, I even verbally greet those riders that I catch along the way! (I know, I know, that's so uncommon anymore. Sad.) Of course, I don't discriminate based upon their type of bike, clothes, or anything else.



The author with his mascot, Gumby, during the 1987 Race Across America. What could be more fun than having my sister-in-law crawl inside my inflatable 6" tall Gumby to surprise me?

Anybody on two human-powered wheels is fine by me, and automatically "on my team." (I make a point of chatting it up with motorcyclists, too, treating them as fellow two-wheeled lovers of the world. Being a human is the best way to be respected by another human, I believe. However, if one slides off the pavement because they are driving their motorbike like an idiot, I will ride on by.)

When I meet somebody to go for a ride, I am actually there to ride with them. I know, call me crazy, but it's not my idea of fun to "half-wheel" a friend. The friendship, conversation, and mutual enjoyment are paramount when I ride with somebody. I also keep it light by talking a lot - generally about non-cycling stuff - with my friends when I'm riding. All that sullen silence so common in group rides is not for me. (Quite boorish, that is.)

Of course, I enjoy a silent jam with friends sometimes, too: Let our pedals do the talking! But when I really want to "train," which isn't often, I join a racing type club ride, enter a race or timed event, or I just go ride on my own and use my heartrate monitor and personal records on various stretches of road to push myself.

My late friend and mentor, Willard Bascom, said "The whole point of life is to enjoy it." By keeping it light, I do that as much and as often as possible.

• 508

TEAM GREAT AMERICAN TOAD



In October, 2011, twenty-nine years after they created the sport of ultra cycling by creating and then competing in the Great American Bike Race from Santa Monica to New York City, the founding fathers competed in Furnace Creek 508. Racing as four-man team "Great American Toad," and with an average age of 59.25, they placed 2nd overall in the four-rider division with a time of 30 hours, 10 minutes, and 3 seconds. It was an honor to host these legends of sport compete in "The Toughest 48 Hours in Sport." Pictured above: Michael Shermer (A rider), John Marino (B rider), John Howard (C Rider), and Lon Haldeman (D Rider).



THE GHOST CITY OF RHYOLITE

Photo by Frasher's

From 1905 to 1907 Rhyolite was a booming mining town with eight thousand residents, railroads, modern stores and office buildings. Mines were working, stocks were selling strong and every citizen and floater had plenty of money. The panic of 1907 completely obliterated the town. It is said that the lone citizen who missed the last train out in 1908 died waiting for the next one.

MOTORING THROUGH DEATH VALLEY

America's Strangest Playground—Ghost Cities of the Gold
Rush Days—Natural Miracles of Death Valley

By ALMA OVERHOLT

“WOULD you enjoy a trip to hell? Probably you would not. At least we will suppose so. Even if you would enjoy it there is no hurry about starting. If you are going you will do so sometime without having to plan ahead of time.

“You might enjoy a trip to Death Valley NOW! It has all the advantages of hell without the inconveniences. It is a wonderful country with all the weird mysticism of Dante's Inferno; marvelous scenery, strange romanticism, fabulous wealth and absolute novelty. If you would enjoy a change from ordinary city life and fashionable resort outings you would find it here. You would see and learn of things of which you have never dreamed.

“An automobile trip through hell would be a novelty. Such an excursion through Death Valley would be less wonderful and much more comfortable. If you are interested write to Alkali Bill.”

This naive and rather startling announcement appeared in the “Chucka-Walla,” a small publication circulated in the border mining town of Greenwater, California. The date is 1907. The mining town died and so did Death Valley touring even before it had its birth.



THE DEVIL'S GOLF COURSE

Photo by Frasher's

One section of Death Valley is an enormous bed of salt forty miles long and several miles wide. The entire surface of the ground is crystalline salt which has cracked and broken up into clabs of solid salt. In the distance is seen Telescope Peak.

Alkali Bill had a vision. But to make Death Valley popular for automobile tours it also took roads, a very little matter which Alkali Bill had not taken into consideration. The “Chucka-Walla” fails to record what happened to Alkali Bill's auto or his passengers. It has taken twenty years to make touring in Death Valley a pleasurable reality.

An auto tour of Death Valley today fulfills all of Alkali Bill's alluring promises of years ago. Even the most jaded motorists will find something new. In scenic magnificence Death Valley is awe-inspiring. Great mountains and twisted, winding canyons, gorges that compare with the Grand Canyon, and caverns that extend for miles into the bowels of the mountains provide incomparable scenery. There is color everywhere, living, vivid color splashed by nature in futuristic daring. Rocks and mountains are crimson, yellow, blue and purple.

The Death Valley of yesterday, grim, tragic as Dante's Inferno, today is California's most unique playground. Here are recreations of all kinds. Golf on a clear moonlit night over the smooth sand course is one of Death Valley's favorite sports. Another is skiing. The sheer sand dunes offer as good a



THE RUGGED GRANDEUR OF DEATH VALLEY

Photo by Frazer's

Once infamous as a sinister region of death and peril, Death Valley has now become famous for its incomparable natural beauties. Stretching for one hundred and twenty-five miles between the Panamint Range and the Amargosa Range, and in some places over three hundred feet below sea level, it presents one of the most spectacular panoramas of natural marvels in the world. In the upper picture is seen the so-called Devil's Cornfield where the desert mesquite has been twisted by the wind and banked by sand so that it resembles corn shocks. Below, set against the massive background of buttes and mountain ranges, is one of the Valley's typical sand dunes, its curves and valleys constantly being remodeled by the wind.

slide for the ski jumper as a snow bank. Another Death Valley sport is "sand dune rolling." Some of the dunes are three and four hundred feet in height. One starts from the top and gravitation does the rest. Arrived at the bottom one's head swims and several surplus pounds of avoirdupois have been lost. More are lost reclimbing the dune. Not so long ago reducing in Death Valley was a still simpler matter. One simply starved. And there were no extra pounds to lose. Also there were no tempting meals handy to break a fast. To the ill-fated Jayhawker party of 1849 who named this region the "Valley of Death," after their weary trek of three months across the sand dunes and wastelands, a crust of hard-tack was worth more than all the gold they had come to seek.

Bill Corcoran is probably the most picturesque and interesting character in all Death Valley. Bill came to Death Valley from Tombstone, Nevada, a raw youth of nineteen years of age about 1903. He thought he would prospect a bit. He did. Bill Corcoran discovered what became known as one of the richest mines in the district. He named it the National Bank. The mine was the beginning of the booming mining town of Rhyolite which Bill Corcoran laid out and with the mine sold for \$200,000.

With a draft for two hundred grand in his pockets Bill started out to fulfill his heart's desire. He arrived in San Francisco and went to the biggest restaurant there. He ordered a fourteen-pound turkey and six bottles of champagne. The waitress asked, "How many in your party sir?"

"Just one—me," answered Bill, rising to his full six foot height.

Stock in the "motor-wave" at San Francisco and an onion ranch depleted Bill's fortunes. Later, however, he grubstaked "Shorty" Harris, famed Death Valley prospector, and became one of the owners of the famous Harrisburg mine near Skidoo. Recently he located the Emigrant Springs mine which is being developed as a new producer in Death Valley. There is not an inch of ground with which Bill is not familiar or a desert tale



THE BAD LANDS

Photo. by Frasher's

At the southern end of Death Valley are twisting masses of brown and yellow mountains with yawning chasms and canyons. Geologists conclude that Death Valley was roughly blocked out about seven to eleven million years ago by forces tremendous beyond all reckoning which lifted up vast mountain ranges and depressed whole counties downward in great blocks.

mint Mountains, the western hem of the narrow strip of valley, to the Funeral Mountains of the eastern edge.

After leaving Lone Pine we passed the soda ash beds at Keeler. Then we went on to Darwin, the last out-post of civilization before the new resort at Stove Pipe Wells is reached. Here we gassed up, took on oil and inquired of Dick Wallace as to the condition of the road.

"They are all good now," said Wallace. "Can't put a car through its paces any more by coming to Death Valley."

Wallace owns a crystal mine near Darwin and presented us with some cubes of transparent quartz, the kind lenses are made of.

Darwin is midway between Lone Pine and Stove Pipe Wells, forty miles each way. The road on into Death Valley from Darwin winds through the Darwin Wash, a magnificent canyon of gigantic formations, and then up over Zinc Hill of the Argus Mountain Range where it connects with the Eichbaum Toll Road. This is in excellent condition. A road crew is stationed along

two points in permanent quarters to keep the road in perfect shape. We rolled along as if we were on a city boulevard, rather a far cry from the tortuous trails that led in Death Valley but a few years ago.

Straight as a ribbon we followed the road across the Panamint Valley, in reality another Death Valley, the center a clay bed with sand dunes forming towards the northern end. Passing up and over the Panamint (Cont. on page 49)



MODERN COMFORT IN DEATH VALLEY

The modern tourist in Death Valley may lounge comfortably in the new resort only a few miles from the famous Stove Pipe Well where the exhausted and thirsty freighters used to get water in the days of the mining booms. Good roadways and hotels have transformed Death Valley into one of America's most interesting resorts.

MOTORING THROUGH DEATH VALLEY

(Continued from page 38)

Mountains and through Townsend we came to a gentle slope leading down to the Black Buttes and Emigrant Wash where Death Valley first bursts into view. The three Death Valley buttes are historic landmarks which have served both pioneers and prospectors. In the foreground are the tawny sand dunes. Suddenly, seemingly out of the nowhere, Stove Pipe Wells resort comes into view.

Alongside the new hotel, a low one-story building, of adobe constructed in the Spanish style with a big patio in the center and a sparkling fountain, stands "The Lost Wagon." It was brought piece by piece twenty miles down from the northern end of Death Valley where the point is still marked on the map as "Lost Wagons." Souvenir hunters had started to destroy this survivor of the seven wagons which started on that historic journey across the valley for the gold fields of California in 1849. Mr. Eichbaum has added the "lost wagon" to his Death Valley museum of historic relics at Stove Pipe Wells. Our car parked alongside the emigrant wagon made an interesting comparison of the change of mode of transportation during the past three-quarters of a century.

We had arrived at Stove Pipe Wells at about noon. After luncheon our first tour was to Mosaic Canyon back of Stove Pipe Wells up in Tucki Mountain, or Sheep Mountains as it is frequently called. Mosaic Canyon is a magnificent gorge cut out by the fierce water torrents that once tore through the mountains. Rocks of every color polished to the smoothness of marble are imbedded in a solid formation which makes the whole appear like a beautiful mosaic pattern. From the mouth of the canyon a wonderful view of Death Valley some five miles distant is afforded. The temptation is to explore Mosaic Canyon to its source. A driver at Stove Pipe Wells told us that he had climbed the canyon for nine miles and still had not reached its beginning. Wild mountain sheep abound in Tucki Mountain. We found a magnificent pair of ram horns in the canyon. There is a \$500 fine for the killing of one of these mountain sheep, but the Indians of Death Valley still kill them when in need of food.

Our next exploration tour took us towards the southern end of the valley to the original water hole of Stove Pipe Well and the unique dug-out of teamsters in the boom days when freighters crossed the valley from Skidoo to Beatty. The dug-out is now but a few feet above ground and built of empty beer bottles and adobe. An old piece of stove pipe placed there by a wandering prospector marks the water-hole now dug to a considerable trench. The old Stove Pipe Well is about three miles southeast of the modern resort. A good road leads on to Salt Creek through what is known as the Devil's Cornfield, weird mesquite bushes half covered with sand. In Death Valley one digs for wood and climbs for water. Most of the springs are up in the mountains.

An hour or two of sport on the sand dunes, a gorgeous sunset seen

only in Death Valley and the curtain of night with its shower of stars raining down like needles concluded the first day of our tour.

Early the next morning our itinerary led to the ghost city of Rhyolite where we stopped at the famous bottle house. A curl of blue smoke indicated that this long abandoned landmark again had a tenant. A knock brought a Mr. Stratton to the door. He lives in the glass bottle house with two partners who are prospecting around a bit in the old Bull Frog district.

Stratton likes Nevada. He says California, not much further across the border than he can throw a stone, has too many tourists. A lot of tourists come into Death Valley too, these days, Stratton complains. "They bring with them a dollar and a clean shirt and change neither," Stratton satirized. Be that as it may, Death Valley is not slow to capitalize on the tourist crop.

The collecting of lavender and purple bottles and other bits of glass colored by Death Valley's potent rays has become quite a fad. Enterprising desert habitués have set up stands and are selling purple colored bottles, empty, for as high as three and four dollars. Others will sell you a bit of azurite quartz or other Death Valley souvenirs for a half dollar.

At Beatty we made a stop to take on gas. The route from Stove Pipe Wells had been through Boundary Canyon, with a stop at Hell's Gate where a full sweep of Death Valley affords an awe inspiring view; past Corkscrew Mountain, of the Funeral Range and then through the Amargosa Valley to Rhyolite to Beatty. Here we turned off towards Leadfield. Snow was encountered on the upward grade crimsoned by the red oxides of the hillsides. We sped on past the abandoned mining camp of Leadfield. Gambling tables, a small grand piano, a baby's crib gave mute evidence of its former life.

The road narrows as it drops down into Titus Canyon along a flowing stream. The stream disappears and the trail winds its way in and out along the stream-bed. On either side rise gigantic cliffs that zigzag in and out forming a labyrinth, breathtaking in its stupendousness. On some of the boulders we found prehistoric Indian writings—symbols of the setting sun, writhing serpents, goats and other hieroglyphics.

Often it seemed as if there could not be width enough for the car to pass or space for the wheelbase to make the turn. The grandeur of Titus Canyon surpasses all description. Here nature has been rampant; huge mountains have literally been torn asunder. Titus Canyon extends for nine miles, then leads out upon Death Valley. One feels as if one had left Dante's Inferno behind and Death Valley seems a sweet friendly vale in the setting sun of our second day.

The third day we branched off from the Eichbaum road toward the west of Stove Pipe Wells at the Black Buttes and turned up Emigrant Springs Wash in the Panamint Mountains. At Emigrant Springs, a few

miles up the canyon, we stopped to play snowball. The trough at the spring was covered with icicles. Near this spring, history records that eleven men were found dead of thirst and exhaustion. They belonged to the ill-fated Jayhawker party of which Stephen Dow was a member. They had just missed the life-giving spring of pure water.

To the right from Emigrant Wash is a road which leads off to the ghost town of Skidoo. Nothing but a few shacks and heaps of bottles and tin cans remain of the once prosperous mining town. Further on we came to the Harrisburg Flats, the site of the abandoned, once famous Harrisburg mine discovered by "Shorty" Harris and Pete Oglebury in 1906. Here we turned off and drove up a rolling mountain to Grand View, with its breath-taking, spectacular vistas. Below lies Death Valley—a sight that beggars description. Neither artist nor camera can do justice to what the eye beholds. Like a great river, the valley flows past. In the distance against the Funeral Mountains a sharp eye detects the oasis of Furnace Creek Ranch and on a plateau above, Furnace Creek Inn. The ranch is the lowest point in America where vegetation still thrives, 276 feet below sea level. From here the valley flows southward to the Salt Pools, the lowest point, 370 feet below sea level. Towards the south, the Funeral Mountains merge into the Black Mountains. Above, floating as if detached in the air, we could see the snow-capped peak of Mt. Charleston, and turning towards the west, Mt. Whitney, rising 14,501 feet above sea level with its crown of snow above the high Sierra range.

We decided to leave Death Valley via the southern end, driving from Stove Pipe Wells towards the south to Furnace Creek Ranch. We passed the fields of tawny sand dunes, the Devil's Cornfield, where great vistas of mesquite bushes are twisted and banked with sand that look like corn shocks. The road crosses Salt Creek. Here we noted small fishes darting with lightning rapidity through the marshy growth. These tiny fish are said to be found only in Death Valley and thrive in the alkaline water. They look much like a small flying fish.

To our left great alluvial deltas flow into the valley from the Panamint Mountains, pointing like great black fingers. At one point there is a level field which looks as if it must have been the battle-ground of the gods—great glistening black boulders appear to have been tossed about with Gargantuan force in some terrific combat.

Further on we pass the Sphinx of Death Valley—a face closely resembling that of the Sphinx of Egypt carved by nature in a promontory

that almost overhangs the road. From here on mountains of raw, yellow sulphur add color to the scene contrasted with others of red iron oxides. The road takes us in safety through the salt marshes with their weird hummocks of alkali and clay rising like monuments. It was these glistening marshes that once spelled tragedy to the men and animals who tried to cross this arid waste.

Smoke trees at Furnace Creek Ranch, stately palms and a swimming pool are in strange contrast to the arid surrounding region. Here the government has been conducting an experimental station for the growing of date palms. Turkeys, chickens and live-stock seem to thrive on this ranch situated on the edge of the American sink. Indians of the Shoshone tribe do most of the labor and are the only people able to endure the heat of summer on the ranch.

