

The
508
Since 1983



adventureCORPS™

2013 / Vol. 39







Chris Kostman and Elaine Mariolle in 1991 in the Berkeley hills.

HOW DID WE GET HERE?

Welcome to the 30th anniversary, and 39th edition, of the spiritual odyssey known as The 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. The race has a remarkable history, one that we are celebrating in particular this year with the 30th anniversary of the race and with the participation of a Legendary Women of Ultracycling Team known as Team Wild Mares.

The 508 was founded 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 1983 race, known as the John Marino Open, were Michael Secrest and Kitty Goursolle, pictured in 1983 on the cover of this magazine.

Kitty will compete in The 508 this year, thirty years after her first appearance, on Team Wild Mares. Joining her from that original Hemet race is Elaine Mariolle, the 1984 women's runner-up (just one minute behind women's champion Shelby Hayden-Clifton.) Also on the team will be Susan Notorangelo, the First Lady of Ultra Cycling who set the women's transcontinental cycling record in 1982 and then competed in the Race Across America in 1984, 1985, 1986, and 1989, as well as becoming a bicycle race and tour promoter and co-founder of PAC Tour with her husband, Lon Haldeman.

The race was held on the original Hemet route in May of 1983, 1984, and 1985. (I competed in the May 1985 edition, placing 12th at age 18.) In search of quieter, safer roads that could accommodate direct follow support vehicles, Marino relocated the race to Arizona after that third edition. (The original race did not require crews, and any crews that attended had to leapfrog the course between time stations.)

The race was first held on the roads between Tucson and Flagstaff, Arizona, in September 1985 and the champions that year were Scott Fortner and Deb Haas. After that first Fall race in 1985, the race was held on the 540-mile Arizona route twice a year, with Spring and Fall editions, from 1986 through 1988, a total of seven races. Besides changing routes, it also changed names, to RAAM Open West. The racers knew better, though: Most came for the unique qualities and challenges of the race itself, not to qualify for RAAM, short for Race Across America. (I competed in the September, 1986 edition at age 19, placing 7th.)

Winning the women's division of the April 1987 edition of the Arizona race was Cindi Staiger. In 1988 she won the women's division of RAAM, and she's been a fixture at The 508 ever since, serving as a race official and finish line staffer every year. Cindi also completed the 1996 race in the solo tandem division in 1996 with a time of 32:58:12, then again in 2000 with a time of 35:41:00. This year, she's back in the saddle at The 508, competing as the fourth member of Team Wild Mares, taking her hard-earned place among the rest of the "founding mothers of ultracycling."

HOW DID WE GET HERE?



Chris Kostman with Cindi Staiger and her sister before embarking on the 1987 Race Across America.

So, after an impressive six-year and ten race history in Hemet and then Arizona, how did this illustrious race end up on the 508 route as we know it? Well, once again in search of quieter, safer roads, Marino relocated the race to Santa Clarita in the Spring of 1989. The Death Valley-based 508-mile route was suggested to him by Casey Patterson, who had won the women's division of the April 1986 race in Arizona and then won the 1987 Race Across America (in which I also competed, placing 9th at age 20.) Casey lived in Topanga Canyon and trained for ultracycling throughout the Mojave Desert. The 508 route was her idea and, as history has shown, it was a great idea: Thank you, Casey!

Because of Marino's relocation of the race, The 508 has been held on the world-famous Death Valley course since April of 1989. Its first men's champion was John Hughes (who won again in 1993) and its first women's champion was Patricia Raychevich, who competed in the only-held-then-once June edition in 1989.

After that first year and a half on the current route, race founder John Marino asked me to take over the race. I'd attended all but two of those first 13 races: first as a 17-year-old high school student race staffer in 1984, twice as a competitor in 1985 and 1986, four times as a crew member (for Dave Moore, Gary McIlrath and twice for Ed Levinson), and six times as a race official. To say I was enthralled with the sport would be a massive understatement: I looked up to Marino as my mentor and I loved everything about ultracycling, so I jumped at the chance to produce and

promote the race. As such, since October 1990, The 508 has been proudly directed by yours truly. Operating under the AdventureCORPS banner, I get a ton of help from an incredible race staff every year.

In 1991 I changed the name of the race to Furnace Creek 508 to aid in promoting the event worldwide and enhancing its distinct identity as something much bigger than just a RAAM qualifier. The totem system was begun in 1993, giving a new outlet for racers to identify themselves both during the 508 as well as in other races and in "real life." Over the past twenty-four years, The 508 has become recognized as the premier ultracycling race in the world and "The Toughest 48 hours in Sport."

The 508 has now been held on the Death Valley route 28 times since 1989, and a total of 2706 entrants have now competed on these fabled roads. Whether cycling legends like Team Wild Mares, or wide-eyed first-timers, all who compete this year and beyond contribute to the race's rich history and pageantry.

Chris Kostman

September 7, 2013

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

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

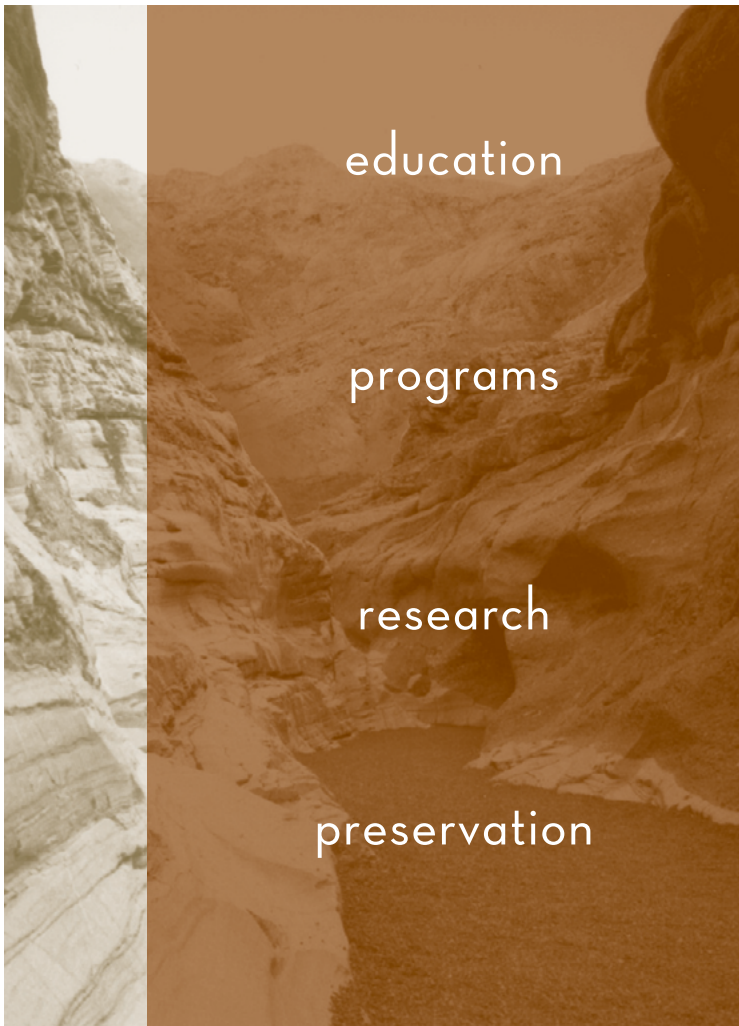
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Front Cover: 1983 champions Michael Secrest and Kitty
 Goursolle, and 2012 champions Sean Cuddihy and Seana Hogan

Inside Front Cover: Chris Kostman at age 19 at the October
 1986 proto-508 in Arizona. He's wearing John Marino's 1978
 transcontinental world record-proven Pyramid Power unit on
 his helmet. Also note the "John Is My Idol" button, Gumby
 watch, and Berkeley hippie ankle bracelet. Check out them BMX
 brake levers, too!