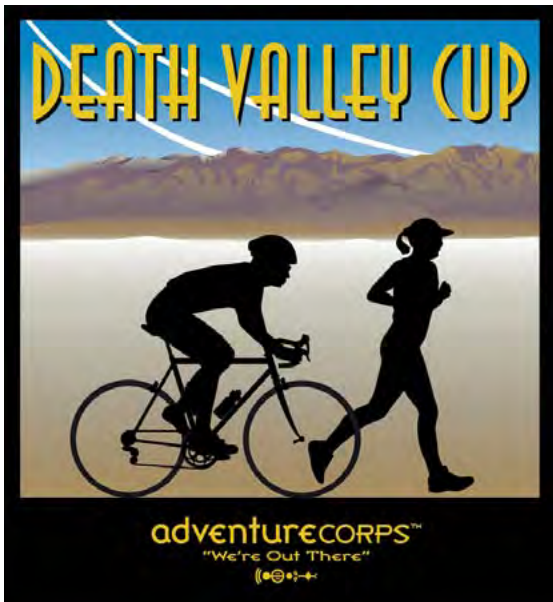
Opposite the ranch on a promontory against the Funeral Mountains is Furnace Creek Inn, a modern hostelry in the southern end of Death Valley. From here we drove to Ryan and visited Zabriska Point, a hair-pin loop above the "Death Valley Bad Lands," a twisting mass of brown and yellow mountains with yawning chasms and canyons. The Devil's Golf Course, the Great Salt Pools and "Bad Water" are southward, but not being sure of the road we left Death Valley via Death Valley Junction and Shoshone where we heard about Dad Fairbanks' famous whiskey barrel which was sent to him at Greenwater during the days when Alkali Bill first had the inspiration of Death Valley tours. An insistent drummer it seemed tried to sell Dad a big order of whiskey in the pre-prohibition days. Dad did not need an order and said so in plain English whereon the drummer intimated that Dad was a piker.

"All right then, put me down for the biggest barrel of whiskey your outfit carries," exploded Dad.

Sometime later a flat car was run onto a siding at Death Valley Junction. On it was a five hundred gallon tank of whiskey consigned to Dad Fairbanks. The smart drummer thought he had Dad stumped. But the story spread in the border-towns and there was a rush to Dad Fairbanks' aid. The great copper lined whiskey barrel after weeks of labor was finally hauled on trucks to Dad's saloon at Greenwater.

The fame of Dad Fairbanks' whiskey barrel spread and not to have had a drink from it was to have missed a big event. Not only did Dad sell all the whiskey in the barrel but ordered it filled many times.

You cannot get a drink from Dad Fairbanks' whiskey barrel today, but Death Valley itself is so exhilarating that you need no stimulant.



The Death Valley Cup

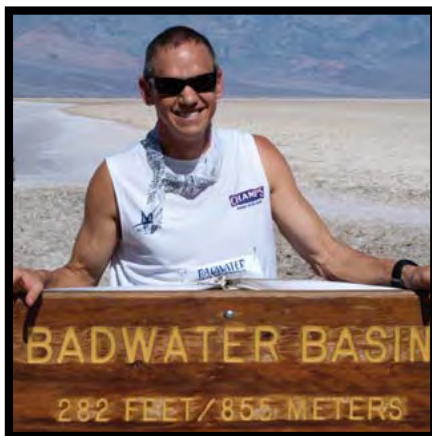
recognizes those athletes who complete both the Badwater Ultramarathon 135 Mile Running Race and the Furnace Creek 508 Mile Bicycle Race in the same calendar year. To earn this recognition is a very significant achievement in endurance sports and especially for those athletes who have come to know and love Death Valley and its environs.

For more information about Badwater Ultramarathon, visit:

www.badwater.com

Current Death Valley Cup Record Holders

Charlie Engle, “Water Dragon” Greensboro, NC, 47, 2009 (2nd DV Cup)



Badwater

25:45:11, 4th place

Furnace Creek

33:19:25, 4th place

=59:04:36 total time*

Shanna Armstrong “Dik Dik” Lubbock, TX, 34, 2008

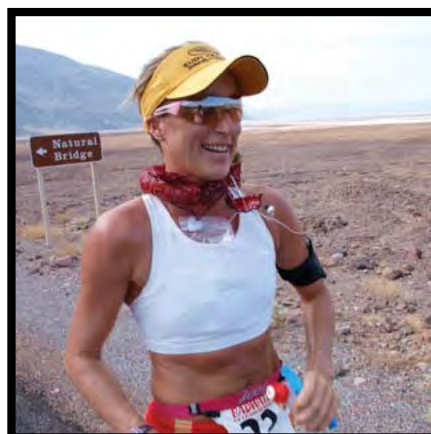
Badwater

31:16:10, 3rd female,
7th overall

Furnace Creek

34:30:58, 5th female,
24th overall

=65:47:08 total time*



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

Death Valley Cup Finishers

Athletes	Yr	Badwater	FC508	Time
Kaname Sakurai, "Sea Lion" Nagoya, Japan, 36	2000	27:52:14, 3rd place	32:31:56, 2nd place	60:24:10
Charlie Engle, "Water Dragon" Greensboro, NC, 44	2007	27:42:32, 5th place	34:31:12, 13th place	62:13:44
Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 48	2007	32:22:58, 12th place	35:51:38, 19th place	68:14:36
Monica Fernandez, "Quetzal" Casablanca, Morocco, 40 (Guatemala)	2008	35:17:59, 7th female, 12th overall	32:58:12, 2nd female, 12th overall	68:16:11
Patrick Candé, "Golden Eagle" Tahiti, French Polynesia, 48	2005	34:13:21, 7th place	36:52:12, 37th place	71:05:33
Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 49 (2nd DV Cup)	2008	36:31:46, 17th place	34:38:34, 23rd place place	71:10:20
Marshall Ulrich, "Unicorn" Ft. Morgan, CO, 43	1996	33:01, 1st place	38:32:45, 16th place	71:33:45
Nickademus Hollon, "Horned Lizard" San Diego, CA, 20 (2nd DV Cup)	2010	31:53:00, 13th place	39:53:28, 21st place	71:46:28
Monica Scholz, "Scarlett Fairy Cup" Jerseyville, Ontario, Canada, 39(2nd DV Cup)	2006	32:07:01, 1st female, 8th overall	40:00:02, 2nd female, 27th overall	72:07:01
Jean Michel Monot, "Manta Ray" Tahiti, French Polynesia, 45	2005	36:51:12, 11th place	35:53:48, 31st place	72:45:00
Monica Scholz, "Scarlett Fairy Cup" Jerseyville, ON, Canada, 37	2004	29:22:29, 1st female, 3rd overall	44:29:15, 1st female, 25th overall	73:51:44
Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 50 (3rd DV Cup)	2009	35:51:24, 28th place	39:54:25, 14th place	75:45:49
Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 52 (2nd DV Cup)	2011	38:29:58, 42nd place	37:40:22, 23rd place place	76:10:20
Nickademus Hollon, "Horned Lizard" San Diego, CA, 19	2009	33:21:29, 18th place	44:06:44, 24th place	77:28:13
Michele Santilhano, "Shongololo" Menlo Park, CA, 38 (South Africa)	2008	39:42:23, 11th female, 29th overall	38:01:42, 7th female, 42nd overall	77:44:05
Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 51 (4th DV Cup)	2010	37:13:19, 30th place	40:32:17, 23rd place	77:45:36
Steve Teal, "Desert Duck" Phelan, CA, 42 (3rd DV Cup)	2007	44:16:27, 50th place	34:16:04, 11th place	78:32:31
Tim Hewitt, "Muskox" Greensburg, PA, 56	2010	36:30:52, 26th place	42:11:07, 32nd place	78:41:59
Steve Teal, "Desert Duck" Phelan, CA, 45 (5th DV Cup)	2010	42:15:49, 47th place	37:15:00, 16th place	79:30:49
Steve Teal, "Desert Duck" Phelan, CA, 40	2005	43:56:20, 34th place	35:39:52, 29th place	79:46:12
Steve Teal, "Desert Duck" Phelan, CA, 43 (4th DV Cup)	2008	45:24:20, 56th place	35:12:55, 26th place	80:37:15
Angelika Castaneda, "Cat" San Diego, CA, 56	1999	36:58, 1st female, 8th overall	43:46:40, 3rd female, 18th overall	80:44:40
Steve Teal, "Desert Duck" Phelan, CA, 41 (2nd DV Cup)	2006	42:29:16, 32nd place	41:24:06, 29th place	83:53:22
Greg Pressler, "Pheasant" Portland, OR, 43	2011	38:36:46, 43rd place	42:18:56, 39th place	80:55:42
David Jackson, "Jackass" Lexington, KY, 43	2002	47:12:30, 25th place	38:56:12, 15th place	86:08:42
Del Scharffenberg, "Spider" Portland, OR, 52	1997	48:16, 13th place	42:15:26, 10th place	90:31:26
Charlie Liskey, "Lizard" Somis, CA, 40	1996	58:26, 14th place	39:32:08, 17th place	97:58:08



HALL OF FAME

CLASS OF 2012



Linda Bott

Totem	Year	Age	Category	Finish Time
Monarch Butterfly	2005	48	Solo	41:38:29
Monarch Butterfly	2006	49	Solo	40:48:56
Foo Dogs	2009	52	Two Tandem Mixed	38:48:03
Two Turtle Doves	2010	53	Two Woman	42:45:12
Centi-Speed	2011	54	Four Tandem Mixed	33:55:54

Scott Dakus

Totem	Year	Age	Category	Finish Time
Loon	2003	38	Solo	34:50:36
Loon	2004	39	Solo	DNF
Loon	2005	40	Solo	31:53:29
Loon	2008	43	Solo	33:05:55
Loon	2009	45	Solo Fixed Gear	DNF
Loon	2010	46	Solo	41:20:23
Loon	2011	47	Solo	34:51:43



Kurt Pickle

Totem	Year	Age	Category	Finish Time
Prairie Falcon	2007	37	Four Man	29:41:09
Prairie Falcon	2008	38	Four Man	28:36:06
Bloodhound	2009	39	Four Man	28:59:29
Bloodhound	2010	40	Four Man	28:39:44
Bloodhound	2011	41	Four Man	27:08:33

The Furnace Creek 508 Hall of Fame honors those athletes who have shown a long-term commitment to pursuing their personal and athletic goals on the famed and fabled Furnace Creek 508 race course. Inductees into the Hall of Fame have completed a minimum of Five Furnace Creek 508 events, in any division or combination of divisions.

Congratulations!



Chad Smith

Totem	Year	Age	Category	Finish Time
Prairie Falcon	2007	37	Four Man	29:41:09
Prairie Falcon	2008	38	Four Man	28:36:06
Bloodhound	2009	39	Four Man	28:59:29
Bloodhound	2010	40	Four Man	28:39:44
Bloodhound	2011	41	Four Man	27:08:33

Danny Westergaard

Totem	Year	Age	Category	Finish Time
Wiener Dog	2007	48	Solo	35:51:38
Wiener Dog	2008	49	Solo	34:38:34
Wiener Dog	2009	50	Solo	39:54:25
Wiener Dog	2010	51	Solo	40:32:17
Wiener Dog	2011	52	Solo	37:40:22



OFFICIAL RACE ROSTER

<i>Totem</i>	<i>Last Name</i>	<i>First Name</i>	<i>M/F</i>	<i>Age</i>	<i>Grp</i>	<i>Nationality</i>	<i>History</i>
SOLO STANDARD							
Abruzzo Chamois	Gebbia	Anthony	male	46	40	USA	Rookie
Angler Fish	LaChaine	Steve	male	45	40	USA	Veteran
Arctic Wolf	Pochaev	Evgeny	male	30	30	Russia	Rookie
Big Mouth Frog	Montgomery	Jeffrey	male	40	40	USA	Rookie
Big Red Dog	Stamm	Ken	male	66	60	USA	Rookie
Black Mamba	Smith	Stanford	male	55	50	USA	Rookie
Bonedog	Lewis	Mike	male	54	50	USA	Veteran
Brooklyn Beast	Olson	Charles	male	47	40	USA	Veteran
Bush Baby	Brudvik	Robert	male	57	50	USA	Veteran
Carp	Carpenter	Todd	male	41	40	USA	Veteran
Chartreux	Velez	Jean-Marc	male	50	50	France	Veteran
Cinnamon Bear	Mason	Aron	male	33	30	USA	Rookie
Coho	Fancher	Leonard	male	48	40	USA	Veteran
Crocket	Pattinson	Mark	male	43	40	USA	Rookie
Crow	Cuddihy	Sean	male	44	40	USA	Veteran
Desert Polar Bear	Kharsa	Charlie	male	48	40	USA	Veteran
Eagle	Matthews	Bob	male	43	40	USA	Veteran
Eland	Pyatt	Jim	male	55	50	USA	Veteran
Escape Goat	Talley	Joshua	male	40	40	USA	Veteran
Fighting Rooster	Maquiling	Eric	male	46	40	USA	Rookie
Frostbite SEAL	Benedict	Michael	male	46	40	USA	Veteran
GeoDuck	Pearch	John	male	39	30	USA	Rookie
German Shepherd	Wiaderek	Markus	male	44	40	Germany	Rookie
Gopher	McEnaney	Bob	male	54	50	USA	Rookie
Grasshopper 2	Neff	David	male	64	60	USA	Veteran
Gray Hare	Hildenbrand	Larry	male	59	50	USA	Rookie
Hoopoe	Hogan	Seana	female	53	50	USA	Veteran
Irish Wolfhound	McKee	James	male	43	40	USA	Rookie
Jay-Bird	Vogel	Jennifer	female	31	30	USA	Rookie
Lhasa Apso	Culligan	John	male	49	40	USA	Veteran
Loon	Dakus	Scott	male	48	40	USA	Veteran
Mad Cow	Kilby	Jay	male	49	40	USA	Veteran
Mako	Armstrong	Karen	female	52	50	USA	Veteran
Mellivora	Morris	Mel	male	38	30	USA	Rookie
Merlin	Lester	Greg	male	57	50	USA	Veteran
Microraptor	Liner	Saralie	female	60	60	USA	Veteran
Mountain Cur	Kehr	Jim	male	69	60	USA	Rookie
Mountain Gorilla	Philip	Ted	male	47	40	USA	Rookie
Mudcat	Holt	David	male	60	60	USA	Veteran
Newfoundland	McHale	Michael	male	50	50	USA	Rookie
Oso Loco	O hlarnain	Sean	male	32	30	Ireland	Rookie
Picachu	Ignacio	Francis-marlon	male	45	40	USA	Veteran
Pileated Woodpecker	Marks	Tim	male	53	50	USA	Veteran
Pygmy Hippo	Majors	Bradley	male	40	40	USA	Veteran
Ram	Ragsdale	Chris	male	35	30	USA	Veteran
Red Eyed Vireo	Vargas	George	male	47	40	USA	Veteran
Rock Lizard	Andrews	Bob	male	53	50	USA	Rookie
Rock Rabbit	Bickett	Adam	male	29	20	USA	Veteran
Rock Ram	Decker	Steven	male	51	50	USA	Rookie
Saluki	Stevenson	Jeff	male	66	60	USA	Veteran
Sea Ray	Kanaby	Gary	male	62	60	USA	Rookie
Sheephead	Wieneke	Mark	male	61	60	USA	Veteran
Siberian Tiger	Choi	Robert	male	51	50	USA	Veteran
Skylark	Terczynski	Brian	male	38	30	USA	Rookie
Sneaky Snake	Monahan	Joseph	male	32	30	USA	Rookie
Stink Bug	Lawler	Jeff	male	42	40	USA	Veteran
Tomcatfish	Vu	Tom	male	52	50	USA	Rookie
Wessex Wyvern	Stokes	Colin	male	46	40	USA	Veteran
White Falcon	Shuart	Ken	male	51	50	USA	Rookie
Wiener Dog	Westergaard	Danny	male	53	50	USA	Veteran
Wile E Coyote	Grimm	Paul	male	44	40	USA	Veteran
Wolverine	Walsh	Kevin	male	55	50	USA	Veteran
Wooshkeetaan	Sheufelt	Janice	female	46	40	USA	Veteran
Wren	Baker	Wade	male	58	50	USA	Veteran
ZomBee	James	Robert	male	42	40	USA	Veteran

OFFICIAL RACE ROSTER

<i>Totem</i>	<i>Last Name</i>	<i>First Name</i>	<i>M/F</i>	<i>Age</i>	<i>Grp</i>	<i>Nationality</i>	<i>History</i>
SOLO FIXED GEAR							
Frisky Camel	Shprung	Shai	male	45	40	Israel	Rookie
SOLO RECUMBENT							
Bear	Baierl	Gary	male	45	40	USA	Rookie
Leviathan	Smith	Ron	male	44	40	USA	Veteran
Pirate Fish	Spaeth	William	male	52	50	USA	Veteran
Sea Dragon	Lieberman	Dana	male	44	40	USA	Veteran
SOLO TANDEM							
Lionfish	Radtke	Marlies	female	52	50	USA	Veteran
Lionfish	Seely	Patrick	male	59	50	USA	Veteran
TWO MAN							
Bloodhound	Smith	Chad	male	42	40	USA	Veteran
Bloodhound	Weise	David	male	45	40	USA	Veteran
Blue Frog	Pellerin	Patrice	male	53	50	Canada	Veteran
Blue Frog	Rodrigue	Charles	male	50	50	Canada	Rookie
Blue Whale	Eisenbarth	Chris	male	55	50	USA	Veteran
Blue Wolf	Czinger	Kevin	male	53	40	USA	Veteran
Blue Wolf	Landis	Floyd	male	37	40	USA	Rookie
Bushmaster	Morken	David	male	43	40	USA	Rookie
Bushmaster	Murdock	John	male	47	40	USA	Rookie
Cao de Agua	Shoemaker	Ken	male	54	50	USA	Rookie
Cao de Agua	Vlasveld	Paul	male	53	50	USA	Veteran
Earth-Cuoco	Lynch	Joseph	male	38	40	USA	Rookie
Earth-Cuoco	Rehorn	Pat	male	50	40	USA	Rookie
Emerald Basilisk	Hughes	Glenn	male	61	50	USA	Rookie
Emerald Basilisk	Whitmill	Ronald	male	56	50	USA	Rookie
Flying Beaver	Godin	Christian	male	54	50	Canada	Veteran
Flying Beaver	Violette	Jean-Guy	male	56	50	Canada	Veteran
Flying Eagle	Bell	Tim	male	48	40	UK	Rookie
Flying Eagle	Gower	Scott	male	48	40	USA	Veteran
Flying Fish	Frost	Chris	male	61	50	USA	Veteran
Flying Fish	Kramer	Phil	male	53	50	USA	Veteran
Flying Tatonkas	Cawthon	James	male	60	50	USA	Rookie
Flying Tatonkas	Gallegos	Edward	male	52	50	USA	Veteran
Flying Voles	Carpenter	Paul	male	53	50	USA	Rookie
Flying Voles	Sothorn	Joel	male	55	50	USA	Veteran
Great Eagle	Harris	Jim	male	56	60	USA	Rookie
Great Eagle	Smith	Gene	male	66	60	USA	Rookie
Great Horned Owl	Flood	Keith	male	47	40	USA	Rookie
Great Horned Owl	Pickle	Kurt	male	42	40	USA	Rookie
Honu	Atencio	Brad	male	48	50	USA	Veteran
Honu	Stacks	Joe	male	58	50	USA	Rookie
Iraconji	Figgat	David	male	55	50	USA	Veteran
Iraconji	Nash	David	male	50	50	USA	Veteran
Red Bull	Boyd	Anthony	male	49	40	USA	Veteran
Red Bull	Boyd	Rodney	male	46	40	USA	Veteran
Sparrow	Shepston	Michael	male	55	60	USA	Veteran
Sparrow	Shepston	Ron	male	65	60	USA	Veteran
Spotted Ass	Emerson	Ken	male	54	50	USA	Veteran
Spotted Ass	Saeedi	Steve	male	50	50	USA	Veteran
Stubborn Bulls	Bonneville	Dany	male	47	40	Canada	Veteran
Stubborn Bulls	Charpentier	Danick	male	37	40	Canada	Rookie
Tinky Winkies	James	Rahner	male	54	50	USA	Rookie
Tinky Winkies	Wilson	Greg	male	46	50	USA	Rookie
Wild Hare	Bursley	Steve	male	54	50	USA	Veteran
Wild Hare	Herman	Neal	male	56	50	USA	Veteran
Wolfdog	Corman	Bob	male	56	50	USA	Veteran
Wolfdog	Hitchcock	Jerry	male	57	50	USA	Veteran
TWO MIXED							
Chinook	Fischer	David	male	62	50	USA	Veteran
Chinook	Strycula	Diane	female	51	50	USA	Veteran
Gibbon	Calmettes	Kara	female	44	50	USA	Rookie
Gibbon	Geser	Gregg	male	59	50	USA	Veteran
Hammerdillo	Barnell	Brenda	female	48	50	USA	Veteran

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TWO MIXED (Cont.)							
Hammerdillo	House	Brad	male	54	50	USA	Rookie
LuLu Bird	Shinsky	Brooke	female	42	40	USA	Rookie
LuLu Bird	Shinsky	David	male	42	40	USA	Veteran
Protoceratops	Barnes	Steven	male	55	40	USA	Veteran
Protoceratops	Harding	Elizabeth	female	38	40	USA	Rookie
PushMePullYou	Boussom	Todd	male	51	50	USA	Rookie
PushMePullYou	Kirk	Ellen	female	54	50	USA	Veteran
Rottwheeler	Mason	Howard	male	70	60	USA	Veteran
Rottwheeler	Mason	Nancy	female	51	60	USA	Veteran
Scarab	Pleskovitch	Lyresa	female	46	50	USA	Veteran
Scarab	Robertson	Craig	male	55	50	USA	Veteran
Super Tabby	Svihura	Michael	male	48	40	Canada	Veteran
Super Tabby	Waitzman	Christina	female	48	40	USA	Veteran
Trojan Rabbits	Deitchman	Joan	female	32	30	Canada	Veteran
Trojan Rabbits	Deitchman	Michael	male	36	30	USA	Veteran
TWO TANDEM MIXED							
Northern Spring Peepers	Kingsbury	Paul	male	51	50	USA	Veteran
Northern Spring Peepers	Ryan	Jim	male	51	50	USA	Rookie
Northern Spring Peepers	Tocci	Wanda	female	52	50	USA	Rookie
Northern Spring Peepers	Tomkalski	Jeanie	female	51	50	USA	Rookie
TWO WOMAN							
Fire Dragon	Snyder	Amy	female	52	50	USA	Veteran
Fire Dragon	Tran	Lan	female	61	50	USA	Veteran
Little Red Flying Fox	Boykins	Terri	female	50	50	USA	Rookie
Little Red Flying Fox	Miller	Peg	female	57	50	USA	Rookie
Psycho Cats	Christiansen	Janet	female	5	40	USA	Veteran
Psycho Cats	Struve	Patty Jo	female	57	40	USA	Veteran
Raging Bulls	Berlin	Monica	female	35	40	USA	Rookie
Raging Bulls	Bradley	Gina	female	56	40	USA	Rookie
TWO WOMAN FIXED GEAR							
Blue Footed Boobies	Dean	Megan	female	28	30	USA	Veteran
Blue Footed Boobies	Nadeau	Jay	female	41	30	USA	Veteran
FOUR MAN							
Blue Whale	Belur	Raghu	male	45	50	USA	Veteran
Blue Whale	Steele	Greg	male	51	50	USA	Rookie
Blue Whale	Turner	Donald	male	51	50	USA	Veteran
Desert Crickets	Carmichael	Jo	female	57	50	USA	Veteran
Desert Crickets	Martin	Jeff	male	50	50	USA	Veteran
Desert Crickets	Nelson	Tom	male	55	50	USA	Veteran
Desert Crickets	Ortlieb	Jim	male	50	50	USA	Veteran
Foals	Clare	John	male	49	50	USA	Rookie
Foals	Jacobson	Rick	male	54	50	USA	Veteran
Foals	Kuchek	Ira	male	56	50	USA	Veteran
Foals	Rysier	Dider	male	42	50	Switzerland	Rookie
Kraut Dogs	Curwick	Brian	male	43	40	USA	Veteran
Kraut Dogs	Moore	Paul	male	52	40	USA	Veteran
Kraut Dogs	Mueller	Walt	male	49	40	USA	Rookie
Kraut Dogs	Sloan	Doug	male	52	40	USA	Veteran
Mosquitos	Cole	Bruce	male	48	40	USA	Rookie
Mosquitos	Kam	Vincent	male	24	40	USA	Rookie
Mosquitos	Pro	Bryan	male	34	40	USA	Veteran
Mosquitos	Thomas	Brad	male	60	40	USA	Rookie
Nervous Tick	Bochart	Brad	male	43	40	USA	Rookie
Nervous Tick	Henley	Jeff	male	42	40	USA	Veteran
Nervous Tick	Hewitt	John	male	50	40	USA	Veteran
Nervous Tick	Reddell	Rick	male	45	40	USA	Veteran
Nor-Cal Hellcats	Everhart	David	male	52	40	USA	Rookie
Nor-Cal Hellcats	Hopkins	Chris	male	32	40	USA	Rookie
Nor-Cal Hellcats	Hopkins	Gil	male	56	40	USA	Veteran
Nor-Cal Hellcats	Nagorka	Mike	male	52	40	CA	Rookie
Twocan	Barge	Bernie	male	51	40	USA	Veteran
Twocan	Feldstein	Gary	male	56	40	USA	Rookie
Twocan	Skipper	Matt	male	18	40	USA	Veteran
Twocan	Skipper	Tim	male	55	40	USA	Veteran

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TWO MIXED (Cont.)							
Western Wood Pewee	Lindenthal	Jeff	male	54	50	USA	Veteran
Western Wood Pewee	Spencer	Dennis	male	69	50	USA	Veteran
Western Wood Pewee	Watler	Charlie	male	45	50	USA	Veteran
Western Wood Pewee	Zimmerman	Bill	male	61	50	USA	Veteran
FOUR MIXED							
Killer Bees	Bennett	Elsie	female	36	40	Belize	Veteran
Killer Bees	Binderim	Lonnie	male	47	40	USA	Veteran
Killer Bees	Jackson	Gary	male	60	40	USA	Veteran
Killer Bees	Miller	Todd	male	48	40	USA	Veteran
Poloka Lana	Lemay	Liesel	female	47	50	USA	Rookie
Poloka Lana	Newsham	Shery	female	64	50	USA	Veteran
Poloka Lana	Ruby	Dave	male	53	50	USA	Rookie
Poloka Lana	Ruby	Jodi	female	50	50	USA	Rookie
Przewalski's Horses	Coats	Jane	female	47	50	USA	Rookie
Przewalski's Horses	Eitelberg	Rebecca	female	47	50	USA	Rookie
Przewalski's Horses	Schmidt	Steven	male	52	50	USA	Rookie
Przewalski's Horses	Ward	Ellen Ziegler	female	57	50	USA	Rookie
Sea Monkeys	Canizales	Abigail	female	34	40	USA	Rookie
Sea Monkeys	Marko	Charlie	male	50	40	USA	Veteran
Sea Monkeys	McDowell	Duane	male	53	40	USA	Veteran
Sea Monkeys	Beers	Carrie	female	39	40	USA	Rookie
Woody Woodpecker	Leroux	Nicole	female	45	40	Canada	Rookie
Woody Woodpecker	Meadows	William	male	39	40	USA	Veteran
Woody Woodpecker	Morena	Patti	female	53	40	USA	Veteran
Woody Woodpecker	Robinson	John	male	49	40	USA	Veteran
FOUR MIXED FIXED GEAR							
Pudu and the Pussycats	Berka	Becky	female	49	40	USA	Rookie
Pudu and the Pussycats	Friedly	Gabrielle	female	43	40	USA	Rookie
Pudu and the Pussycats	Melville	Michael	male	59	40	USA	Rookie
Pudu and the Pussycats	Pierce	Jason	male	38	40	USA	Veteran
FOUR TANDEM							
Gray Goose	Banks	Deb	female	55	50	USA	Veteran
Gray Goose	Gooselaw	Steven	male	51	50	USA	Veteran
Gray Goose	Gray	Julie	female	52	50	USA	Veteran
Gray Goose	Mason	Tim	male	51	50	USA	Rookie
Gray Goose	McPhate	Jason	male	44	50	USA	Rookie
Gray Goose	McPhate	Lisa-Susan	female	45	50	USA	Rookie
Gray Goose	Nevin	Willy	male	53	50	USA	Veteran
Gray Goose	Yu	Nancy	female	51	50	USA	Rookie
FOUR WOMAN							
Hammer Frogs	Cherry	Lori	female	54	60	USA	Veteran
Hammer Frogs	Drake	Isabelle	female	59	60	USA	Rookie
Hammer Frogs	Fisher	Bobbi	female	64	60	USA	Rookie
Hammer Frogs	Rosenblatt	Susan	female	66	60	USA	Rookie
Kitty Kitty Bang Bang	Cuno	Cynthia	female	34	30	USA	Rookie
Kitty Kitty Bang Bang	DeRonde	Christina	female	45	30	USA	Veteran
Kitty Kitty Bang Bang	Gillmann	Lisa	female	40	30	USA	Veteran
Kitty Kitty Bang Bang	Walsh	Kelly	female	30	30	USA	Rookie
Pika	Boyce	Jenifer	female	48	50	USA	Rookie
Pika	Cramer	Cathy	female	48	50	USA	Veteran
Pika	Shenk	Catherine	female	53	50	USA	Rookie
Pika	Spring	Abi	female	49	50	USA	Rookie
Pine Martens	Asombrado	Doris	female	47	40	USA	Rookie
Pine Martens	Crutchfield	Ginger	female	50	40	USA	Veteran
Pine Martens	DeFratis-Robinson	Jill	female	38	40	USA	Veteran
Pine Martens	Goldman	Lori	female	50	40	USA	Rookie
Rock Ewe	Berge	Anna Catharina	female	46	40	Sweden	Veteran
Rock Ewe	Martinez	Janet	female	45	40	USA	Rookie
Rock Ewe	Phillips	Jennie	female	51	40	USA	Veteran
Rock Ewe	Spence	Jeanine	female	48	40	USA	Rookie

FURNACE CREEK 508 OFFICIAL RULES AND REGULATIONS

Penalty for violation of these rules is Disqualification (DQ), unless Time Penalty (TP) is noted.

Premise: All persons associated with the Furnace Creek 508 are ambassadors of the event and shall conduct themselves in a manner that reflects positively on the race and on AdventureCORPS at all times. The public should be impressed, not annoyed. The race has been held since 1983 and we want it to continue long into the future. Hosting a safe, fair, and legal event every year, without fail, is our best opportunity for perpetuating The 508.

I. General Rules.

A. Administrative Rules.

1. All racers and all crew must sign and turn in the Release of Liability / Agreement to Terms and Conditions prior to the race.
2. Attendance at the Pre-Race Meeting is mandatory. Solo entrants must be represented by the racer and at least one crew. 2X Team entrants must be represented by at least one racer and one crew. 4X Team entrants must be represented by at least two racers and one crew or 3 racers. ALL crew members and ALL racers are strongly encouraged, and generally expected, to attend.
3. The Race Director has the authority, at any time, to overrule any rule or invent a new rule based on extenuating, unforeseen, and/or unusual circumstances and/or to maintain the integrity and fair play necessary for the successful completion, and continuation, of the race. The Race Director has ultimate authority in regards to all rules, their interpretation, and their enforcement. There is no "appeals committee," nor an "appeals process." All entrants in the race, and their support crews, willingly acknowledge this fact, as well as all other race rules, by attending the race in any capacity.

B. Safety and Emergencies.

1. Safety must be the single most important concern of everyone connected with the race. Safety prevails above all other rules and competition.
2. 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, or should there be a delay (e.g., stopping to give CPR to another racer), the Race Director will make necessary allowances.

3. 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.
4. Since FURNACE CREEK 508 uses public roads, it is impossible to control traffic or get road closures. Never risk human safety. 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!
5. It is the racer's responsibility to make sure that the 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 vehicle, 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 responsibility. If no one is awake enough to drive, the racer must stop until a crew member has obtained adequate sleep. TP or DQ
6. If you see another racer or crew behaving in an unsafe or unsporting manner, please say something to that crew and to a race official.
7. A Race Official may prohibit a racer from continuing for safety reasons, e.g., a racer being too sleepy to ride.
8. All support vehicles must carry a comprehensive First Aid Kit. A satellite phone is also strongly encouraged, as cell coverage is spotty at best along the race route. Additionally, entrants may choose to bring an AED. It is highly recommended that each support team include at least one member who has current CPR and First Aid training and certification.