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



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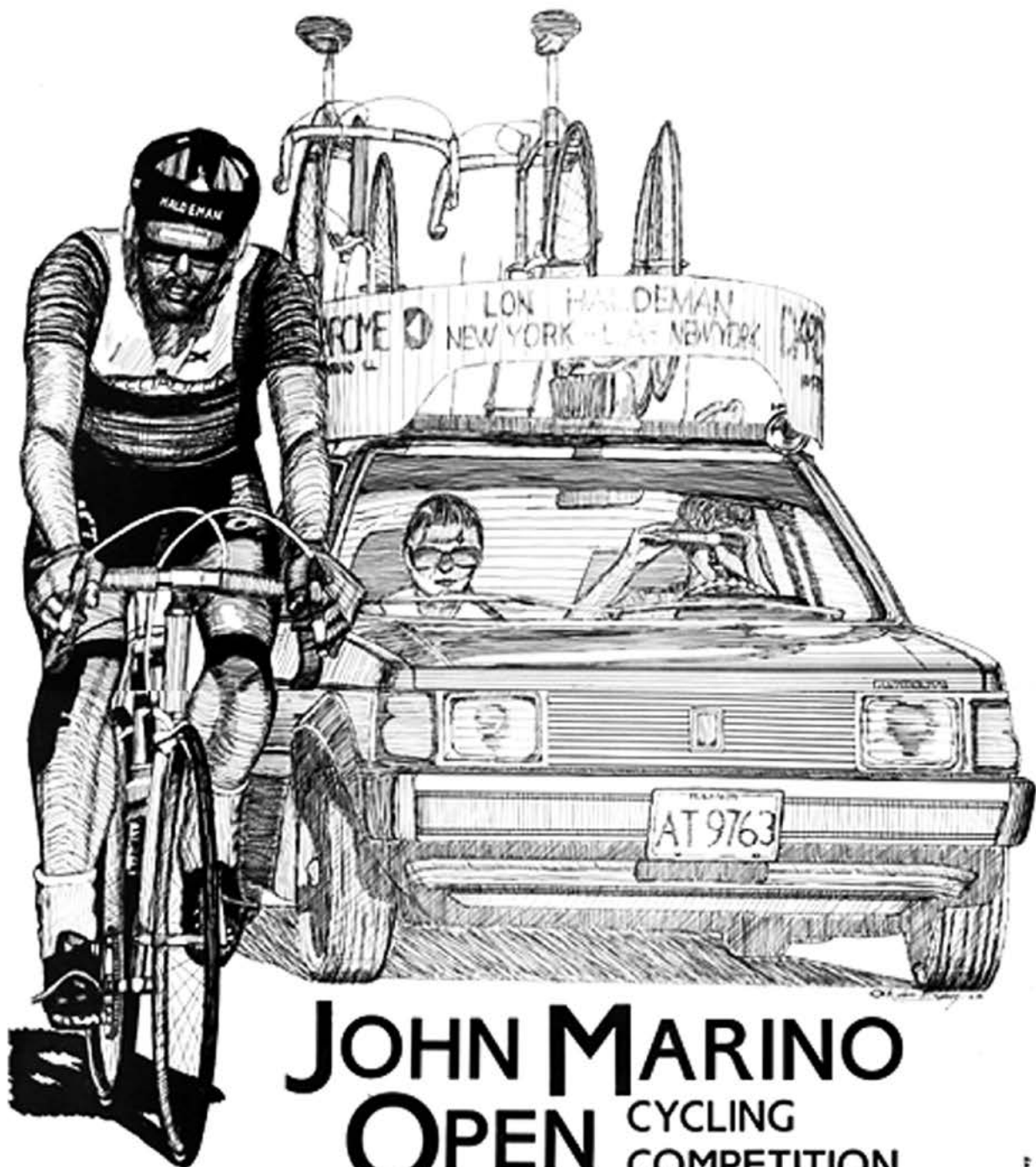


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JMO



JOHN MARINO OPEN CYCLING COMPETITION

Southern California 800 miles

May 21, 22, 23, 24

Entry Fee \$100

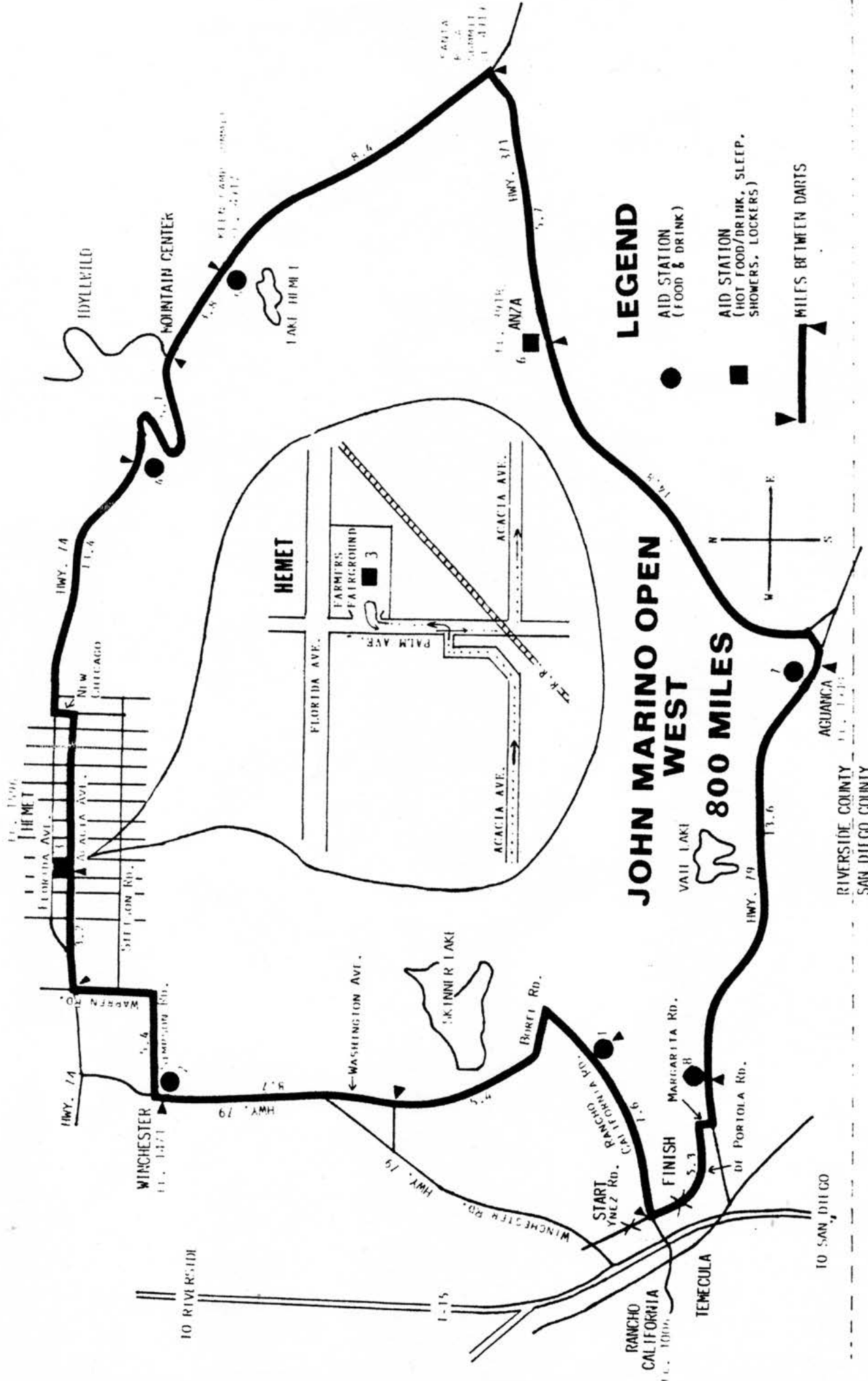
Contact

Race Across America
Suite #152
358 South Main Street
Orange, Ca. 92668
(714) 836-7856

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LEGEND

● AID STATION
(FOOD & DRINK)

■ AID STATION
(HOT FOOD/DRINK, SLEEP,
SHOWERS, LOCKERS)

▶ MILLS BETWEEN DARTS

**JOHN MARINO OPEN
WEST
800 MILES**



RIVERSIDE COUNTY
SAN DIEGO COUNTY

TO SAN DIEGO

TO RIVERSIDE

RANCHO CALIFORNIA
U.S. 1000

TEMECULA

START
YNELZ Rd.

FINISH

Di PORTOLA Rd.

MARGARITA Rd.

RANCHO CALIFORNIA Rd.

BURKEI Rd.

SKINNER LAKE

WASHINGTON AVE.

WINCHESTER
U.S. 1471

TO RIVERSIDE

WARRFN TO

U.S. 1000

HEMET

FLORIDA AVE.

ACACIA AVE.

NEW CHICAGO

U.S. 14

U.S. 1471

HEMET

FARMERS FAIRGROUND

3

FLORIDA AVE.

PALM AVE.

ACACIA AVE.

U.S. 1471

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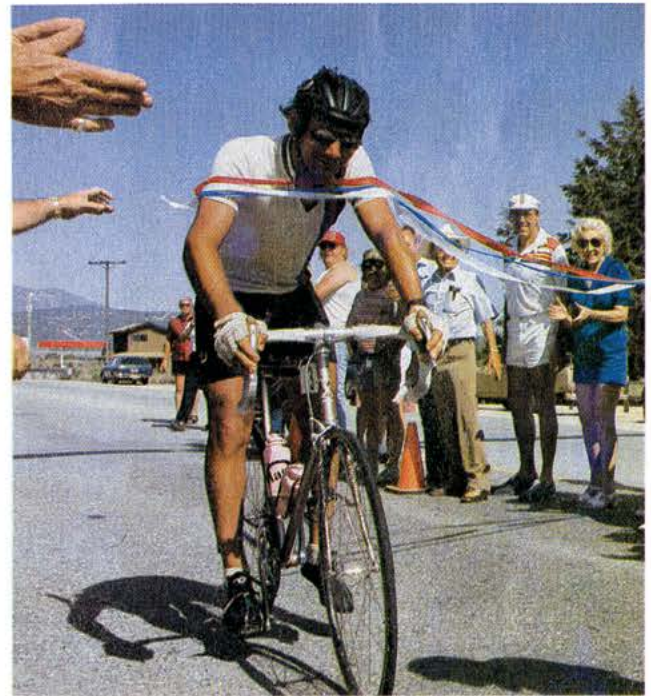
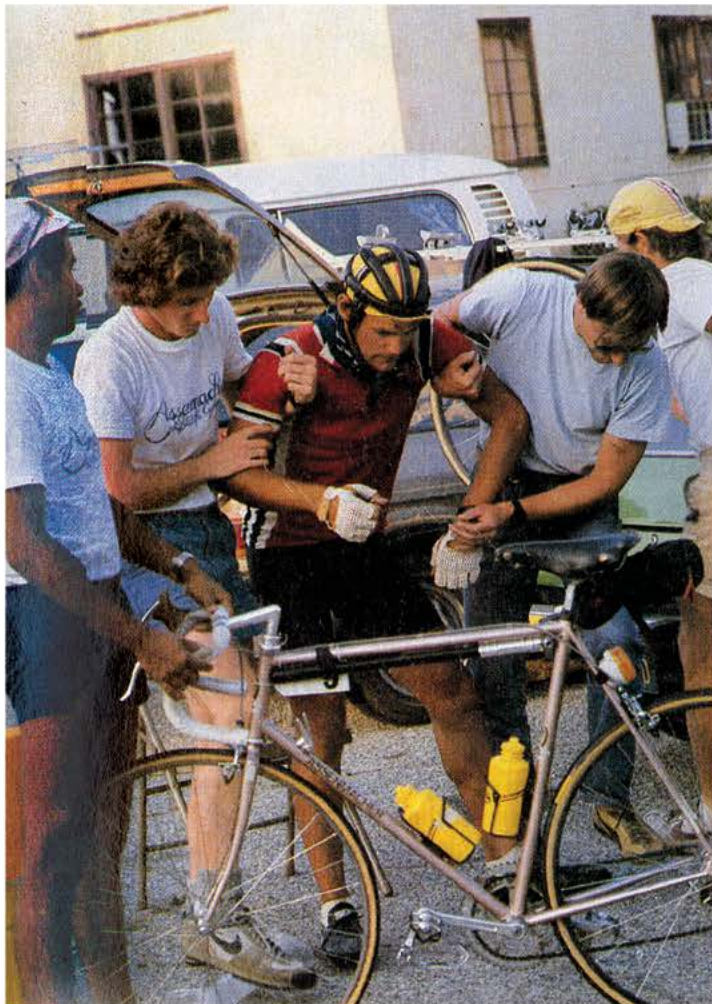
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Only the Strong Survive