C. Compliance with Laws.

1. One racer or crew member 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!
2. All traffic laws must be followed by all racers and all crew members at all times. This includes a FULL, legal stop at all stop signs, at all red traffic lights, and activated railroad crossing signals. To be clear, a "FULL, legal stop" means "the complete cessation of all forward movement." The only exception would be where law enforcement officials direct racers and/or crew through a controlled intersection without stopping, typically in the first few miles of the race. TP or DQ
3. All vehicles and all racers must obey the vehicle code laws of California. It is the responsibility of all drivers and all racers to be familiar with all laws. A violation by a crew member will be assessed against the racer. TP or DQ
4. The FURNACE CREEK 508 uses public roads, requiring the observance of all event rules, traffic laws and the mo-

tor vehicle code. This includes, but is not limited to, stopping appropriately for traffic lights, stop signs, and trains across the road, riding as far to the right as is practicable, and the like. Racers disregarding stop signs, traffic 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 are considered cheating, unsportsmanlike, unsafe, and can be the reason for authorities not granting permission for races.

5. Railroad Crossings. Racers and crew vehicles must stop and remain stopped at all activated railroad crossing signals, until the activated signal terminates. During night hours, the racer and crew must remain together as a unit at activated crossings. TP or DQ.
6. All racers, crew and staff must display courtesy, good taste, decorum, and sportsmanship at all times. Nudity is specifically not allowed. TP or DQ

II. Racer Conduct.

A. Racing Rules.

1. To be declared an OFFICIAL FINISHER in the race, all entrants must complete the course within the following limits: 48 hours for solo entrants; 46 hours for relay teams.
2. The clock will not stop for any reason.
3. A racer may not receive any type of push-off or propulsion from a person or vehicle. TP
4. All racers may walk or run if they so desire, providing they keep the bicycle with them. TP

B. Drafting/Riding.

1. Drafting and/or riding together are never allowed, except for the first few miles during the neutral zone.
2. The following space between racers must be maintained, except while passing one another: a) when riding with no crew vehicle: 12 meter split (three car lengths) from another cyclist or vehicle; b) when riding with a crew 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 crew vehicle at a time. TP
3. No racer or crew vehicle will attempt to block or impede the progress of another racer or crew vehicle.

C. Routing.

Every inch of the prescribed course must be traveled by each racer or relay team. 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.

D. Banned Substances.

1. IVs (intravenous fluids) are not permitted during the race.
2. As a condition of competing in this event, all racers must be willing to submit to a drug urine test before, during, or after the race.
3. If any USOC-banned substances are detected, the racer will be disqualified from competition and the final standings of the race itself.
4. If a racer has used any banned substances within six months of the race, written notification must be submitted to the race office. This information will remain confidential. Our medical advisors will review the type of substance used and the reasons involved and a written response will be sent to the racer.

III. Bicycle and Equipment Regulations.

A. Bicycles.

1. Bicycles must be propelled solely by human force, and by legs only in the standard division.
2. The Race Director or a Race Official may disallow any unusual bicycle, component, equipment, or apparatus before or during the race. Conventional bicycle components which are aerodynamically or otherwise designed in some unique and unusual manner are subject to approval by the Race Director before the race.
3. Devices attached to the bicycle or racer designed solely to reduce wind resistance or increase speed, e.g., air foils or sails, are prohibited.
4. All bicycles must be equipped with at least one functioning brake system; a fixed gear drivetrain alone is not considered a brake system.

B. Divisions.

1. Standard. All bicycles, except those described specifically below, shall be entered in what is known as the “Standard” Division.
2. Recumbent. Recumbents and HPVs compete in their own divisions and must enter in one of the categories outlined on the race website.
3. Fixed Gear. FIXED GEAR bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Bike frames shall be steel, traditional double diamond design (forks are unrestricted) and aluminum rims (maximum 25 mm rim depth) with 32 spokes minimum. Aerobar attachments and aero-designed parts are prohibited. Wheel switches are permitted only for wheel failures, and must be essentially identical to the failed wheel. Bike switches are not permitted. Racers may not coast with feet off the

pedals. Racers must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter. Fixed gear division racers may abandon that division and switch to a multispeed bike in the “standard” division, then complete the race on the multispeed bike, provided that they or their crew notifies a race official as soon as possible; they will then be treated as having ridden the entire event on the multispeed bike.

4. Tandem. TANDEM are bicycles that seat two racers. Tandems must at all times be ridden by the same two racers, and may never proceed with only one racer. For tandem teams, the same two racers shall remain together in sequence for each respective stage of the course.
5. Classic Bike. The requirements to enter this division—which will be a sub-category of ANY 508 division, whether solo, tandem, or 2x / 4x relay, will be to race on technology from 1983 or older. Specifically, this means: the frame and fork must be lugged steel (but built in ANY year, including brand new); no more than six cogs on the rear wheel; 32 spokes per wheel minimum; friction shifting on the down-tube or bar-ends (must be true friction shifters; not clickables set in friction mode); toe clips and straps; standard drop bars required (no aero bars). Just to be clear, the frame and parts don’t have to actually be 25 or more years old—just the technology has to be 1983 or older.

C. Bicycle Lighting.

While riding at night (defined as between 6:00 PM Saturday and 7:00 AM Sunday and between 6:00 PM Sunday and 7:00 AM Monday), each bicycle must be equipped with a properly functioning and legal front and rear lighting system and this system must be ON at all times. (Note: small LED lights are not sufficient and will not be allowed, except in addition to more substantial bicycle lights.) The front light (which may be helmet-mounted, rather than bike-mounted) must be constant on, not flashing, and visible from 300 feet, and the rear light, which may be flashing, from 500 feet. Additionally, while riding at night, racers must have significant amounts of reflective material on their bike and/or body, facing in all four directions. At minimum, it is required to have reflective tape around both crankarms, forks, seat stays, and helmet. (First place electrical tape on any surface from which you may want to remove the highly adhesive reflective tape after the race.) We highly recommend the taillights and reflective gear (and the identity products) offered by www.RoadID.com, as well as the reflective gear and lighting offered by www.ZombierRunner.com. TP

D. Clothing.

1. ANSI, CPSC, ASTM or Snell approved helmets must be properly worn and fastened by racers at all times when on the bike.

2. For your safety and the safety of other riders and road users, headphones / ear buds / ear-pieces in or on both ears may not be used at any time while cycling. Listening to music is particularly discouraged. Riders must at all times comply with applicable laws and ride safely given the existing circumstances.
3. No racer or crew member may wear clothing that displays poor taste or which promotes tobacco products.
4. Neither racers nor crew may publicly expose themselves during the process of changing clothes or relieving themselves.



IV. Team Division.

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

A. Relay team members will ride one stage at a time, from time station to time station. Thus, two racer team members will race four stages each and four racer team members will race two stages each.

B. Racers will switch off while stationary in the presence of the time station staff, passing a baton between them before resuming racing. The baton will be provided at racer check-in or may be created by the team in advance. (Home-made or purchased batons must be at least 12cm long and 1cm thick, in any shape, and must have the team totem permanently marked, etched, engraved, or embossed on the baton surface. For example, a standard size Gumby with the totem marked with a permanent sharpie would be a suitable baton.) The baton must be carried by the racing rider at all times and must be presented at the finish line (dropped batons must be picked up before the racing rider moves forward on the course; lost batons will result in disqualification).

C. Teams must complete the route in a fixed order which will be declared prior to the race: Two racer teams must switch off at each time station, rotating A-B-A-B-A-B-A-B. Four racer teams must rotate A-B-C-D-A-B-C-D, except as noted in the exception explained below. This “rotation sequence exception rule” may not be used for strategic purposes. It may only be used because of unexpected injury, broken down bicycle, or some other significant, unforeseen incident which occurs during the race and which precludes the racer in question from completing his or her assigned stage. Note: “Being tired” or entering the race with a pre-existing injury or other problem are not suitable reasons for utilizing this rotation exception. Proof of the necessity of using this exception must be given and documented.

1. Exception for either two or four racer teams: if a racer is physically unable to complete his or her designated leg, the team must return to the previous time station and re-start with the next racer in sequence. Although the with-

drawn racer may return to the rotation order later, the team must then remain out of sequence for the remainder of the race in terms of which stages are completed by which racer.

2. Example for a four racer team: racer C is physically unable to complete stage three. His or her team must return to Trona and restart there with racer D, with no credit given for time lost or miles already completed. Thereafter A will complete stage four, B will complete stage five, C will complete stage six (if capable, otherwise D would complete stage six), etc.
3. Example for two racer team: Racer B is physically unable to complete stage four. His or her team must return to Furnace Creek and restart there with racer A, with no credit given for time lost or miles already completed. Racer B may return to the rotation on the next or any subsequent stage, or Racer A may complete the rest of the race route.

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 once the race has begun, no substitutions or additions are allowed to their team roster.

E. Only one racer per team may ride at any time except for the last one-quarter mile of the race, at which point all members of a team may get on their bikes and ride into the finish together, provided a crew member or teammate is available to drive the crew vehicle if it is during night hours. However, this is not allowed if the team is intending, or likely, to attempt a sprint finish with another team: sprints must be contested by one racer per team (the racer designated for the final stage).

F. At least one racer, or two in the case of tandems, must finish for the team to be declared finishers. This means that the rest of the racers may drop out.

V. Support Crew Rules.

- A. One person shall be assigned the title of crew captain, and will act as the spokesperson for the crew and racer.
- B. At least two crew members are required for the duration of the race for the solo and two racer relay divisions. Four racer relay teams are not required to have designated crew members as they can crew for themselves.
- C. All crew members must sign and turn in the Release of Liability / Agreement to Terms and Conditions prior to the race. (A support crew member is defined as anyone who actively assists a racer in any manner at any time during the race.)
- D. Crew members may never cycle at any time during the race.
- E. Each racer is responsible for the actions of that racer's crew.
- F. In the spirit of sportsmanship, any support crew may offer assistance to any racer or crew at any time.

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

H. Vehicles may not follow racers during daylight on Saturday, but may follow racers during daylight on Sunday. Only leap-frog support may be used on Saturday: Vehicle-to-racer and racer-to-vehicle handoffs during daylight on Saturday are prohibited. Always park in safe spots, completely off the roadway. TP or DQ

I. All racers must always be followed literally, directly, and as closely as safety permits, by an appropriate crew vehicle at night. "Night" is defined as the time between 6:00 PM and 7:00 AM. Racers may not ride at night for even one second without an appropriate crew vehicle directly behind them during nighttime hours, including the finish portion of the race, except as outlined below. Thus, it is MANDATORY that racers must have full lights and reflective gear on, and be followed directly by their crew vehicle, between exactly 6:00 PM and 7:00 AM on both Saturday and Sunday nights. **NOTE: If the National Park Service, CHP, or other government agency disallows direct following vehicles, all entrants must comply with their directives.**

J. When following a racer, the crew vehicle shall be positioned as far right as conditions permit, allowing drivers approaching from the rear to see past the crew vehicle.

K. When stopped, the crew vehicle shall be positioned completely off the traveled portion of the roadway, with 4 way flashers on.

L. Crew vehicles shall not be allowed to travel in front of a racer within 50 meters except briefly - as traffic dictates - when leap-frogging during the day. TP or DQ

M. A crew vehicle may not create any advantages for a racer by means of breaking the force of the wind to the front or side; excessive leap-frogging for the purpose of creating a wind break for a racer is prohibited. TP or DQ

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

O. Crews shall not in any way impede the progress of other crews or any racer. Actions that offer a disadvantage to another racer are prohibited. TP or DQ

P. Crew vehicles shall not be allowed to travel alongside a racer, except when passing off food, beverage, or information and only when it is safe to do so and traffic will not be affected. TP or DQ

Q. Communication with a racer may 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. TP or DQ

OFFICIAL RULES

R. If traffic cannot pass the racer and crew vehicle safely, the crew vehicle AND RACER must pull over to the right, when possible, and allow traffic to pass. If there is nowhere for the crew vehicle to pull over and the crew vehicle is causing a significant traffic problem, the driver should 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. In all circumstances, the crew vehicle must resume following the cyclist as soon as possible (as soon as the traffic from behind has passed). TP

S. Support crew members may not run or walk along with, next to, in front of, or behind their racers for any reason (except during water bottle hand-offs during the day). TP

T. Crew vehicles may not park or otherwise be on the race course in the vicinity of the cyclists for the first 23.4 miles of the race; thus they must leave the start line prior to the race start and drive directly to the 23.4 mile location, ahead of all racers. Racers should be prepared to make their own repairs during this 23.4 mile segment of the race; however, limited neutral support may be provided, as may be announced prior to the race. Delay of Crew Vehicle and/or TP

U. Following Your Racer. All racers and crew should also study "Hints On Supporting A Cyclist." 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 completely off the road and stop, get out of vehicle and listen for racer's request. Obtain necessary items in vehicle, drive ahead of racer, pull completely off the road and get out, then pass off the requested supplies.

V. Crews must observe these safety requirements at all times:

- 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 and/or inattentive drivers.
- Obey all traffic laws.
- Watch for traffic approaching from the rear.
- Be extra cautious at all turns and stops.

W. Night Driving.

1. Crew vehicle headlights must be dimmed (not on "brights") when any oncoming traffic approaches within 500 feet, when following within 300 feet of the rear of another vehicle, when another vehicle passes, and within 300 feet of a time station. (We encourage never using the brights except during emergency situations.) This rule will be strictly enforced with a NO WARNINGS/NO TOLERANCE approach to enforcement. TP
2. Additional spotlights may not be mounted higher than the standard built-in headlights of the crew vehicle, except for a pass-off light mounted on the right side of the crew vehicle which is used to temporarily light the road

when driving next to a racer during a pass-off of supplies.

3. Hand-held spotlights may not be used while the vehicle is in motion.
4. If the crew is unavailable during night hours, for any reason except as provided herein, the racer may not continue riding, but remain with the crew vehicle.

VI. Crew Vehicles.

A. Vehicles wider than 78" may never be used to follow the racer. (As measured at the widest part of the back of the vehicle, not including protruding bumpers or fenders.) The ideal crew vehicle is a minivan, though small cars and small SUVs will work as well. Due to their height, camper vans, supersize SUV's, supersize pickups with large shells, and the like are very strongly discouraged as crew vehicles, even if they are less than 78" in width. TP or DQ

B. Hummers (any model), Ford Excursions, "SportsMobiles," Sprinter Vans, and motorhomes are not allowed for any purpose by anyone involved with the race.

C. Solo racers, solo tandems, and two- or four-person relay teams bring ONLY ONE crew vehicle for the duration of the race. Eight-person tandem relay teams may have no more than two crew vehicles. Note: Any vehicle associated in any way with any racer(s) is considered a "crew vehicle," thus "unofficial" crew/support vehicles or family/friend cheering squads are not allowed anywhere on the race route except at the start and finish locations.

D. Crew vehicles may not pull a trailer of any kind.

E. All crew vehicles must meet the minimum requirements of property damage and personal injury liability automobile insurance for the state of California.

F. Crew 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 crew vehicle must use the flashing roof lights at all times when following its racer. These flashing lights must be very bright and of very high quality. Do not wait until the last minute to do so.
2. A sign that reads CAUTION BICYCLE AHEAD. Lettering must be 6 inches high, reflective red on a white background. This type of sign can be ordered through a sign shop or from Banners and Signs Graphx for pick-up at the race.
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 from Banners and Signs Graphx 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 racer on day one. Triangles may also be ordered online.

4. Team or racer totem must be visible and easily legible (in words, not only pictures) on all four sides of the crew vehicle. For the rear, the ideal placement may be the left side of the rear bumper. Lettering must be 6 inches high. Do not block windows. Solo signage should not use the word "TEAM." Signage for 2x teams must state "2X" and signage for 4X teams must state "4X." You may order custom totem signs from Banners and Signs Graphx for pick-up at the race.

VII. Staff and Time Stations.

A. Race Officials will be stationed along the route as well as in crew vehicles. A Race Official may ride with any crew in any crew 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 organizers will not be held responsible for the reporting of inaccurate positions and times, regardless of the source.

C. All racers and crews are required to make their presence known at each Time Station, which are located in designated places along the race route, as noted in the Official Race Route. At night hours, neither the racer nor the vehicle 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. Relay teams must stop at each Time Station to facilitate racer switches. See relay rules below. TP

D. Racers and crew members are expected to treat race officials with complete respect, courtesy, and compliance. Disrespectful or undue argument or ignoring directives from Race Officials or law enforcement will not be tolerated. TP or DQ

VIII. Penalties and Cheating.

A. Penalty for violation of these rules is Disqualification, unless Time Penalty (TP) or other penalty is noted. The Race Director has the discretion to modify penalties if multiple violations occur at the same time.

B. Non-DQ rule violations will result in the following time penalties for solo and relay racers, which must be served at TS#7, approximately 58 miles from the finish line. Note that penalized teams which refuse to serve their penalty time at TS#7, or any participant who refuses to serve a penalty or willfully disobeys the direction from a race official, will be disqualified from the race and barred from entering again in the future.