The Cross-Country Challenge Continues

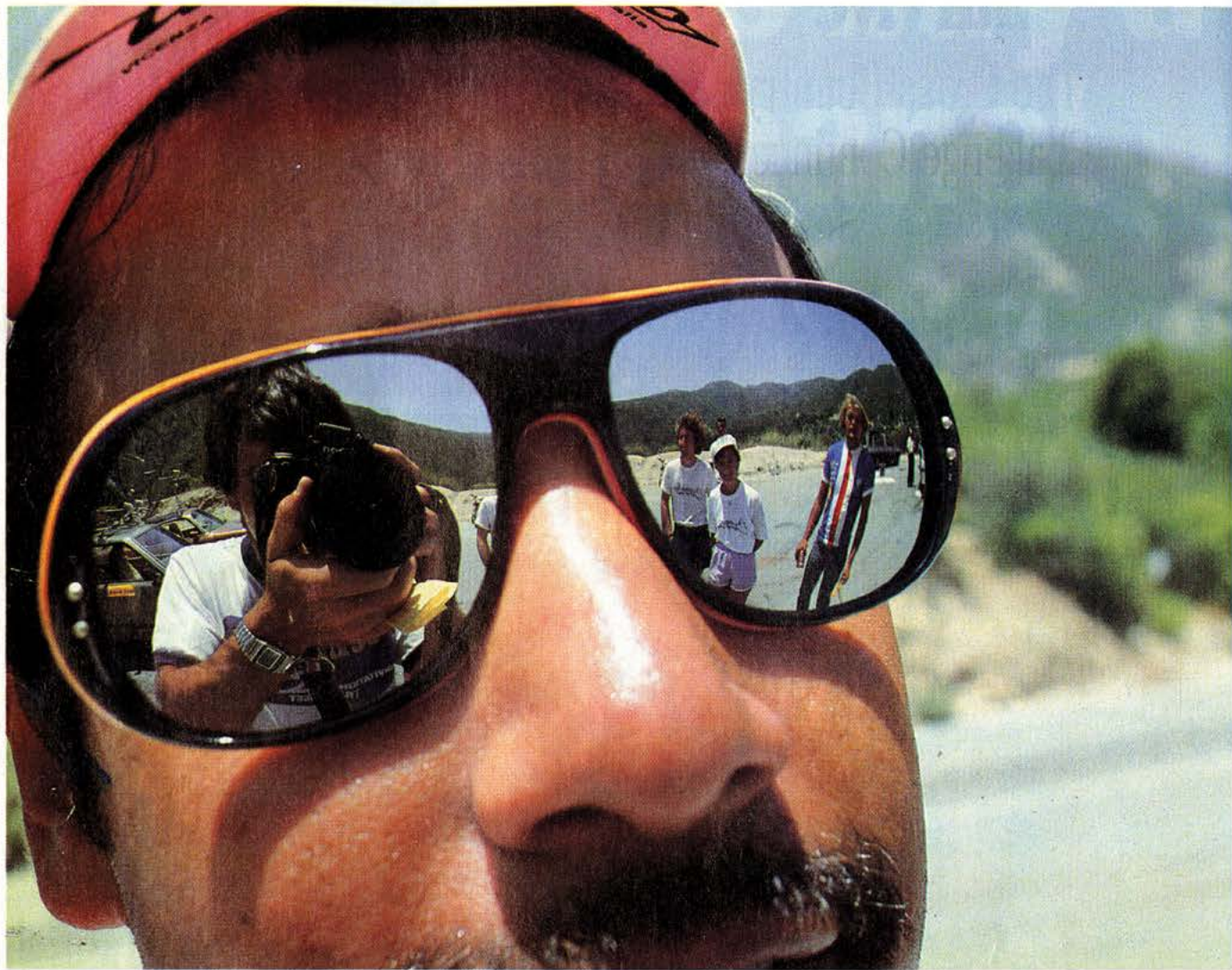
Richard Slotkin with Tracy DeCrosta

The John Marino Open (JMO), a grueling 800-mile event held just outside of Hemet, California, in May was not just another race to Michael Secret: it was a mission. In the past year, he'd given up everything, including his home in Flint, Michigan, to move to the sunnier climate of Phoenix, where he could devote every waking moment



(Top) Pete Penseyres, co-holder of the U.S. Transcontinental Tandem record, collapsed at the finish after capturing second place with a time of 55:55. Four hours later, he was still lying there. (Left) Toward the end of the race, Michael Secret's muscles were so sore and swollen that he had to be lifted back on the bike after every rest stop by his crew. (Above) Victory was sweet for the 30-year-old truck driver, Michael Secret, who had prepared for a year, and spent his life savings in the bargain, to compete in the JMO. *Richard Lee Slotkin photos.*

Only the Strong Survive



(Above) A spectator's glasses reveal the barren landscape of Hemet, California, site of the race's start. Michael Secrest's crew are also reflected. (Left) Jim Elliott was in first place when he skidded into a dog and suffered multiple bruises and severe road rash. Although he wanted to get back on his bike and continue, the medical team persuaded him otherwise.

Only the Strong Survive

to training. Logging 900 miles a week left little time for a paying job, and Secrest quickly exhausted his savings. For the 30-year-old truck driver, there was simply no choice but to win the JMO. He had too much at stake to lose.

You could pick out Secrest in the starting line right away. It wasn't so much his heavily muscled frame, as it was his expression. While the other entrants made casual conversation until the starting gun, Secrest rolled up to the line and maintained a tight, thin-lipped silence. Later, cyclists would comment on his taciturn nature, saying that he shouted at his crew and was much too tense during the long ride.

"It's probably true that I barked once in a while," Secrest admitted later. "But this was the most important race of my life. I was demanding of my crew because I'm demanding of myself."

Part of Secrest's strong competitive spirit came from a year filled with frustrations. In March, he attempted to set a new 24-hour unpaced track record at the 7-Eleven Olympic Velodrome in Los Angeles. But foul weather, including rain and hail, forced him to quit after falling four times on the slick concrete banking. That was a bitter disappointment for Secrest, who had wanted to best the current 24-hour record held by Lon Haldeman and in turn attract some big-name sponsors.

Instead, he had to set his sights on the JMO. But his attempt to train early on the 100-mile course, which includes stretches of both desert and mountains, were foiled again by the weather. As he tackled one of the JMO's steepest climbs, an ascent to an elevation of 4,900 feet, it began to snow. Secrest and the crew had to turn back.

Still, his share of bad luck didn't dampen his spirits. He continued his rugged training schedule, adding some criteriums, time trials, and even lifting weights to break the monotony of distance riding.

The threat of tough competition also spurred him on. He knew that Haldeman, who holds the U.S. transcontinental record of 9 days, 20 hours, would not be racing in the JMO. But during a training ride along the Phoenix backroads, he'd met Jim Elliott, an impressive distance rider who planned to compete in the race.

"When I saw Jim I knew I was in trouble," Secrest recalled. "He was a tough, tough competitor."

An Early Lead

"I think it's going to be an eventful race. These guys are out for blood," observed

Michael Shermer just before the 9:00 A.M. start. Shermer had finished third in the 1982 Great American Bike Race and planned, like Haldeman, to do a few laps at the JMO in training for the longer transcontinental RAAM race in August. He also wanted to survey the field: the top ten JMO finishers would automatically qualify to ride in the Race Across America (RAAM), which commences August 3 in Santa Monica, California, and ends 3,000 miles later in Atlantic City, New Jersey. Not all of the JMO entrants were interested in RAAM, however; some were participating in order to qualify for Paris-Brest-Paris, a 750-mile race which attracts some of the world's best distance cyclists to France in September.

And then there was Secrest, who just wanted to *win*. He took the lead right away. By four miles, he was already 100 yards in front of the next rider. Now, in an 800-mile race, 100 yards isn't even a lead. You could lose that just by scratching your ear. Still, at that rate, by the end of the race he'd be lapping himself!

"I really was pushing hard," Secrest admitted later. "My strategy was to go hard and fast, forcing the other riders to keep up or burn out."

Secrest's early move off the front was not just false bravado. Unmistakable in his red jersey, Secrest continued to lead into the San Bernadino National Forest and then down the mountains toward Anza, the fourth of eight checkpoints (rest stops) which dotted the 100-mile race loop. He was really smoking now, but so was everyone else. Mark Grimes of Iowa and Elliott from Phoenix, riding together, were only about a quarter-mile behind Secrest and closing. Farther back was a pack of four including Pete Penney, co-holder of the U.S. Transcontinental Tandem Record.

Coming out of Anza, Secrest's lead was a scant 12 seconds. Jim Elliott was behind and coming on very hard. About 13 seconds in back of Elliott was Grimes, also closing.

Suddenly Elliott *passed* Secrest. "I heard a whoosh! and Jim just flew by like a freight train," Secrest said later. "I figured there's no way a human being could hold that kind of pace."

A Fateful Blow

A few minutes later, Elliott sped into the rest stop in Aguanga. He was preparing to toss his water bottles and pick up fresh ones from his crew. At his approach, a small knot of people scattered, some to pick up his bottles. A dog became confused and stepped

into the road, right in front of Elliott, who was traveling about 28 mph.

He hit the dog broadside. His front wheel bounced about ten feet into the air; he flew off the seat and came down headfirst, landing on the side of his head, his neck bent flat across his shoulder. "His neck is broken!" a woman screamed. The whimpering dog limped off, and Elliott lay there moaning. His crew rushed over and he told them to see about his bike: he wanted to get back on.

Despite the commotion, Secrest flew by the rest stop unaware, intent on catching Elliott. By now the unfortunate crash victim had been moved back from the shoulder of the road, and he was beginning to assess the damage. Luckily he hadn't broken any bones, but he had severe bruises and road rash; his bike had a ruined wheel and a set of bent forks. He wouldn't be continuing.

Meanwhile Secrest pushed on. "Where is he?, he wondered. "He couldn't have got that far ahead!"

Later, John Marino pulled up in his pace car. "You're looking real good, Mike," he screamed out the window.

"Yeah, but where's Elliott?" Secrest shouted back. When he heard the news, he was hit hard by the disappointment. He didn't want to win that way, and he felt bad for the man he respected as his keenest competitor.

The Name of the Game

Attrition is the name of the game in any ultradistance event. It can take some strange forms, such as a dog, or a two-dollar part, or a tough psychological blow. Anything can happen if you give it enough time, and it usually does.

As the drama of the race unfolded, there were more casualties. Mark Grimes, who'd moved into second, had to drop out. The previous day, his father had died and finally, the grief became too much. This was disappointing for both Grimes and his fiancée, who had planned to race in Paris-Brest-Paris and then marry in France.

Dave Smith, a strong rider who showed lots of promise early in the race, eventually withdrew, his lungs burning from the smog. Jerry Felkner, from California, was sidelined by an accident: just before Aguanga, he drifted a bit too far from the shoulder and an auto caught his rear wheel. He was thrown but not badly injured.

Ironically, some riders who seemed as if they'd never have a chance did exceptionally well, Kitty Goursolle, for instance, the

Only the Strong Survive

only woman to finish in the top ten, was playful throughout the ride, pulling out a water pistol and blasting people at every rest stop. Yet, despite her relaxed attitude, she still managed to hold on to her lead, besting many of the men, particularly in the long climbs. (She would finish seventh.)

Then there was Bernie Hansen, who had flown in from Merritt Island, Florida, landed at the airport, and ridden his bike to the start at Hemet. He didn't know a soul, had no crew, no spare parts, and no tools except for a set of Allen wrenches. He didn't even have a jacket, and ended up borrowing one from somebody who dropped out on the first loop with a knee injury. He finished sixth, purely on guts and determination.

"You're going to be surprised by sleepers like Goursolle and Hansen during the RAAM," said Bob Hustwit, the race promoter. "People like this turn out for the JMO not knowing if they'll even finish. Now they know what they're capable of!"

To the Finish

Secrest finished first, of course, but not without a fight. After Elliott and Grimes dropped out, his keenest competitors were Penseyres and Bob Beeson, a big man with massive quads who hails from Indianapolis. Despite an impressive show of muscle, Beeson's size worked against him on the mountains where the lighter Secrest outraced him.

In the latter stages of the race Penseyres showed the benefit of his experience in distance riding, he closed in on Secrest several times. Still Secrest was not to be denied. He had anxious moments, but he continued to ride at a brisk pace, despite the fact that his muscles would sometimes stiffen so badly that he literally had to be lifted on his bike by his crew. Every time he was challenged, he'd pick up the pace and extend his lead to an hour or more.

Finally, at 3:49 P.M., with Hustwit holding one end of a tape provided by a local surveying team just seconds before, and the honorary mayor of Anza holding the other, Secrest crossed the finish line. His time was 54 hours, 49 minutes, and 38 seconds.

It was very emotional. He brought his bike to a halt, the tape still draped around him, and lowered his head and cried. As Hustwit went up to congratulate him, Secrest said, "C'mere, you old SOB!" and tearfully grabbed him.

For the Future

The outcome of the JMO suggests that the Race Across America (RAAM) will be more exciting than ever. Secrest, with his intense competitiveness, strength, and speed poses a strong threat to Haldeman, who thus far has held court as the champion of distance riding in this country.

At this writing, it would be hard to predict the winner. Certainly each cyclist, including the other 12 candidates, has his—or her—own strengths. Haldeman has proved himself and will profit from his experience at crossing the country quickly. In fact, in the weeks prior to RAAM, he'll be making his fourth transcontinental ride, this time on a tandem with his wife Susan Notorangelo. Moreover, he has an experienced and closely knit crew that's crossed the country several times, too. Haldeman has brute strength and, perhaps less widely acknowledged, a williness that will stand him in good stead.

Secrest's cycling experience and talent make him a strong challenger. A former Category 4 racer, he's based his training not only on distance but speed. Onlookers at the JMO were amazed how quickly he recovered after the finish; he looked positively fresh despite riding over 300 miles a day to win the race in 54 hours.

Secrest also wants to win badly. He's more intense and competitive than Haldeman. That kind of mental determination can't be discounted.

"Lon and I definitely differ in our riding styles," says Secrest. "After the JMO, he told me he'd never try to go out as hard as I did. He also said he wouldn't worry quite so much about strategy.

"I know in the upcoming race across the country that he'll (Lon) be a tough man to beat. But I'm optimistic. He's got the experience, but I'm as strong as he is." ○

1983-1985 JMO Results

Year	First	Last	State	M/F	Age	Elapsed	First	Last	State	M/F	Age	Elapsed
1983	Michael	Secrest	AZ	M	30	54:49:00	Elaine	Will	CA	M	17	56:27:00
	Pete	Penseyres	CA	M	40	55:55:00	Will	Premananda	CO	M	30	75:05:00
	Robert	Beeson	IN	M	28	57:14:00	Mike	Blue	WA	M	23	75:48:00
	William	Debeau	CA	M	46	59:14:00	Wyatt	Wood	CA	M	28	76:44:00
	Ron	Heyer	CA	M	25	59:15:00	Pat	Hines	CA	F	27	76:58:00
	Bernie	Hansen	FL	M	25	60:22:00	Booth	Hartley	CA	M	42	77:34:00
	Kitty	Goursolle	CA	F	27	63:59:00	Jim	DeGraffenreid	CA	M	22	78:06:00
	Hal	Schatz	CO	M	37	66:58:00	Gary	Verrill	WA	M	27	78:10:00
	Gary	Delnero	MO	M	26	67:53:00	Gary	1985				
	John	Silker	IL	M	31	69:08:00	Rob	Templin	CA	M	29	44:25:00
	Merlyn	Midstokke	CA	M	52	74:22:00	Steve	Khachadoorian	CA	M	25	44:46:00
	Gary	Felkner	MO	M	21	77:26:00	Wyatt	Wood	CA	M	29	49:05:00
Fitzhugh	Rollins, Jr.	CA	M	47	78:11:00	Jim	Penseyres	CA	M	37	50:56:00	
Steve	Krueger	MO	M	33	79:30:00	Rob	Kish	FL	M	30	51:05:00	
Chuck	Spencer	CA	M	55	80:24:00	Mike	Trail	WA	M	41	54:01:00	
Amy	Pauly	CA	F	26	79:53:00	Mike	Beerer	CA	M	22	54:32:00	
Bruce	Pauly	CA	M	25	79:53:00	Matt						
1984	Scott	Fortner	CA	M	17	56:27:00	Elaine	Will	CA	F	26	73:30:00
	Jim	Elliott	AZ	M	28	57:43:00	Premananda	Blue	WA	M	23	75:48:00
	Wayne	Phillips	Canada	M	34	59:05:00	Wyatt	Wood	CA	M	28	76:44:00
	Dennis	Bock	CA	M	36	59:53:00	Pat	Hines	CA	F	27	76:58:00
	Rob	Templin	CA	M	28	60:34:00	Booth	Hartley	CA	M	42	77:34:00
	Mark	Straley	CA	M	26	62:14:00	Jim	DeGraffenreid	CA	M	22	78:06:00
	Tom	Knoerzer	IL	M	20	62:25:00	Gary	Verrill	WA	M	27	78:10:00
	Mark	Bergstrom	MIN	M	20	62:51:00	Gary	1985				
	Steve	Khachadoorian	CA	M	25	63:05:00	Rob	Templin	CA	M	29	44:25:00
	Jon	Royer	IL	M	23	63:05:00	Steve	Khachadoorian	CA	M	25	44:46:00
	Steve	Krueger	MO	M	35	65:01:00	Wyatt	Wood	CA	M	29	49:05:00
	Robert	Grossman	NY	M	29	68:16:00	Jim	Penseyres	CA	M	37	50:56:00
Art	Patten	MI	M	31	72:00:00	Rob	Kish	FL	M	30	51:05:00	
Gary	Felkner	MO	M	22	73:25:35	Mike	Trail	WA	M	41	54:01:00	
Steve	Rivitt	OR	M	25	73:25:36	Matt						
Shelby	Hayden-Clifton	NC	F	24	73:29:00	Matt						
1985	Marvin	Christy	AZ	M	26	55:02:00	Marvin	Christy	AZ	M	26	55:02:00
	Tally	Chapman	SD	M	37	55:18:00	Tally	Chapman	SD	M	37	55:18:00
	Curt	Eury	CA	M	36	55:40:00	Curt	Eury	CA	M	36	55:40:00
	Jim	Meskimen	CA	M	41	55:43:00	Jim	Meskimen	CA	M	41	55:43:00
	Shelby	Hayden-Clifton	NC	F	25	55:45:00	Shelby	Hayden-Clifton	NC	F	25	55:45:00
	Jim	DeGraffenreid	CA	M	23	56:44:00	Jim	DeGraffenreid	CA	M	23	56:44:00
	Chris	Kostman	CA	M	18	56:44:00	Chris	Kostman	CA	M	18	56:44:00
	Jack	Lundquist	CA	M	18	61:42:00	Jack	Lundquist	CA	M	18	61:42:00
	Mark	Straley	CA	M	27	63:59:00	Mark	Straley	CA	M	27	63:59:00
	Bill	Weston	CA	M	27	64:35:00	Bill	Weston	CA	M	27	64:35:00
	Danny	Quick	Canada	M	27	65:17:00	Danny	Quick	Canada	M	27	65:17:00
	Russell	DeFields	WA	M	27	67:42:00	Russell	DeFields	WA	M	27	67:42:00
Danny	Wesolowski	CA	M	27	68:08:00	Danny	Wesolowski	CA	M	27	68:08:00	
David	Hunter-Inman	CA	M	27	69:21:00	David	Hunter-Inman	CA	M	27	69:21:00	
Jim	Watrous	CA	M	47	69:50:00	Jim	Watrous	CA	M	47	69:50:00	
David	Kiefer	OH	M	47	73:10:00	David	Kiefer	OH	M	47	73:10:00	