1. 1st offense: 15 minutes total
2. 2nd offense: 30 minutes total
3. 3rd offense: Any penalty up to being DISQUALIFIED AND BARRED FROM FUTURE PARTICIPATION (AS A RACER OR CREW MEMBER)

C. 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. If any member of a team is penalized, the entire team must serve the penalty. An entire team can be penalized or disqualified because of the actions of any one team or crew member. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone. If a racer is disqualified, the racer and crew must immediately leave the race course in the crew vehicle, with no further interaction between the racer/crew and other participants.

D. Racers or crew members who observe another racer or crew member breaking race rules or traffic laws are encouraged to immediately say something to that racer or crew member, as well as report their observations to the race officials at the earliest possible convenience. Race Officials may, but are not required to, impose penalties based solely upon credible reports of cheating from non-officials.

E. View violations of all the rules as cheating and as you would drafting, holding onto a vehicle, or being driven up the route. Cheating must not and will not be tolerated!

F. Each entrant must bring a one dollar bill (or more) in a sealed envelope, labeled with the totem, to Racer Check-In. It will not be returned (but will be donated to charity).

G. 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!!!

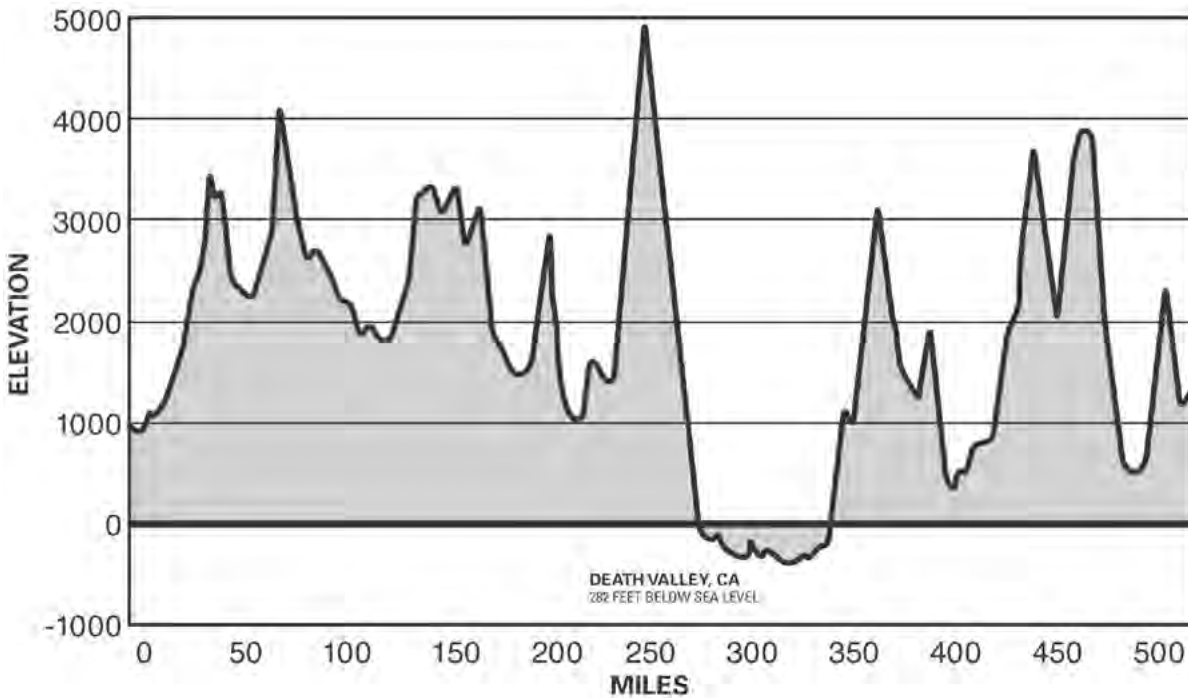
• 508



If you're a cheater, you may end up in the Randsburg City Jail!

COURSE MAPS, ELEVATION PROFILES, AND ROUTE

All graphics by Bill Oetinger; route by Chris Kostman. All text, data, maps © AdventureCORPS, Inc.



LEGEND:

- A = All Services
- C = Campground
- EL = Elevation
- Ft. = Feet
- G = Gas
- M = Market
- MTNT = Miles To Next Turn
- MTF = Miles Thus Far
- MTG = Miles To Go
- R = Restaurant
- RR = Railroad
- SS = Stop Sign
- T-int = T-Intersection
- TL = Traffic Light
- X = Cross

The FURNACE CREEK 508

508 MI.

48 HRS.

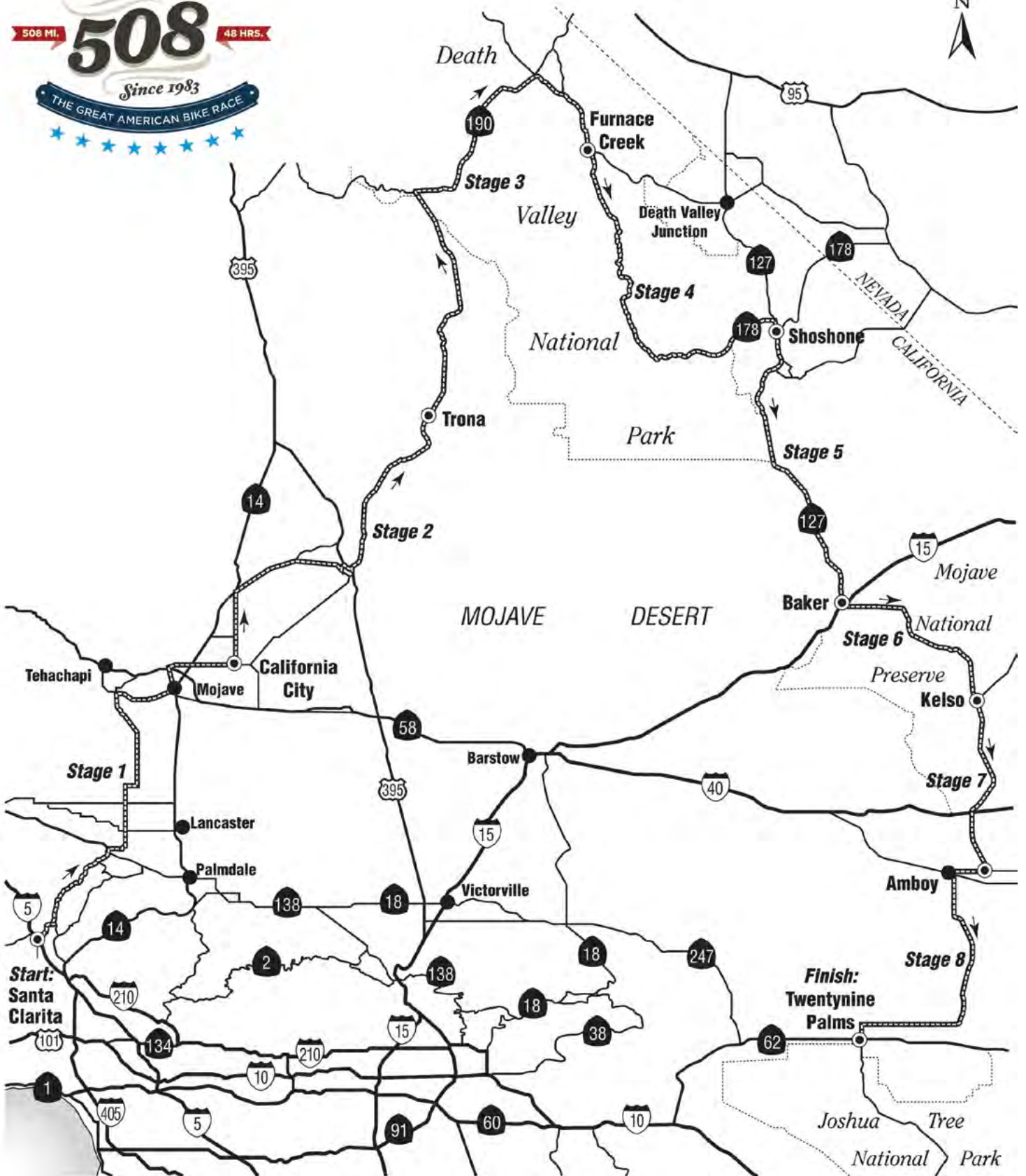
Since 1983

THE GREAT AMERICAN BIKE RACE



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"Out There Since 1984"



COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCRIPTION: STAGE ONE

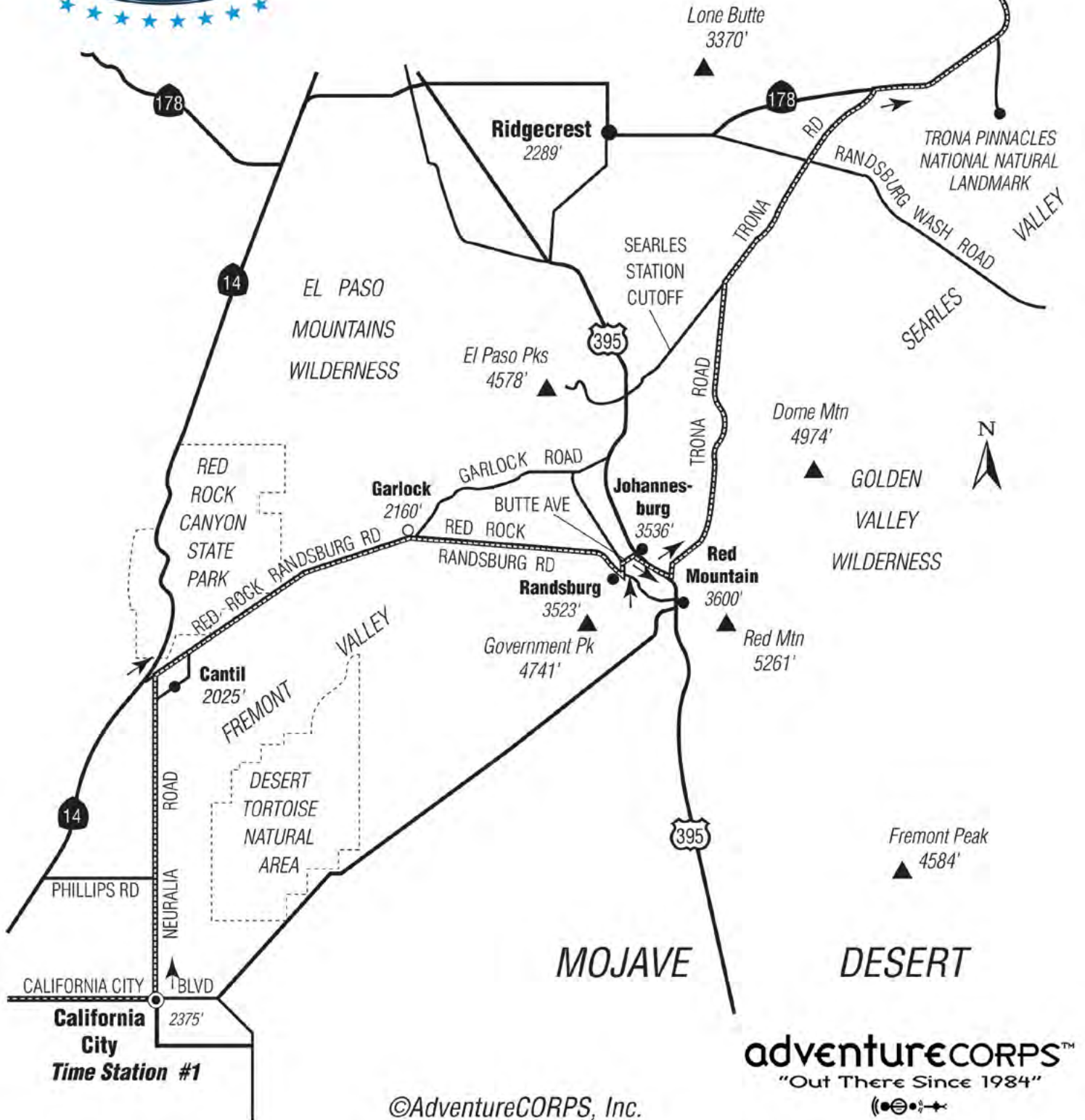
After	Description	Stage One	City	Services	MTNT	MTF	MTG
	Start at Hyatt Regency on Town Center Drive, Valencia, CA (El 1100 ft.)						
0.00	Left onto McBean Pkwy (TL), north			A	3.20	0.00	508.70
0.10	X Magic Mountain Pkwy (TL)				3.10	0.10	508.60
1.80	X Decoro Drive (TL) (Gradual uphill)				1.30	1.90	506.80
1.30	Right Copper Hill Drive (TL)				0.00	3.20	505.50
	Official Race Start: End Group Ride. Spread out, single file, no drafting!						
0.36	Left San Francisquito Canyon Rd. (El 1360 ft.)				6.07	3.56	505.14
	Warning: dangerous turn; oncoming traffic does not stop!						
5.40	Ranger Station on right (El 1560 ft.): Start Mountain Section One				0.31	8.96	499.74
0.31	Right San Francisquito Canyon Rd (SS, L-Int)				10.36	9.27	499.43
7.10	False summit (El 2520 ft.)				3.26	16.37	492.33
3.26	Stay Left Spunky Canyon Rd. (SS/Oblique T-Int) (El 2930 ft.)				3.04	19.63	489.07
2.26	Summit (El 3740 ft.)				0.78	21.89	486.81
0.78	Left Elizabeth Lake Rd (SS/T-Ing) (EL 3400 ft.)				0.76	22.67	486.03
0.76	Right Johnson Rd. (SS/T-Int) (El 3330 ft.)				13.96	23.43	485.27
	<i>All support vehicles wait here for rider to pass, then begin leapfrog support.</i>						
1.26	Johnson Summit (El 3535 ft.): End Mountain Section One				12.70	24.69	484.01
4.73	X Ave "I" (SS) (El 2500 ft.)				7.97	29.42	479.28
	<i>You're on 110th St. / Cross traffic does not stop.</i>						
4.97	X Ave. 'D' / Hwy 138 (SS) (El 2500 ft.)				3.00	34.39	474.31
	<i>Cross traffic does not stop.</i>						
3.00	Right Ave 'A' (SS, T-int) (El2490 ft.)				2.06	37.39	471.31
	<i>Cross traffic does not stop.</i>						
2.06	Left 90th St. West (SS) (El 2430 ft.)				17.12	39.45	469.25
	<i>Cross traffic does not stop.</i>						
3.00	X Rosamond Blvd. (SS): Start Mountain Section Two. Cross traffic does not stop.			R	14.12	42.45	466.25
	<i>90th St. West becomes 'Teh Will Springs Rd.'</i>						
6.04	X Backus Rd. (El 2900 ft.)				8.08	48.49	460.21
	<i>Begin Climb to 4150 ft. at mile 56.9 by the windmills.</i>						
8.08	Right Oak Creek Rd.: End Mountain Section Two (El 4060 ft.)				10.07	56.57	452.13
	### CAUTION: GRAVEL POSSIBLE IN TURN ON DESCENT ###						
10.07	Left Holt St. (SS) (El 2800 ft.)				0.90	66.64	442.06
0.90	Right Arroyo Ave. (L-Int) (El 2870 ft.)				0.39	67.54	441.16
0.39	Left Business Route 58N (SS, T-int) (El 2890 ft.)		Mojave	A	14.66	67.93	440.77
3.21	X over 58 Freeway				11.45	71.14	437.56
3.60	X over 14 Freeway and continue straight to California City (El 2850 ft.)				7.85	74.74	433.96
7.85	Left Neuralia Rd. (SS/Flash) (El 2375) (Note 76 Gas on right)		California City	G/M/R	12.90	82.59	426.11
	<i>TS #1 on right immediately after making the turn.</i>						



Stage 2 California City to Trona

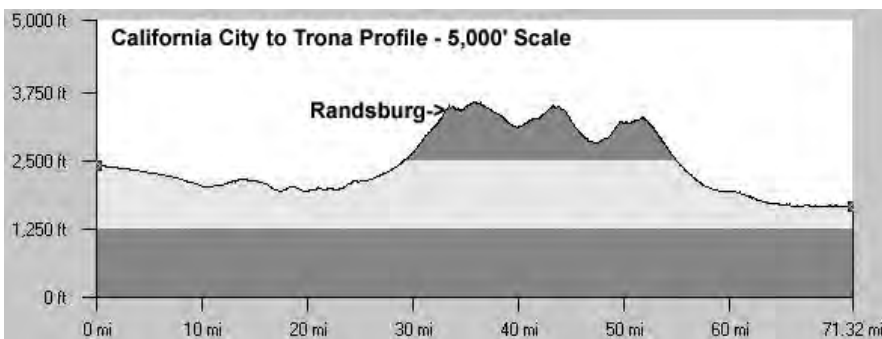
To Panamint Valley,
Death Valley

**Trona
Time Station #2**
1659'

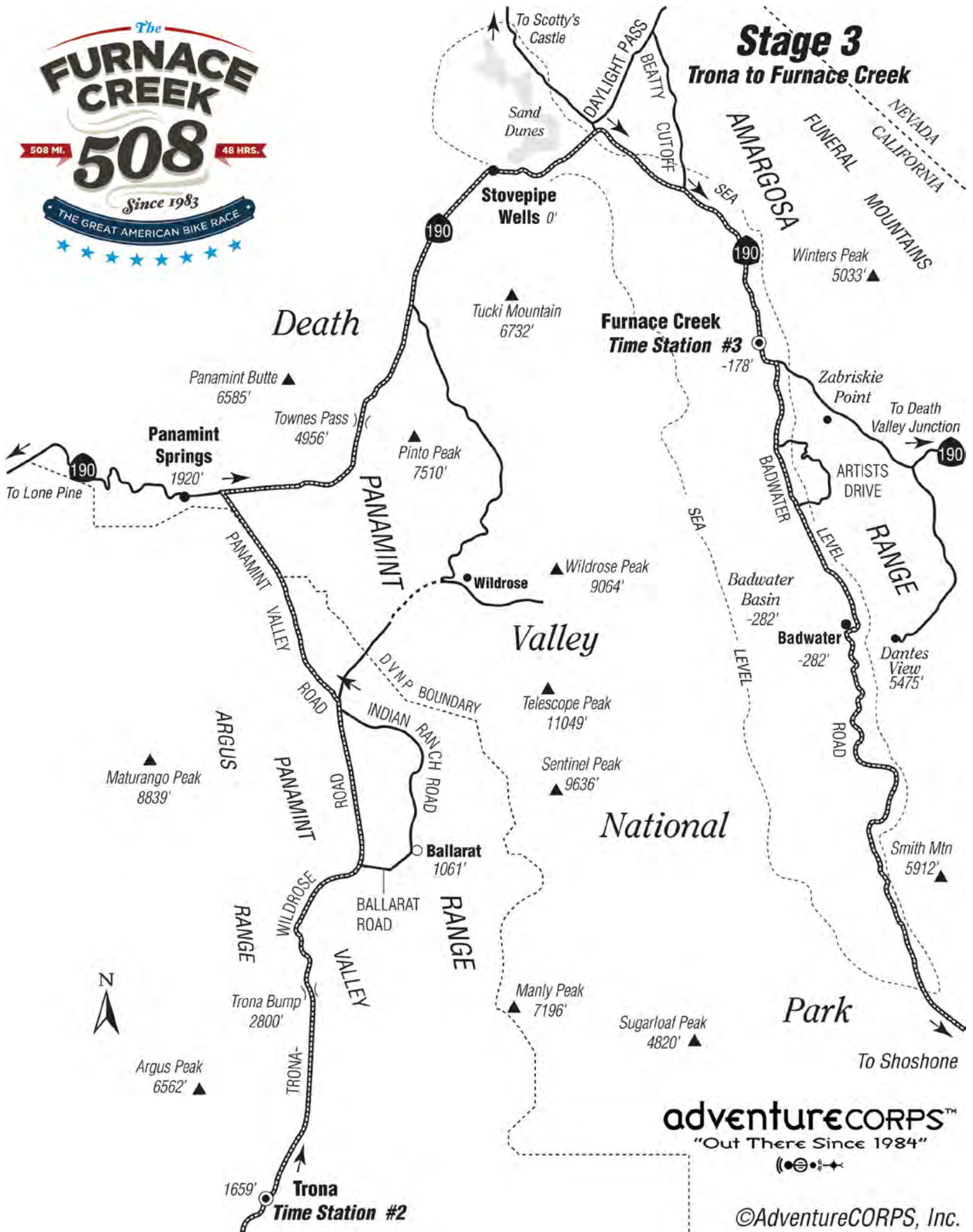


COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCIPTION: STAGE TWO

After	Description	Stage Two	City	Services	MTNT	MTF	MTG
12.90	Right Red Rock / Randsburg Rd. (SS/T-Int) (El. 2140 ft.) Rolling terrain next 12 miles. (El 2100 ft.)				12.08	95.49	413.21
12.08	Stay Right to Johannesburg / Randsburg on Redrock / Rand Rd. (El 2100 ft) Start Mountain Section Three				8.43	107.57	401.13
8.43	Left Butte Ave. (T-int) (El 3523 ft.) Randsburg Fire - 760-374-2455 or 760-374-2465		Randsburg	G/M	1.09	116.00	392.70
1.09	<i>Right Hwy. 395 (SS/T-int) (el 3410 ft.)</i> <i>### CAUTION Heavy traffic next 1.9 miles ###</i>				1.89	117.09	391.61
1.08	Gas station and mini-mart (El 3536) End Mountain Section Three		Johannesburg	G/M	0.81	118.17	390.53
0.81	Left Trona Rd. / Trona (El 3600 ft.)				21.16	118.98	389.72
3.51	Begin rolling climbs (El 3120 ft.)				17.75	122.49	386.21
4.42	Begin 3 mile descent (El 3500 ft.)				13.24	126.91	381.79
3.17	RR Crossing (El 2800 ft)				10.06	130.08	378.62
4.21	Begin 6 mile descent (El 3300 ft.)				5.85	134.29	374.41
5.85	Right Hwy. 178 / Trona (SS/T-Int) (El 2000 ft.)				45.52	140.14	368.56
7.35	Pass Trona Pinacles entrance on right				38.17	147.49	361.21
5.38	<u>Former</u> TS#2 location on right, opposite Gas Station (El 1659 ft.): Continue another mile to new TS.		Trona	A	32.79	152.87	355.83
0.22	Cross Railroad Tracks				32.57	153.09	355.61
0.7	TS #2 on left at T-Stop Gas Station (New location as of 2011). <i>### GET GAS HERE: No night services next 228 miles. ###</i>				31.87	153.79	354.91



From California City, head north over flat desert terrain to the Johannesburg climb at mile 110 (Mountain Section Three). You'll climb 1500 feet in seven 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 and get ice and drinks in Trona as there is no gas overnight until Shoshone (pay-at-the-pump only) and no services until Baker. In 2011, we had to move the time station about a mile beyond the traditional Chevron location to the T-Stop.

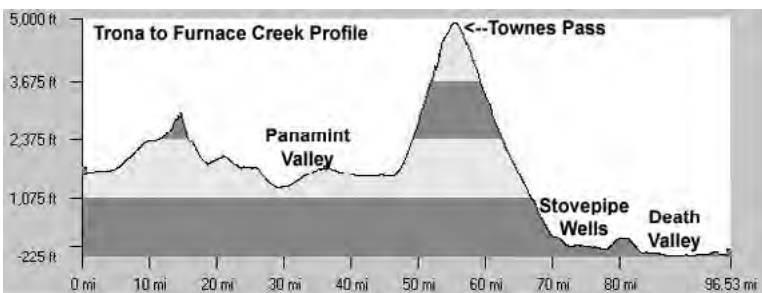


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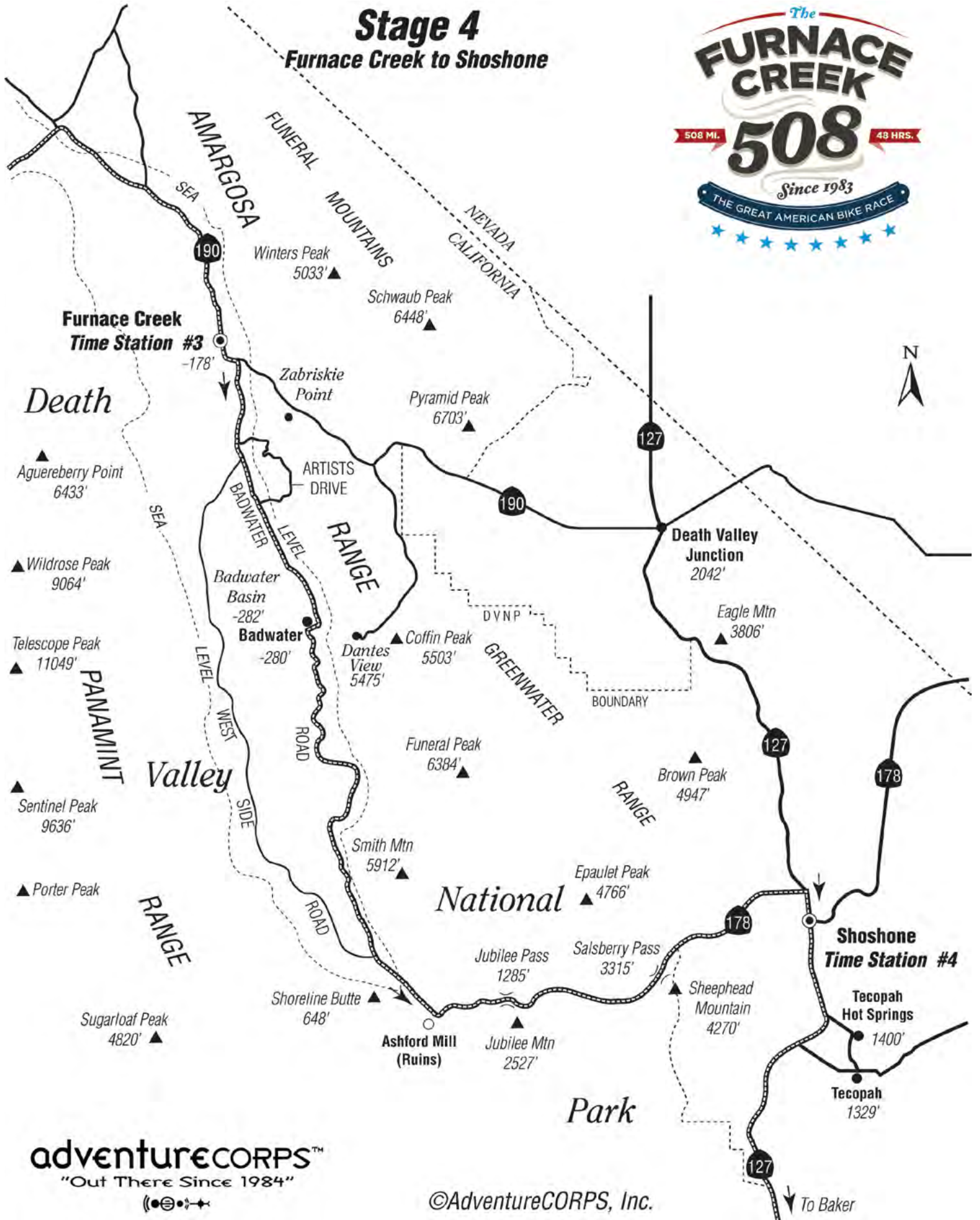
COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCIPTION: STAGE THREE

After	Description	Stage Three	City	Services	MTNT	MTF	MTG
3.30	End Trona / Inyo County Line (El 1690 ft.) <i>Start Mountain Section Four about four miles later</i>				28.57	157.09	351.61
11.70	Summit (El 2960 ft.)	<i>End Mountain Section Four</i>			16.87	168.79	339.91
3.57	Nadeau Rd. (El 1900 ft.)	<i>You're on Trona Wildrose Rd.</i>			13.30	172.36	336.34
3.82	Ballarat Rd. (El 1300 ft.)				9.48	176.18	332.52
9.48	Left Panamint Valley Rd. (El 1340 ft.) <i>Head for Death Valley via 190 / Panamint Springs.</i>				13.93	185.66	323.04
13.93	Right 190 E / Furnace Creek (SS/T-Int) (El 1580 ft.):	<i>Start Mountain Section Five</i>			53.61	199.59	309.11
	<i>After 1.6 miles begin 10 mile climb mostly 6-10% up to 13%.</i>						
4.80	Large pullout on right (El 2500 ft.)				48.81	204.39	304.31
1.20	3000 Foot Elevation Sign				47.61	205.59	303.11
1.55	Large pullout on right (El 3550 ft.)				46.09	207.14	301.56
0.80	4000 Foot Elevation Sign				45.26	207.94	300.76
2.80	Townes Pass (El 4956 ft.), Entrance to Death Valley:	<i>End Mountain Section Five</i>			42.46	210.74	297.96
	<i>### Absolutely no external sound or music next 45 miles ###</i>						
7.57	Pass Wildrose turnoff (El 2200 ft.) <i>Continue straight on 190</i>	<i>### Campground / Quiet Zone ###</i>		C	34.89	218.31	290.39
0.20	DVNP Rest area on left and right <i>(Pay phone / water / bathrooms)</i>				34.69	218.51	290.19
8.98	Motel, Gas, and Mini-Mart - mostly closed at this hour! <i>(El 5 ft.)</i> <i>No pay at the pump!</i>		Stovepipe Wells	A	25.71	227.49	281.21
7.26	Beatty / Scotty's Castle turnoff (El 151 ft.)				18.45	234.75	273.95
4.08	Salt Creek (El -190 ft.)				14.37	238.83	269.87
12.69	Furnace Creek Campground on right (El -178 ft.) <i>### Campground / Quiet Zone ###</i>			C	1.68	251.52	257.18
0.40	Death Valley Visitor Center (El -190 ft.)	<i>### Quiet Zone ###</i>	Furnace Creek	A	1.28	251.92	256.78
0.06	TS #3 on right immediately before Chevron (760) 786-9920 / 1906 <i>### GET GAS: No services next 75 miles ###</i>				1.22	251.98	256.72



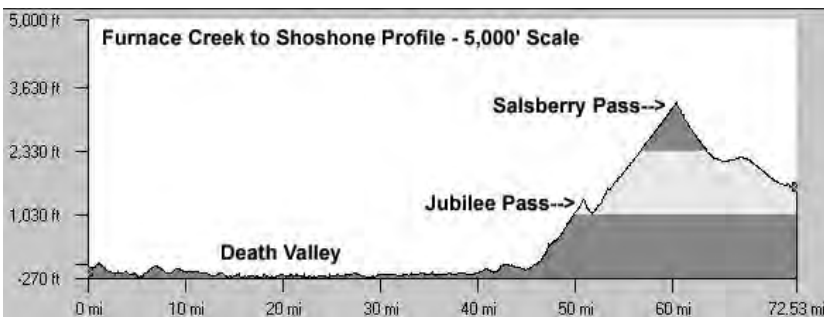
Just north of Trona (mile 160) there is a 1000 foot climb up the Trona Bump (Mountain Section Four); the descent from there into the Panamint Valley is winding and may be fast with a tailwind. Some of the road ahead is very rough, but it used to be much worse. At mile 200 you'll begin the 13 mile, 3800 feet climb up Townes Pass (El 4956') (Mountain Section Five), the entrance to Death Valley. The climb up to 2000 feet is gentle, then there are 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 17-mile, 5000 foot descent to Stovepipe Wells, where it may be hot! Desert rollers take you to Furnace Creek, home of the Furnace Creek Inn and Ranch Resort, the host for our several one-day cycling events, and five-day cycling camp, in Death Valley National Park.