Chain Gang on the Road

Bicycle racers attempt 540 miles over weekend

By **CAROL SOWERS**
Arizona Republic Staff
April 27, 1986

PUNKIN CENTER – Inside the crowded Punkin Center Saloon on Saturday night, patrons danced to the music of Far West.

“Someone’s going to get hurt before you’re through,” the lead singer crooned.

For the past 1 hours, the ultramarathoners on the dark road that runs past the saloon had been listening to their own music – the silvery song of their bicycle chains lifting them toward Roosevelt Lake.

It was 9 p.m. Inside the saloon, a woman smoothing a crumpled \$5 bill wasn’t aware that Punkin Center was along the route of a 540-mile bicycle race, practically non-stop, from Tucson to Flagstaff and back to Tucson.

With an “isn’t that nice” look, she said, “I guess we’re just oblivious to everything on the outside.”

The bicyclists pushing past Punkin Center were wrapped up in their own steely oblivion, calling up the demons that would keep some of them on their bicycles through two sunrises. The last riders were expected at the Catalina Park finish line

today at 6 a.m., nearly 12 hours after the winners.

Georges Helaouet, a gnomish 58-year-old French-Canadian, was leading by late Sunday afternoon, only a few hours from the finish line. The oldest competitor, he had sprinted past 27-year-old Eric Clifton on Greensboro, NC, at the halfway point at 4:12 a.m. Sunday.

Casey Patterson, 42, a mountain bike tour guide from Topanga, California was leading the four-member women’s division, riding eighth overall. She reached Flagstaff at 8 a.m., four hours behind Helaouet.

The race is sponsored by ultramarathon bicyclist John Marino to qualify riders for the televised, nine-day Race Across America in July. The 37 men and 4 women in the Arizona race left the foothills of the Catalina Mountains at 11 a.m. Saturday, heading for a sweeping, backroads trips from southern to northern Arizona.

Studded with merciless mountains, the course took them along the Pinal Pioneer Parkway through Florence, to Top of the World near Globe, past Roosevelt Lake to Punkin Center, onto the Beeline Highway to Payson, up to the Mogollon Rim past Pine and Strawberry and onto the Mormon Lake road past

Happy Jack and Clint’s Well to Flagstaff.

And back again.

Dousing themselves with water in the deserts, the weary lead riders were chilled by 23-degree temperatures when they reached Flagstaff. Early in the race, a playful tailwind hurried riders along the parkway to Florence.

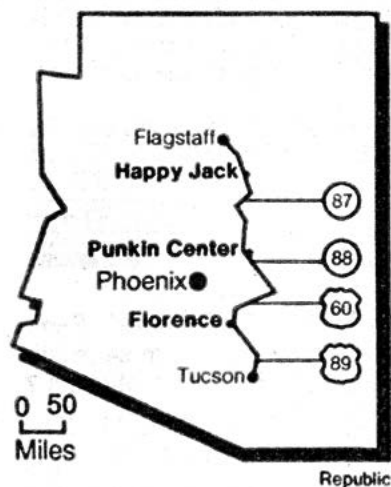
The bicyclists admit that what they do with flirts with insanity.

But in the mountainous mining country between Globe and Superior, the wind whipped up devilish gusts, muscling through the canyons at 35 mph.

Emerging from the Queen Creek Tunnel on U.S. 60 near Superior, Patterson, who weighs only 100 pounds, fought to keep her bike upright.

“This wind is about to blow me away,” she said.

At one of the two checkpoints where dismounted and ate, they rubbed balm on wind-dried lips and kneaded tight muscles.



Sixteen-year-old Kevin Hugins of Durango, CO, the youngest rider, pulled into the 136-mile checkpoint near Roosevelt Dam at 3:30 p.m. Saturday. Wincing as a crew member pulled off his stiff bicycling shoes, Hugins said, "Everything is OK but my feet."

At that same checkpoint about four hours behind Hugins, 35-year-old Peggy Badlato of Fort Worth, Texas, stood under the glare of a flashlight and forced down noodle soup at her husband's insistence. "I'm eating as fast as I can," she told her husband, Steve Bales.

A veteran of a 540-mile ride across Missouri two years ago, she was calmer than her crew.

Unlike some riders, Badlato said, she sleeps when she can longer fight fatigue. Between bites of noodles, she said exhaustion brings depression, tears, fear, and hallucinations. "She's seen elephants and giraffes," a crew member said in a Texas twang.

"But that won't happen this time because I've got my crew behind me," Badlato said as she snapped her cleats into her pedals and resumed the race.

Ultramarathon bicycling stretches friendship and tests family ties. Each rider must have a two- to four-member crew to carry spare bicycle parts and provide food and encouragement.

Biting on a pipe, Bob Schilling piloted an unsteady Dodge camper as crew member for 47-year-old Jim Watrous of Riverside, California. It costs about \$1,700 to outfit a crew and buy supplies, Schilling said, "and none of these riders have sponsors." Some crew vehicles are trendy vans with rows of lights needed to illuminate dark roads for riders at night. Other vehicles are battered cars with only headlights to light the way.

There is no prize money for the winners and no wages for the crews.

"We do it for the love of the sport," Schilling said.

George Bogdan and his wife traveled to Arizona from Seattle to serve as crew for their 24-year-old son, Dave.

Dave Bogdan, who finished 14th in last year's race, rides a fold-up, 17-inch-wheel bike, nearly 10 inches smaller than other racing bikes.

"He knows that if you're not going to win," you have to do something that attracts a little attention," his father said.

Dave Bogdan dropped out of the race Saturday after 136 miles due to heat prostration.

Phil Chavez, father of John Chavez, 26, of Albuquerque, NM, told his son he wouldn't be part of such lunacy. "I told him I didn't want to be around anyone so crazy," the senior Chavez said. He showed up, anyway, waiting for his son at the 136-mile checkpoint.

The bicyclists admit that what they do with flirts with insanity.

Robert Fourney, a 28-year-old draftsman from Evergreen, Colorado, had ridden the course alone two weeks ago, logging some of the 1,000 miles he bicycles each week.

"Why do I do it" Because I'm crazier than hell," he said.

Ralph Bailey, 41, a Mesa grocery clerk and the only Arizonan in the race, was one of 16 who had dropped out Sunday because of exhaustion, heat prostration, or stomach cramps.

Although he was 10 hours behind the leaders on Saturday night, he had vowed to finish.

He lasted until 12:45 p.m. Sunday, when he crawled off his bike near Pine, too tired to go on.

Only top finishers of the race, according to a complex formula based on their times, would qualify for the Race Across America. That hadn't been Bailey's goal.

"I just entered this one for the heck of it," he said.



Notorangelo **Staiger**
Mariolle **Goursolle**

Hats Off For Team Wild Mares

By Chris Kostman

As we celebrate the 30th anniversary of our race this year, we are particularly honored and delighted to have a very special team of four women competing in the 2013 Furnace Creek 508, Team Wild Mares. These four legendary women were an important, intrinsic part of the birth and growth of the sport of ultra cycling and to all of them is owed a tremendous debt of gratitude and respect.

The first member of the team is, quite necessarily, Susan Notorangelo, the First Lady of Ultra Cycling. The ultimate pioneer and role model, she set the women's transcontinental cycling record in 1982, married ultra cycling legend Lon Haldeman and set transcontinental tandem records with him, and competed in the Race Across America in 1984, 1985, 1986, and 1989. She also became a very well known bicycle race and tour promoter

as co-founder, with Lon, of PAC Tour cycling tours and events. As a teenage ultra cycling enthusiast, I had the good fortune to hang out with Susan, Lon, and their support crews before those early RAAMs. Susan inspired me equally with her cycling prowess and mental tenacity, as well as with her attention to detail and strong leadership qualities.