Stage 4 Furnace Creek to Shoshone



COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCRPTION: STAGE FOUR

After	Description	Stage Four	City	Services	MTNT	MTF	MTG
1.22	Right towards Badwater (El sea level) ### No services next 75 miles ### External sound OK 2 miles after turn.				45.69	254.21	255.50
2.03	Golden Canyon				43.66	256.24	253.47
8.89	Devil's Golf Course				34.74	265.13	244.58
5.43	Badwater (bathrooms) <i>Start Line of the Badwater Ultramarathon!</i> <i>Lowest elevation (-282 ft.) in North America</i>				29.34	270.56	239.15
16.39	Mormon Point				12.95	286.95	222.76
10.91	Ashford Mills Historic Ruins <i>Bathrooms available 100 yards down gravel road to right.</i>				2.04	297.86	211.85
2.04	Stay Left Shoshone / Baker: Start Mountain Section Six				25.09	299.90	209.81
4.68	Jubilee Pass (EL 1285 ft.) <i>Descend 1 mile to El. 1050 ft.</i>				20.41	304.58	205.13
8.62	3000 Foot Elevation Sign				11.79	313.20	196.51
1.00	Salsberry Pass (El 3315 ft.): End Mountain Section Six ("5% Grade 4 Miles" Sign)				10.79	314.20	195.51
10.79	Right 178 / Shoshone at Jct. 127 (SS, T-int) ### Quiet Zone Next Seven Miles ### <i>You're on 178 East / 127 South.</i>				1.67	324.99	184.72
1.18	City sign (El 1572 ft.)		Shoshone	A	0.51	326.17	183.54
0.35	Chevron - open 8am/9pm every day, but has 24 hour Pay-at-the-Pump. (760) 852-9903 TS #4 on right immediately after Gas / General Store. ### No services next 56 miles ###				0.16	326.52	183.19



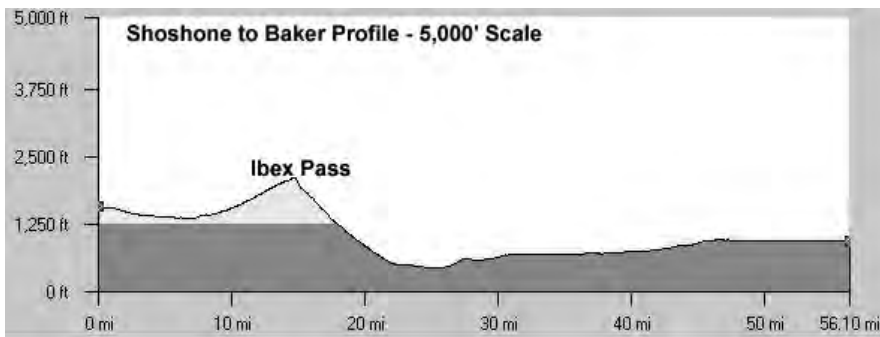
South through Death Valley, the alluvial fans are invisible in the dark, but you climb and descend several thousand feet through Badwater (El -282', the lowest point in North America and the start line of our Badwater Ultramarathon) to the base of the exit passes (Mountain Section Six). The first climb starts at mile 297 and climbs about 1000 feet in five miles to Jubilee (El 1285'). A one-mile descent leads to the next climb, about 2300 feet in 9.5 miles to Salsberry (El 3315'). Each climb has sustained sections of 5-6% grade and used to have a poor road surface; in the 2009-2011 era, most of the Badwater Road was resurfaced by the National Park Service. However, the conditions are harsh out here and flash floods scour the roads every year, so anything is possible in terms of road surface.



Runners gather at Badwater before the start of the 2010 Badwater Ultramarathon.

COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCRIPTION: STAGE FIVE

After	Description	Stage Five	City	Services	MTNT	MTF	MTG
0.16	Continue straight on 127 South, passing Jct. 178 East / Pahrump <i>### No services next 56 miles ###</i>				124.75	326.68	183.03
5.18	1st Hot Springs / Tecopa turnoff / End quiet zone El 1380 ft.)				119.57	331.86	177.85
2.94	2nd Hot Springs / Tecopa turnoff: Start Mountain Section Seven				116.63	334.80	174.91
6.48	Ibex Pass (El 2090 ft.): End Mountain Section Seven <i>5% downgrade next 3 miles; descend 8 miles total.</i>				110.15	341.28	168.43
7.45	Dumont Dunes on left (El 400 ft.)				102.70	348.73	160.98
4.25	Henry Wade Historical Monument on right (El 550 ft) <i>Generally flat terrain between 600-1000 ft. elevation for next 29 miles.</i>				98.45	352.98	156.73
28.16	Baker Airport on right <i>### Quiet Zone Through Town ###</i>				70.29	381.14	128.57
1.15	City sign (El 923 ft.)		Baker	A	69.14	382.29	127.42
0.43	TS #5 on right at Baker Blvd. (SS), opposite Mad Greek on Left ### GET GAS AT ARCO AM/PM MINI MART ACROSS STREET: No services next 76 miles ###				68.71	382.72	126.99

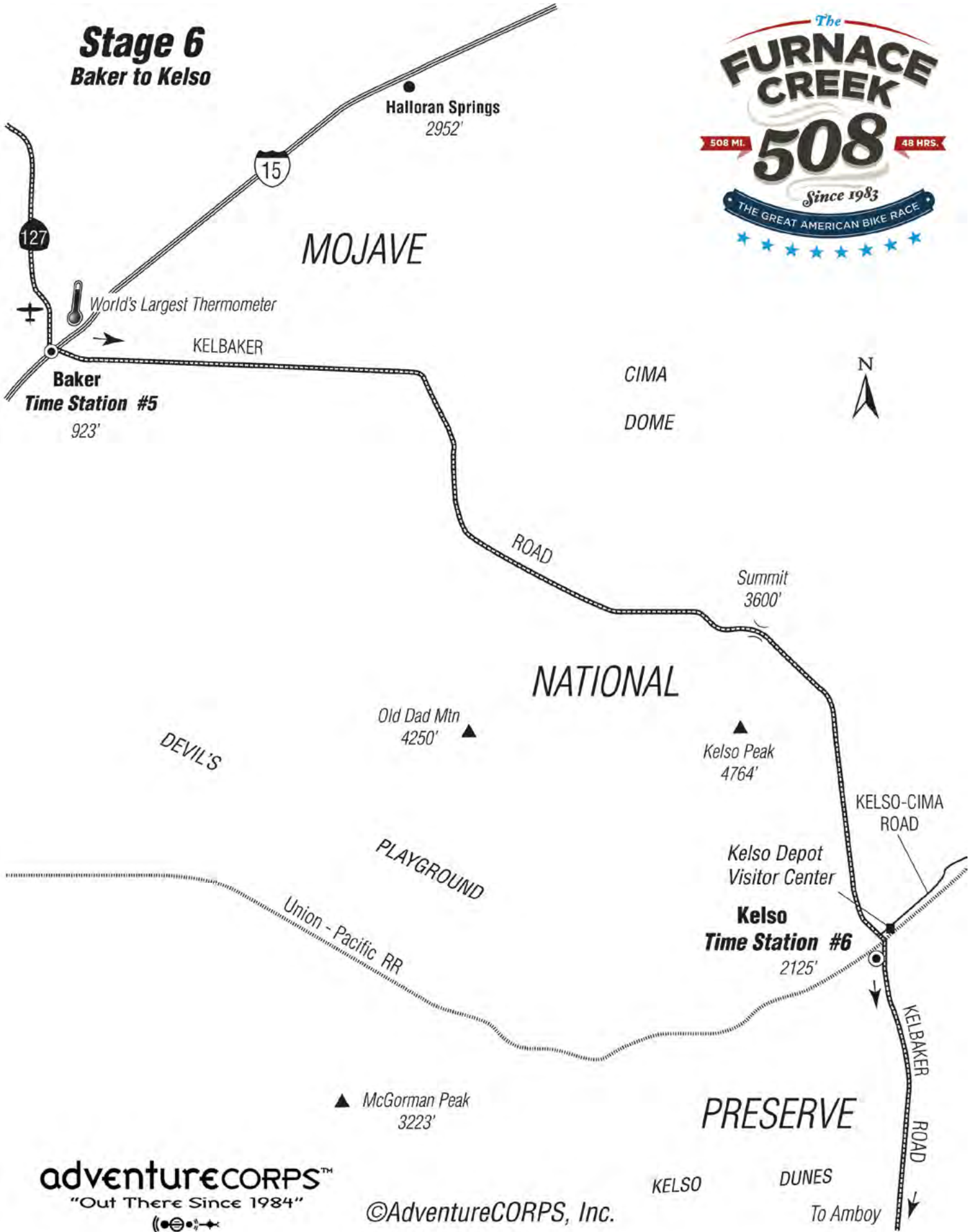


After an easy 750 feet climb up Ibex pass (Mountain Section Seven), there's a wonderful eight-mile downhill, and then the road to Baker is mostly flat and straight. Watch for Baker's world-famous "world's largest thermometer" in the distance. The crew **MUST** stock up on gas, ice and food in Baker as no supplies are available until the finish!



Come back some other time to visit the attractions in Shoshone!

Stage 6 Baker to Kelso



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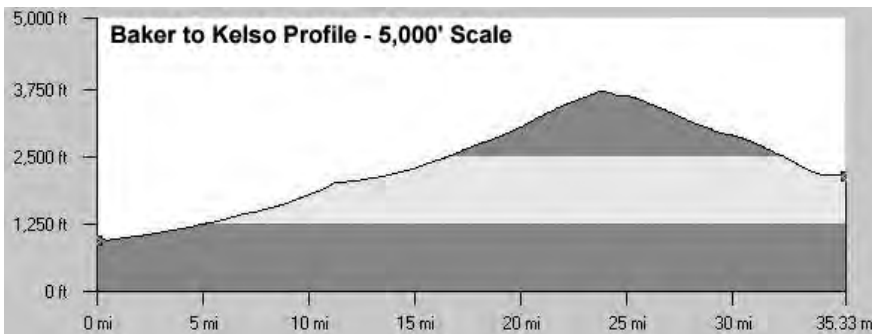
KELSO

DUNES

To Amboy

COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCRPTION: STAGE SIX

After	Description	Stage Six	City	Services	MTNT	MTF	MTG
0.01	X Baker Blvd. (SS) <i>### Last Chance for Gas & Supplies until Finish ##</i>				68.70	382.73	126.98
0.15	X over I-15 Freeway / End quiet zone				68.55	382.88	126.83
0.44	Enter Mojave National Preserve: Start Mountain Section Eight <i>Average 2.4% grade for next 21 miles. Pavement sometimes very rough.</i>				68.11	383.32	126.39
1.63	Cattle guard (El 1000 ft.) <i>Enjoy the views of the Joshua Tree "forest"!</i>				66.48	384.95	124.76
21.08	Cattle guard / Summit (El 3600 ft.): End Mountain Section Eight <i>Begin 11 mile descent after one mile.</i>				45.40	406.03	103.68
9.22	Former Cattle guard: View of Kelso Dunes to right and of your route straight ahead. <i>### Quiet zone on descent ###</i>				36.18	415.25	94.46
2.33	Pass Kelso - Cima Rd. and Kelso Depot Visitor's Center on left / Quiet zone <i>Stay straight Kelbaker Rd. / no services.</i>		Kelso		33.85	417.58	92.13
0.04	X RR Multiple Tracks (El 2125 ft.) <i>### Caution: High speed train crossing and occasional train parking ###</i>				33.81	417.62	92.09
0.03	TS #6 on right immediately after RR tracks <i>### Do not cross RR tracks if a train is on them (including a stationary train)! ###</i>				33.78	417.65	92.06



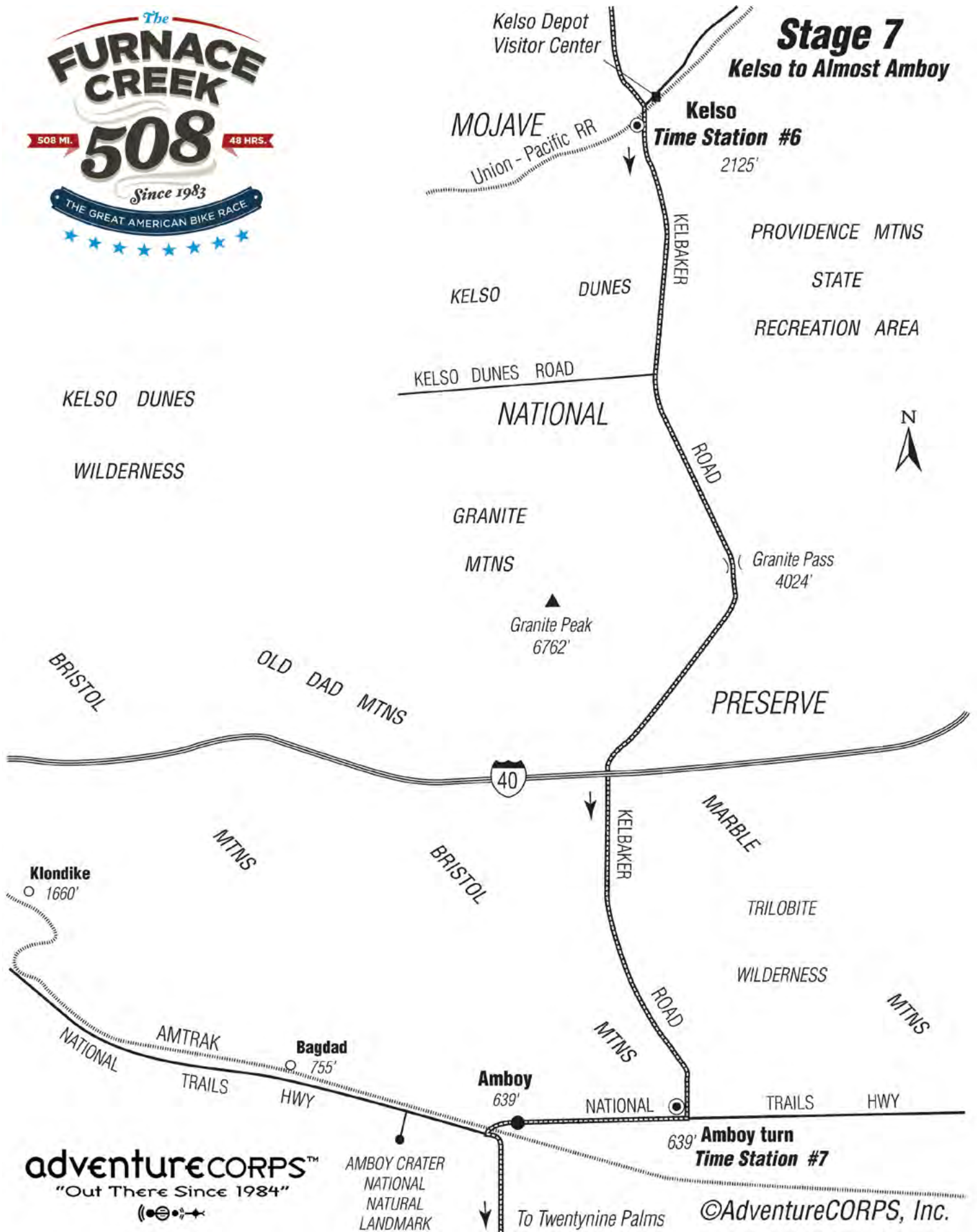
Leaving Baker, you climb a gradual, but relentless, 2500 feet in 20 miles (Mountain Section Eight). Whether it's heating up, or still at night, it's very dry out here, so hydrate carefully. A long, eleven-mile descent leads to Kelso at mile 418. Too bad you can't stop to visit the lovely Mojave National Preserve Visitor's Center and eat at The Beanery at the Kelso Depot! (Come back some other time to explore this incredible national treasure!)



Kelso Depot / Mojave National Preserve Visitor's Center



Stage 7 Kelso to Almost Amboy



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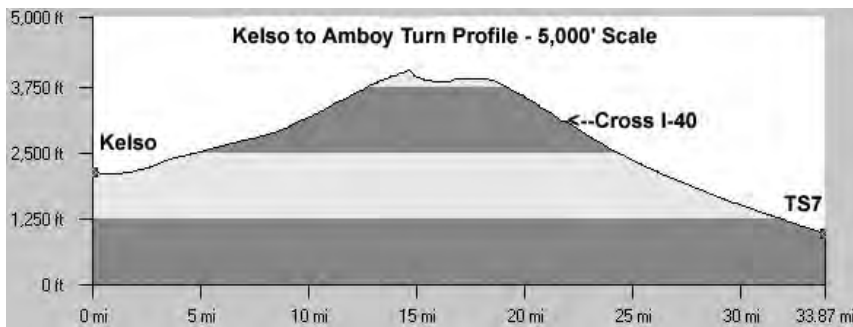
AMBOY CRATER
 NATIONAL
 NATURAL
 LANDMARK

To Twentynine Palms

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COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCIPTION: STAGE SEVEN

After	Description	Stage Seven	City	Services	MTNT	MTF	MTG
0.62	Cattle guard / end quiet zone: Start Mountain Section Nine (El 2150 ft.) <i>12.3 mile climb</i>				33.16	418.27	91.44
7.13	Kelso Dunes Rd. (El 2760 ft.)				26.03	425.40	84.31
4.60	Historic site of the former dirt road section and former TS #6 (El 3700 ft.)				21.43	430.00	79.71
2.00	Cattle guard / Microwave tower Granite Pass (unmarked El 4024 ft.) End Mountain Section Nine				19.43	432.00	77.71
3.45	"Soft Shoulders" sign <i>Begin 16 mile descent.</i>				15.98	435.45	74.26
4.42	Cattle guard / Leaving Mojave National Preserve (El 2970 ft.)				11.56	439.87	69.84
0.07	X under I-40 Freeway ("Joshua Tree National Park 67 Miles" Sign)				11.49	439.94	69.77
11.49	TS #7 on right just prior to National Trails Highway (SS/T-Int) (El 1060 ft.)				0.00	451.43	58.28



Compared to the just completed Baker Grade, you now head up a slightly steeper climb: 2000 feet in 14 miles to the top of the Granite Mountains (El 4000') (Mountain Section Nine). The downhill to the outskirts of Amboy is fast and long (16 miles); watch out for cattle guards.



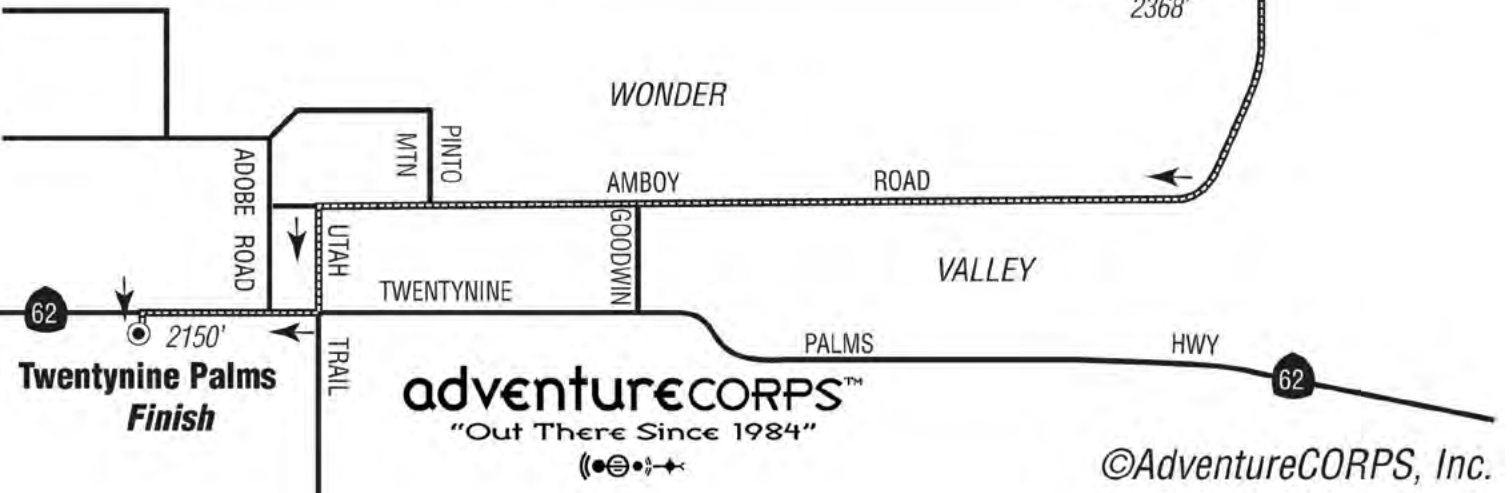
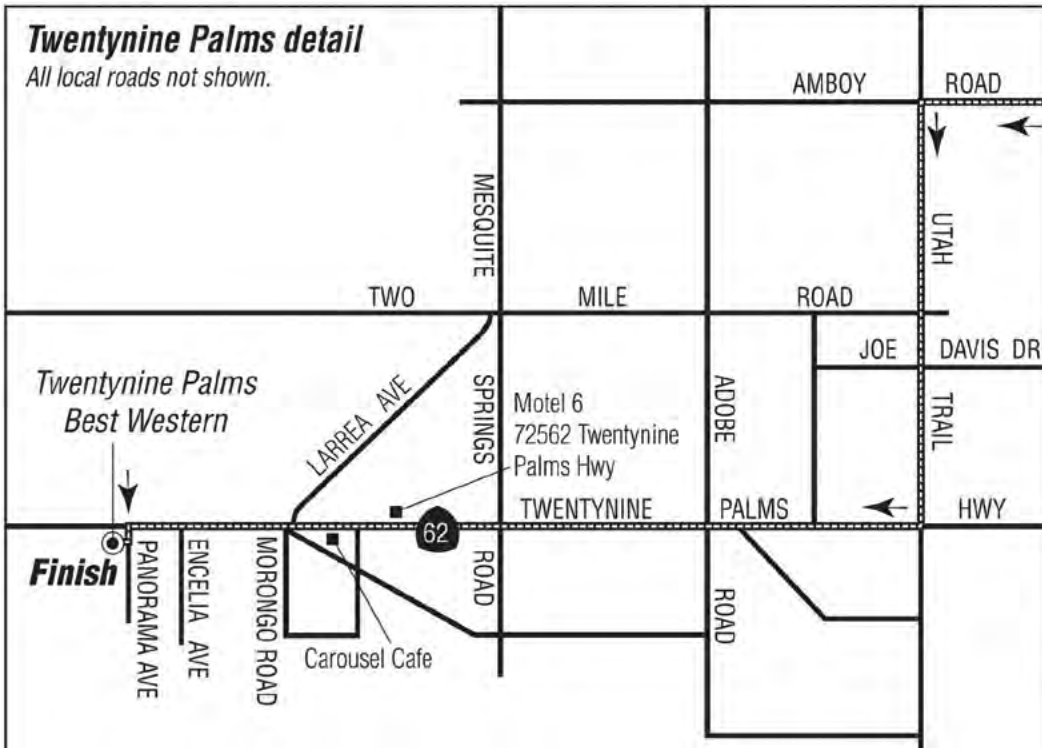
Crossing I-40 on the way to Amboy.



Stage 8
Almost Amboy to
Twentynine Palms



Lead Mtn
 2891'

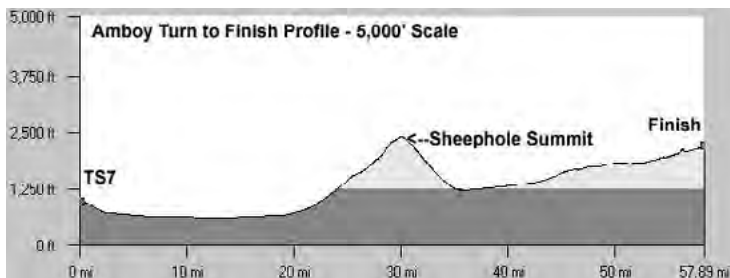


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COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCRPTION: STAGE EIGHT

After	Description	Stage Eight	City	Services	MTNT	MTF	MTG
0.01	Right National Trails Highway (Route 66) / Amboy (SS/T-Int)				6.56	450.43	58.27
5.56	City sign (El 639 ft.), then pass Roy's Café <i>### Quiet Zone through town ###</i>		Amboy	Unknown	1.00	455.99	52.71
0.70	X Multiple RR tracks <i>End quiet zone</i>				0.30	456.69	52.01
0.30	Left Amboy Rd. '29 Palms / Yucca Valley' ## DO NOT MISS ## <i>### Caution sandy shoulders and occasional rough pavement ahead ###</i>				45.87	456.99	51.71
13.60	Start Mountain Section Ten (El 800 ft.) <i>Climb begins gradually, gets steeper (2-3% grade). Road quality improves.</i>				32.27	470.59	38.11
8.73	Former location of TS#7 in large pullout on left (5% grade)				23.54	479.32	29.38
1.30	Sheep Hole Summit (El 2368 ft.): End Mountain Section Ten ("7% Grade Downhill" sign) <i>Begin 5.5 mile descent. ### Quiet Zone to Finish ###</i>				22.25	480.62	28.08
14.67	Wonder Valley West Fire Station and Community Center on right				7.57	495.29	13.41
7.57	Left Utah Trail ("Joshua Tree National Park" sign) DO NOT MISS!!!				2.01	502.86	5.84
1.01	X Two Mile Rd. (SS) ### Quiet Zone ### (El 1800 ft.)		29 Palms	A	1.00	503.87	4.83
0.24	X Joe Davis Dr. ### Quiet Zone ###				0.76	504.11	4.59
0.76	Right(westbound) 29 Palms Hwy / SR62 (SS/Flash Red) ### Quiet Zone ### Finish line is on the far end of town, along this highway!				3.52	504.87	3.83
1.01	X Adobe Rd. (TL) (El 1935 ft.) ### Quiet Zone ### <i>7-11 on right at intersection.</i>				2.51	505.88	2.82
0.71	The Final Summit of the Race Route!				1.80	506.59	2.11
0.29	X Mesquite Springs Rd. ### Quiet Zone ###				1.51	506.88	1.82
0.97	Pass KFC at Manzanita Ave / Larrea Ave (TL). ### Quiet Zone ###				0.54	507.85	0.85
0.54	LEFT at Encelia Ave. at Burger King on left at 71707 29 Palms Hwy. <i>Then immediate right onto unarked frontage road, paralleling main hwy, continuing west.</i>				0.27	508.39	0.31
0.12	Pass Jiffy Lube on left as you approach the Best Western just ahead.				0.15	508.51	0.19
0.15	Left Panorama Ave. (SS, T-Int) ### Watch for gravel on road. ###				0.04	508.66	0.04
0.04	Immediate Right UP into Best Western Driveway (El 2150 ft.) ### Finish at Best Western (760) 367-9141. Congratulations, crew and racer!!! ###				0.00	508.70	0.00



After you pass through the funky throw-back hamlet of Amboy (where Roy's Café may be open, but you can not count on any other services), don't miss the left turn, and then you cross the valley and at mile 472 begin the last climb: 1500 feet in 10 miles to Sheephole Summit (Mountain Section Ten). 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 slight uphill to the finish at the gateway to Joshua Tree National Park, Twentynine Palms, CA. Note: In 2011 we changed the last 3/10 of a mile of the race route, to take riders and crews off the main highway in the final approach to the finish line. Be sure to jog left/right off the highway at Mile 508.39 (Encelia Ave), as per the route book!

EMERGENCY PROCEDURES AND EVACUATION

Remember: Safety must be the single most important concern of everyone connected with the race. Safety prevails above all other rules and competition. 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, or should there be a delay (e.g., stopping to give CPR to another racer), the Race Director will make necessary allowances.

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.

Since FURNACE CREEK 508 uses public roads, it is impossible to control traffic or get road closures. Never risk human safety. 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!

All support vehicles must carry a comprehensive First Aid Kit. A satellite phone is also strongly encouraged, as cell coverage is spotty at best along the race route. Additionally, entrants may choose to bring an AED. It is also highly recommended that each support team include at least one member who has current CPR and First Aid training and certification.

What to Do in an Emergency:

For minor, non-life-threatening situations: The personal support crew of the rider or crew in need should either tend to the victim themselves, or would load the victim into the support vehicle and head for the nearest medical facility. See below for locations and contact information.

For serious, life-threatening situations: The personal support crew should call the Federal Interagency Communication Center (FICC) at (909) 383-5651 to request emergency care and evacuation, unless the emergency takes place immediately near the race start, in which case dialing 911 would make more sense. (As the vast majority of the race route is on or near federal land, 911 re-routes calls to the FICC dispatch number.)

ALSO, we anticipate having an AED (automated external defibrillator) at each of the eight Time Stations on the race route. For a heart emergency, getting the victim to an AED as fast as possible should be prioritized. If a time station is closer

than than a hospital or can be reached more quickly than by calling for evacuation, you may choose to safely transport the victim to the nearest Time Station. Special thanks to Royal Philips Electronics for providing the AEDs for the race.

A Selection of Hospitals and Emergency Care On or Near the Race Route:

Santa Clarita (Race Start):

Henry Mayo Newhall Memorial Hospital
23845 McBean Parkway, Valencia, CA 91355-2083
(661) 253-8000 / HenryMayo.com

Stage One: Near Mojave & California City

Antelope Valley Hospital
1600 West Avenue J, Lancaster, CA 93534
(661) 949-5000 / avhospital.org

Stage Two (just near Mile 117 of the race route):

Randsburg Fire Department
26804 Butte Avenue, Randsburg, CA 93554
(760) 374-2455

Stage Two: near Trona (to the west) and Stage Three beginning:

Ridgecrest Regional Hospital
1081 N. China Lake Blvd., Ridgecrest, CA
(760) 446-3551 / rrrh.org

Stage Three (Panamint Valley area):

Southern Inyo Clinic
510 East Locust Street, Lone Pine, CA 93545
(760) 876-1146 / sihd.org

Latter Stage Three and Stage Four (Death Valley Region, from Towne Pass to Salsberry Pass):

Though this location is not an actual Time Station, we will have our own medical unit posted in Stovepipe Wells at mile 227.50 which can be reached via Satellite Phone by calling 480-768-2500 and then dialing 8816-5145-1335. Do not leave a voicemail. Call again if you do not reach someone. If, for some reason, that still doesn't work, either transport there or Rangers with the National Park Service have some medical training and an ambulance. You may choose to call the Federal Interagency Communication Center at (909) 383-5651 to request emergency care and evacuation. Likely the victim would be transported to Las Vegas, perhaps to this facility:

University Medical Center
1800 West Charleston Blvd. Las Vegas, NV 89102
(702) 383-2000 / umcsn.com

Stage Five (Shoshone to Baker):

As with Stage Three, medical care is also extremely limited in this area. Depending on your location, and the severity of the situation, you may want to call the Federal Interagency Communication Center at (909) 383-5651 to request emergency care and evacuation, or travel to either Pahrump, NV or to Barstow, CA for hospital care:

Desert View Regional Medical Center
360 South Lola Lane, Pahrump, NV 89048
(775) 751-7500 / desertviewhospital.com

Barstow Community Hospital
555 South 7th Avenue, Barstow, CA 92311-3086
(760) 256-1761 / barstowhospital.com

Stage Six (Baker to Kelso) AND Stage Seven (Kelso to Almost Amboy):

We will have our own medical unit posted at Time Station Six at Kelso, which can be reached via Satellite Phone by calling 480-768-2500 and then dialing 8816-4144-9605. Do not leave a voicemail. Call again if you do not reach someone. If,

for some reason, that still doesn't work, either transport there or the closest medical care is probably Barstow Community Hospital, noted above. You may also or instead choose to call the Federal Interagency Communication Center at (909) 383-5651 to request emergency care and evacuation.

Stage Eight (Almost Amboy to the finish in Twentynine Palms):

Again, you may want to call the Federal Interagency Communication Center at (909) 383-5651 to request emergency care and evacuation. Otherwise, two facilities are located in or near the finish line city:

Hi-Desert Family Health Clinic
72724 29 Palms Hwy # 103, Twentynine Palms, CA 92277-2459 (760) 367-5906

Hi-Desert Medical Center
6601 White Feather Road, Joshua Tree, CA 92252-6607
(760) 366-6370 / hdmc.org

• 508



The Kelso Dunes, as seen from app. mile 415 within the Mojave National Preserve.

IN MEMORIAM

We mourn the passing of three honest, upstanding role models and Furnace Creek 508 veterans and send our condolences to their friends and families.

KEN STALTER



It was a pleasure to have Ken Stalter participate in Furnace Creek 508 in 2009 and 2011. I was very impressed by his athletic resumé, which certainly made him a slam dunk to be accepted to the race. He had such widely varying athletic accomplishments, from summiting Mt. Everest (on this 3rd try) to finishing 13 Ironmans and the Marathon des Sables. Add to that a demanding and important career as a medical surgeon, a full complement of family commitments as a husband and father, plus a desire to raise money for charity and all that made Ken an ideal AdventureCORPS Athlete. Ken passed away on January 18 from leukemia. Read more about Ken at <http://tinyurl.com/kenstalter>

Also, an annual reverse mini-triathlon has been created in Ken's memory. Info can be found at www.theratsnake.com

JOHN T. CLARE



The news of John T. Clare's passing on January 19 was also so very sad. Just a few months prior, John sent me a letter to announce that he was retiring from the double century scene. (He had ridden an astonishing 152 200-mile cycling events, as well as five 508s!) I took it as an old gladiator finally surrendering his sword. Considering his many, many years of riding hard and fast at double centuries, and his membership in the Furnace Creek 508 Hall of Fame, I was very moved that his self-awareness was such that he knew it was time to hang up his competitive wheels. We all reach a point in our lives where big changes are inevitable; as John showed, it is best to take those changes in stride and hold our head high. I have always respected John greatly as someone who took his cycling, and his commitment to the sport and his fellow cyclists, very, very seriously. Additionally, his wife Sandye was always a lovely volunteer at double centuries, including many times at our events. I will miss both of them greatly. Read more about John at <http://tinyurl.com/johnclare>

DAVID BRADLEY



David Bradley was part of the "studly recumbent riders squad" and long-time fixture at The 508 and RAAM. He competed on four person Team Foals in 2005, crewed for Jim Shrike Kern in 2006, raced on a two recumbent team in 2007 and 2008, worked as a Race Official in 2009, and then competed for a fourth time in 2010 on the four recumbent team, Raven Lunatics. Based on his amazing 508 biography, you would never know that David Bradley battled sarcoma for years. On September 3, 2012 David dropped us, once and for all, in a solo breakaway. His spirit will live on at The 508 and within the whole ultracycling community.

Read more about David at <http://tinyurl.com/dbradley>

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Photo Chris Kostman



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