Second on the team is Kitty Goursolle. She was the women's winner of the 800-mile John Marino Open (JMO) in 1983, the progenitor of Furnace Creek 508, and was the first woman to compete in the Race Across America, also in 1983. A veteran of countless Paris-Brest-Paris rides and other brevets and ultra cycling events since then, she has been a very low-key, but remarkably consistent, participant in our sport for 30 years. Amazingly, I didn't finally meet Kitty until she competed in our Death Valley Double Century in October, 2006!

Third on the team is Elaine Mariolle, the women's runner-up at the 1984 John Marino Open (just one minute behind the lead woman.) She would go on to compete in the Race Across America in 1984, 1985, and 1986, winning and setting a new transcontinental record in her final attempt. On a personal note, I had the pleasure of witnessing her exhilarating finish at the 1984 JMO. A year later, when I finished the race, she was at the awards banquet and gave me her business card after I told her I would be going off to college in Berkeley, her hometown, that fall. We became friends immediately. The year after that I led her onto the Atlantic City Boardwalk as she broke Notorangelo's trans-America record, and four years after that, Elaine was on a support crew at the very first Furnace Creek 508 which I directed, in 1990.

The fourth and anchor member of Team Wild Mares is Cindi Staiger, who joined the stream of 508 history during its Arizona era: She was the women's champion of the April 1987 edition of that 540-mile proto-508 race. The following summer, in 1988, she won the women's division of RAAM, cementing her stature among the female ultra cycling greats. Cindi has been a fixture at The 508 and its Death Valley-based route ever since, serving as a race official and finish line staffer every year, plus racing and winning the solo tandem division twice. If you've ever finished The 508, you've met Cindi at the finish line, as she congratulates you for your accomplishment, while helping me stay awake and on top of all the race details throughout the night. She's been my anchor at this race for as long as I can remember.

On behalf of everyone at The 508 this year, we thank Team Wild Mares for their remarkable contributions to the sport and wish them a safe and smooth race this year!

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SUSAN NOTORANGELO

Across America in Ten Days

By Cheri Wolpert, fall 1985



What a difference a year can make. No one knows that better than Susan Notorangelo, whose Race Across American (RAAM) last year was a disaster. Her support motorhome broke down before the race ever began; then one of her crew members accidentally drove it into the house where she was staying. Notorangelo showed up at the starting line overweight and undertrained, with an inexperienced crew that had problems adjusting to life on the road. Race rules stipulated that by the time the leader crossed the Mississippi River, riders had 36 hours to reach that point or be disqualified. Hopelessly behind, Notorangelo was battling fierce headwinds in Kansas when the race leader made the river crossing. To add insult to injury, the leader was her husband, Lon Haldeman.

In 1985, Notorangelo, 31, assembled an experienced crew and felt prepared not only to finish the race, but to win.

And when she did. She completed the 3,120-mile race in just 10 days, 14 hours, 25 minutes, smashing her own previous transcontinental record by more than 24 hours and finishing fourth overall, only 36 hours behind

Jonathan Boyer, the men's winner. She averaged 17 miles per hour. Only six other people, all of them men, have ever bicycled across the country faster.

"One of the most exciting parts of the race is riding from ocean to ocean across all the terrain, across the curvature of the earth," says Notorangelo. "You can watch the palm trees disappear, then ride into the desert and see the sagebrush and cactus appear. In the higher elevations of Colorado, you can smell the pine trees, and in the Midwest, you can smell the corn. It's not like riding along in a car with the air conditioning going and the radio blasting."

Yet even after all that speedy pedaling, Notorangelo couldn't quite acknowledge her accomplishment. "After the race I was standing around thinking, 'Am I an athlete now?' I don't feel like an athlete. I had watched Lon Haldeman cross the country in 10 day, 23 hours a couple of years ago, and I had no doubt in my mind that he was an athlete. But me? Athletes are people like Mary Decker, who run like crazy."

Notorangelo estimates she has cycled 75,000 miles in the five years she's been riding a bike. That's 15,000 miles a year – more than most of us drive in a year. Last spring, she and Lon rode from St. Louis, Missouri, to Des Moines, Iowa to Columbus, Ohio. "That was a 1,600-mile training ride," she says. "We rode 150 miles a day." This from a woman who doesn't feel like an athlete.

Notorangelo played volleyball and ruby in high school and college, but it wasn't until after she graduated from nursing school and worked at the medical clinic in Yosemite National Park that she discovered cycling. "My little Schwinn and I would ride 17 miles around Yosemite Valley, and that's as far as I ever went."

Moving back to her hometown of St. Louis to study accounting, Notorangelo began bicycle commuting in 1980. Bike shop owner Fritz Miericke (who was to become her crew chief in 1985) invited her to go on a group bike ride, and soon afterward she entered the Bicycle Across Missouri, a 540-mile race across the state. She was the first woman to finish. Applauding her performance, Lon Haldeman dropped Notorangelo a note of encouragement. Their correspondence led to her becoming a crew member on Lon's double transcontinental, and their romance bloomed soon afterward.

Where does she go from here? Notorangelo intends to race across the country again next summer, and she'd like to go to Alaska some time soon. Meanwhile, she says that she and Lon have been trying to see a movie since last December. And she is planning to have children by the time she's 35. "It would be a shame to waste Lon's genes," she says with a smile. She pauses a moment and adds "... and my own."

• 508

Taking Care of Business

By Susan Notorangelo, fall 1985

In 1979, at the wonderful age of 27, I returned to college to pursue a business degree. Being budget-minded, I thought cycling the 5 miles to and from class at the University of Missouri would save money in addition to keeping me fit. Although I had never been one for athletics (weekend backpacking, Sunday rugby games, and weightlifting was the extent of it), my German ancestry had given me a strong constitution, and the commute wasn't too difficult.

During that fall semester, I began to meet other cyclists. Having never ridden more than 17 miles, I listened to their stories of century riders and TOSRV's with mixed emotion. "Why would anyone ride 100 miles on a bicycle?" I asked myself. Now, when my husband Lon Haldeman and I give presentations to local cycling clubs, I find myself being asked, "Why do you ride 3,000 miles without sleep?"

Finding a Niche

My rise from novice cyclist to women's transcontinental record holder took less than 10 months, largely because fate placed me in the company of a Missouri bike shop owner named Fritz Miericke and my future spouse, Lon.

It was Fritz who first encouraged me to ride the 1980 Bicycle Across Missouri, a 3-day, 540-mile test of endurance. With his help, I trained throughout the summer, logging 800 miles and completing my first century in 12 hours. At the same time in northern Illinois, Lon was preparing for the race, and it was his presence at the starting line, along with that of other top racers, that intimidated the novices like myself. I can still remember the dusting they gave me.

And so, from the passenger seat of a Dodge Omni, I completed my first transcontinental ride. At some point during that crossing, I thought I'd found my niche in life – helping another cyclist (an athlete) race across the country. But when Lon wasn't working too hard, he'd often chatter about a woman setting a transcontinental record. The woman who could do it, he'd say, was me.

"Huh?" I replied, cranking the window back up and switching on the air conditioning. "I'd rather ride in the car. It's too hot out there."

Nevertheless, only 2 days after Lon set his record, I was training for a transcontinental crossing of my own. In retrospect, it was probably unfair to have someone like Lon as a role model. He never complained or appeared to suffer. In fact, he actually seemed to have fun riding across the country – traveling from one McDonald's to the next, eating burgers and shakes. It was my idea of a good time.

A month later I cross the country in 11 days, 16 hours, and 15 minutes, breaking the previous record by nearly 3 days. It seemed I finally had my life together – a few cycling records, a new job with an accounting firm in St. Louis, and a solid future. But with Lon living more than 300 miles away, I thought we'd have to part company. Fortunately for me, but unfortunately for my accounting firm, he popped the question. It wasn't your normal proposal, though. Acceptance was contingent upon us doing a tandem transcontinental ride for our honeymoon.

Well, what's 10 days of suffering for a lifetime of love? I agreed, left the job I'd gone back to school for, and married Lon in May, 1983. Since then we've been full-time professional cyclists. Training and planning for the annual Race Across America (RAAM) takes up most of our time (I'll ride about 25,000 miles this year), but in the off-season we do manage to visit the various bicycle trade shows and conduct lectures on ultramarathoning at cycling clubs across the country. As a result, I believe I've developed more skills than if I had stayed in accounting – talents such as typing, interviewing, communicating, and managing money. With both of us riding RAAM, we have a serious budget to meet each year, and my days are often filled with contacting potential sponsors. Even my social life revolves around cycling. But I wouldn't have it any other way.



The Greatest Challenge

Since 1982, when I first went from ocean to ocean, the number of women in ultramarathon cycling has steadily increased. Crossing the country on singles and tandems, we have opened a new avenue in sports for women.

While preparing for my first transcontinental ride, I remember searching through magazines and record books for that hero or role model psychologists say is so important. The person I eventually found was Eileen Sheridan of the United Kingdom, who raced in the early 1950s and set many long distance records. She became my hero. In fact, I still look toward her accomplishments for strength and mental discipline during events like the RAAM. In September, I'll even attempt to break one of her long-standing records – England's 871-mile "End-to-End" which she did in 2 days, 11 hours. It promises to be my greatest challenge.

Today, women cyclists no longer have to search as hard for heroes or role models. My development as a cyclist is dependent upon the level of my competition, and it has been steadily increasing since the early 1980s when I was virtually alone among men. In 1983, for instance, during the 750-mile Paris-Brest-Paris race, I was challenged and almost beaten by a French woman. This near defeat placed a huge hunk of humility in my heart and caused me to become a truly competitive cyclist.

Shelby Hayden-Clifton, Elaine Mariolle, and I comprised the entire women's field for RAAM '85, but we each enabled the others to do their best. Shelby rode more than 1,000 miles the first three days; Elaine dropped three full days from her personal best; and I set a women's record of 10 days and 14 hours. Shelby, Elaine, and I pushed through our limits so that other women would be able to dream and attempt the long distance. You can bet that in RAAM '86, we'll all be striving for that 9-day barrier.

• 508

KITTY GOURSOLLE

Then and Now



Your First JMO (proto-508) Appearance:

1983, Hemet, CA 764 miles, 64 hours, 7th place.

Age and Home Town Then:

27, Sacramento, Ca

Age and Home Town Now:

58, San Ramon, Ca

What do you remember from 1983 about...?

The route:

A repeated 100-mile loop from Hemet up the San Jacintos, passing through Mountain Center, Anza, Temecula and back to Hemet. There was about 5000 feet of climbing for every 100 miles. We had about 39,000 feet for the whole ride. Every so often, there would be a rest stop with hot food and drinks staffed by volunteers.

The competition:

My coach told me to ride MY pace from the very beginning and to let everybody go. I was not going to get sucked into a "race" mentality in the first 50 miles! I never saw any other riders after the first 200 miles or so, until Mike Secrest lapped me on his last lap. Being a female rider took all the "pressure" off of me as well. After a while, I was told that I was the only solo woman rider still going around the course.



The adventure and the challenge:

It was a new adventure to attempt the longest ride in my life, and a challenge to stay awake the entire time, which I did. Because the rules did not allow for a support team following in a car, I was alone for many hours at a time in remote country. We didn't have cell phones in '83.

The surprises:

What happened to my mind after staying awake for so many hours really was classic: I was seeing and hearing things that were not real. Despite that, my body kept on going, as if it was on auto-pilot, while my mind was off in "la la land." It was pretty amazing that I could ride a bike that had been "melting on the pavement" a minute earlier!

The aftermath:

Physically, I was mostly OK, although I remember my knees felt wrecked right after the ride ended. My toenails came off both big toes. It was a sweet feeling to have finished the ride.

What major races did you compete in subsequently?

RAAM '83. and much later Paris Brest Paris in '07 and '11. I raced in and won the women's division of the California Triple Crown Stage race in '05 and '07. I took up randonneuring and double centuries in '05 and have completed 50 doubles

in California, for the California Triple Crown "Hall Of Fame," and have ridden over 40,000 kilometers in Randonneurs USA rides, earning their "Mondial" award. I have seven 1200k rides to my credit since '06, riding these in Washington, California, Alaska, Canada, and France. Incidentally, in 1988, I raced in Eppie's Great Race in Sacramento (World's Oldest Triathlon), a run - bike - kayak race, where I won the iron-woman's division and set a record that still stands today after 25 years.

Where else has cycling taken you?

For me, cycling has been just for fun, and it has kept me feeling young and fit even though I'm 58. I try to use my bike whenever I can for errands and commuting to work. I've seen a lot of country, and best of all, I've made many friends from all around.

What will it mean to you to compete in The 508 this year?

It will be an honor to join up with a group of women that I have always admired greatly. I'm looking forward to both riding my two stages of the relay and supporting my teammates while they are riding. We are going to have some great conversations along the way. We have a lot of catching up to do!

• 508

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ELAINE MARIOLLE

Then and Now



Your First JMO (proto-508) Appearance:

1984, Hemet, CA 764 miles, 73 hours, 19th place; 2nd female.

Age and Home Town Then:

27, Berkeley, Ca

Age and Home Town Now:

56 years, Tucson, Az

What do you remember from your first ultra cycling race, In 1984?

- 1) Lon Haldeman rolled up next to me for a short ride. I had a "Marino Cup" on my handlebars with cold carrot sticks inside. I offered one to Lon, he accepted and said "Wow, these are ice cold!" I was delighted to ride with Lon.
- 2) Later in the race I was climbing the mountain and was lapped by Susan Notorangelo (each of the 7 or 8 laps was 100 miles; Susan was riding unofficially). Can't remember if the race was 700 or 800 miles but it was looong. The bike lights weren't great back then. I had a motorcycle battery affixed to the down tube: Good light, but heavy!

- 3) Shelby Hayden-Clifton and I finished in a downhill sprint. Shelby won.

What was the aftermath?

Since I qualified for RAAM I went ahead to race my first RAAM in 1984. I had only been riding one year. I finished in about 14 days. When I arrived at the Atlantic City boardwalk there was no one there. The Atlantic City Firefighters were running a dunk tank to raise money. I did a stint in the tank. It felt good.

After riding my first RAAM I looked out at the Atlantic Ocean and decided to overhaul my systems with the desire to win the race someday.

In 1985 I raced again. Susan won in record time and all the women finished officially. I took two days off my time, but I never made contact with the front of the women's race.

In 1986, I won RAAM (women's) in 10 days, 2 hours, and 4 minutes in a new record time on the same route as the 1985 race. It felt great to win the same year as Pete Penseyres won the men's race.

I am most proud of my ability to transform myself, physically and emotionally. This quality has come in handy with many other challenges in life.

What major races did you compete in subsequently?

I did many different kinds of races: USCF races on Apple Computer Team (Ore-Ida Women's Challenge was a highlight); HPV 1987 or 88 from SF to LA; Iditabike in Alaska; Great Australian Bike Adventure (clear across the outback of OZ); 2nd Place Paris-Brest-Paris (1991).

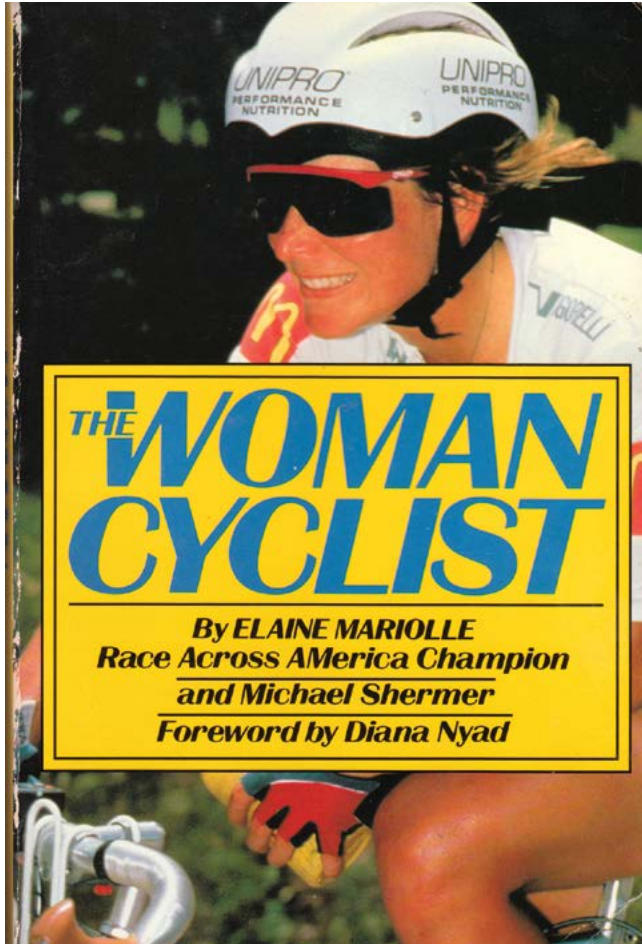
Where else has cycling taken you since then?

I wrote The Woman Cyclist (with Michael Shermer as co-author), was the cycling columnist for the San Francisco Chronicle (2-3 years); freelance writer (still).

Crew chief for Motorola 50+ Women's Team in the 1996 Team RAAM.

Interesting Adventures: Moscow to St. Petersburg (1989; we then hosted the Russian riders in California in 1990); Route 66 with PAC Tour; Cape Town to Johannesburg, South Africa (lead the tour - through Lesotho and Swaziland and the Kruger National Park); On-road coordinator for League of American Wheelmen (now League of American Bicyclists) for 8 weeks from Los Angeles to Boston, and also 3 weeks from Portland, Maine to Orlando, Florida.

In recent years I've worked on youth cycling programs in Nogales, AZ and the last two years in Tucson, AZ. It is a pleasure to help the next generation of bicyclists.



I am dedicated this 508 to raising funds for our Wakefield Knight Riders youth cycling club. We have bikes and instructors through the Pima County bike ambassadors, but we need extra funds for bike repair and our fall and spring overnight bike and hike trips. We ride right from the school in South Tucson, 22 miles to Catalina State Park in northwest Tucson area. Most of the kids have never been to this wonderful park, nor have camped overnight.

I hope to raise \$1,000 (or more) for camp expenses and bike repairs for kids' bikes. People can donate to our Wakefield youth cycling program by writing a check to the **Greater Arizona Bicycling Association** (write Wakefield youth cycling on the Memo line). GABA is a nonprofit so the contributions are tax deductible. Send the checks to me at:

Elaine Mariolle
Perimeter Bicycling
2609 E. Broadway Blvd
Tucson, AZ 85716 USA

I will give them to **GABA** to deposit and will make sure folks who donate get a tax-deductible contribution letter. **GABA** has handled our previous donation really well in a restricted

account. 100% of the donations will go to our camping trip and other special activities fund. It would be helpful to alert me that a check is coming by sending me an email, too: emariolle@me.com

Thank you!

What will it mean to you to compete in The 508 this year?

I am honored and delighted to be honored this year. I have great admiration and affection for the other women on the team.

I met Kitty in 1983, the first summer I began cycling. I read about her in California Bicyclist and called her up to give her a donation. I was also riding the Markeleville Death Ride and Kitty invited me to ride with her and to attend her pre-RAAM party in Sacramento. Kitty had the Great American Bike Race playing on a TV and I was transfixed. It was my first exposure to RAAM. I was determined to give it a try the next year.

Susan and I go way back to racing RAAM, PAC Tour, training rides, and visits when she and Lon come out to Tucson every year for their Desert Camp. I can't wait to team up with her!

I met Cindi when she was racing RAAM out of the San Francisco Bay Area in 1988. I rode with all the women in the race as they crossed the basin and range in Nevada.

I always referred to my bike as my "trusty steed". In recent years I've taken up horse riding, especially trial riding. So the totem Cindi came up with for us ~ the Wild Mares ~ has special resonance.

Thanks, Chris, for thinking of us! Can't wait to ride with everyone.

- 508

CINDI STAIGER

She Rides In Cycles:

Cindi Staiger Had Miles and Miles to Go Before She Slept

By Robin Norwood, LA Times, July 1988



Just more than three weeks ago, Cindi Staiger's days consisted of almost nothing but pedaling. Her nights, too, were filled with pedaling, not sleep.

In Utah, she rode smack through a thunderstorm, battling headwinds that were relieved only by crosswinds. In Colorado, she climbed to 11,307 feet, crossing the Rocky Mountains in freezing temperatures at Berthoud Pass. In Kansas, she outraced combines in 115-degree heat.

And in Washington, D.C., she was the first woman to cross the finish line.

Staiger, who lives in Long Beach, completed the 3,100-mile Race Across America from San Francisco to Washington in 12 days 3 hours 55 minutes, and was one of only three

women to finish. In all, only 14 of the 43 riders who began the race finished, led by the men's winner, Franz Spilauder of Austria, whose time of 9 days 7 hours 9 minutes set a record for the crossing.

Staiger, 36, isn't spending much time on her bicycle these days, and it's little wonder. She climbs on it for the photographers who come around, and she takes occasional short rides--that's 25 to 50 miles, for her.

But it's more a time to look at the scrapbook her nine-member crew kept for her, to thank those who helped sponsor her and to reflect on what she has accomplished.

Her progress toward winning one of the more grueling events in sports has been dramatic.

It has been only about two years since she rode her first century--a 100-mile ride.

She started last year's Race Across America, but had to drop out at 1,134 miles--because her crew gave up at 800 miles.

This year was different. She carefully chose the support crew that would follow her in a van, urging her on and taking care of all the details to keep her going.

And she set out to win. Staiger, who works in electrical sales for a Rosemead agency, rode 500-600 miles a week in training for the race.

On the first day of the race, she rode 346 miles, earning the women's leader jersey. She averaged more than 250 miles a day, and she kept the jersey every day.

As if the physical exertion of a cross-country race were not enough, these racers increase the toll on their bodies by largely forgoing sleep.

Staiger, like other riders, rode 20 or 21 hours a day. She would ride well into the night, stopping at 3 or 4 a.m., only to be back on the bike before dawn.





Such a lack of sleep often causes hallucinations, but Staiger said she experienced “just normal stuff” - a cactus by the side of the road would seem to be a person, for instance. But she depended on a diet of 8,500 to 10,000 calories a day to keep her going, and she believes she stayed remarkably alert.

And when she arrived in Washington a bit more than 3,100 miles and only two flat tires after starting from the Golden Gate Bridge, she said she felt “really tired, but I really felt quite healthy. I had no major difficulties physically going across.”

But the physical demands of the race are only part of it.

Staiger believes the race is “90% mental,” a claim that most cyclists would be hard-pressed to believe.

It is, no doubt, a lonely race. The riders separate on the first day, and even if they find themselves near each other on the route, they are only permitted to ride together for 15 minutes a day.

“The whole goal in this race is individual accomplishment,” Staiger said. “There’s no drafting allowed on another rider or on a vehicle.”

There is plenty of time - too much time - to think.

“You start daydreaming,” Staiger said. “I thought about a whole lot of things. A lot of times I just thought about the road. You think about it. You think about what you’re doing. You focus on riding, and after a while your mind starts to wander to other things, but you’re still focused.”

But it is a long race, and there are times when the goal does not seem reachable.

“You see the road right off into the sky,” Staiger said. “You think you’re going to hit those mountains any minute, and you ride 20 miles and you’re not there, and you ride another 20 miles and they’re still off there in the distance.”

Staiger said she was never deterred.

“There was never a point where I wanted to quit. Never. There was a point where I questioned what we were all doing, but only kidding around... I’ve always been very determined. My dad always told me I was stubborn as hell. If somebody tries to say I can’t do something, I’ll go do it.”

One of the most difficult segments was the last 1,000 miles. Staiger knew she was close.

“In this race, when it gets down to three digits--when it gets down to 999--that’s the homestretch.”

And the last 100 miles were even tougher.

Although there are flatter routes into Washington, the route designer chose one with lots of short, steep hills. Up and down, again and again.

“You think, the last 100 miles, you’re almost there,” Staiger said.

By then, she already knew that she would win. The nearest woman had been at least nine hours behind for some time. It was just a matter of getting there.

“There was a point there where I just stopped my bike. I was in tears. I wanted to be at the finish line, and it wasn’t going to be as fast as I had hoped, and I wasn’t going to break the record. I had wanted to get there earlier in the day, and I knew people were waiting for me, and I didn’t want them to leave.”

But Staiger had been at it for 3,000 miles. They would wait.

• 508

BADWATER® LIP BALM

Organic! Made in the USA! Proven at the World's Toughest Races!

AdventureCORPS® are pleased to offer **BADWATER® Lip Balm** in three flavors (Luscious Lavender, Mountain Mint, and Mojito Mint) which are presented in neat little display boxes that hold 12 of each flavor, for a total of 36 balms per box. The balms are custom-made by Joshua Tree Products for us, and are organic, SPF-15, and Made in the USA.

The tube is oval, so that it doesn't roll away when set on a smooth surface.

This product has been tested and proven in "the world's toughest foot race," the Badwater 135, and in "the toughest 48 hours in sport," the Furnace Creek 508 bicycle race, both of which we organize annually in Death Valley and the Mojave Desert. **BADWATER Lip Balm** works equally well in cold weather climates.

Additionally, we are members of 1% For The Planet and support various charitable and environmental causes, including the Conservation Alliance, Death Valley Natural History Association, Challenged Athletes Foundation, Major Taylor Foundation, and Los Angeles County Bicycle Coalition. Buying **BADWATER®** supports these causes!

The **BADWATER Lip Balm** display boxes contain 36 balms and measure just 4.5" square, so they take up just 20 square inches of counter space! These are great impulse buys and the product is just as useful in the winter as in the summer months. They also make great stocking stuffers and gift bag or basket additions.

Suggested Retail is \$3.95 per lip balm. Contact AdventureCORPS to become a dealer!

Also available at retail from ZombieRunner.com, in Furnace Creek and Stovepipe Wells, and at select outdoors, running, and cycling shops across America.



THE OFFICIAL CHARITIES OF ADVENTURECORPS

ARE THE CHALLENGED ATHLETES FOUNDATION, DEATH VALLEY NATURAL HISTORY ASSOCIATION, AND MAJOR TAYLOR ASSOCIATION. ADVENTURECORPS TAKES GREAT PRIDE AND PLEASURE FROM SUPPORTING THESE WONDERFUL AND IMPORTANT ORGANIZATIONS.

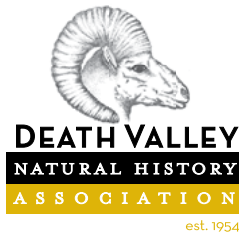


The Challenged Athletes Foundation was created on the belief that people of all abilities should have the opportunity to pursue a life full of physical activity and of sports. Be they recreational or in pursuit of a gold medal at the Paralympic Games, people with a physical disability are limited only by their access to funding. Since 1994, CAF has raised more than \$24 million—allowing the Foundation to satisfy thousands of funding requests from challenged athletes in all 50 states and across the globe.

Eighty-nine cents of every dollar raised by CAF provides funding and programs that get challenged athletes into the game. Whether it's a \$2,000 handcycle, helping underwrite a \$15,000 running prosthetic or arranging enthusiastic encouragement from a mentor who has triumphed over a similar injury, CAF's mission is clear: give those with the desire to live active, competitive lifestyles every opportunity to compete in the sports they love.

Since 2002, AdventureCORPS has raised over \$215,000 for CAF, and AdventureCORPS athletes have raised equally impressive sums!

Website: www.challengedathletes.org



AdventureCORPS joined the **Death Valley Natural History Association** as Life Members and began recognizing DVNHA as an Official Charity of AdventureCORPS in January, 2009. 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 they run 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.

According to DVNHA, AdventureCORPS has paid for, at the minimum, "every need (sleeping bags, cooking fuel, transportation) for one Death Valley ROCKS school group (50-60 students, chaperones, and teachers) every year since 2009." AdventureCORPS athletes have also supported this and other DVNHA causes! Additionally, through DVNHA, AdventureCORPS and our athletes have donated \$5000 to support the newly renovated Death Valley National Park Visitors Center, as evidenced by five "donor tiles" are in the Visitors Center (one per \$1000 donation.)

Website: www.dvnha.org



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 personal 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.

MTA hosts the annual George Street Bike Challenge for Major Taylor, a short, steep uphill time trial on a downtown Worcester street where Major Taylor used to train. Additionally, Major Taylor Association offers a free curriculum guide for schools, for grades 3 through 8, featuring lessons about the trailblazing black athlete Marshall W. "Major" Taylor. The materials are designed to be used at any time—such as Black History Month (February) or National Sportsmanship Day (first Tuesday in March)—in conjunction with an optional readathon to benefit the Major Taylor Association.

AdventureCORPS has proudly sponsored the Major Taylor Association annually since 2004. Many AdventureCORPS athletes have also ridden, run, or raced on behalf of MTA.

Website: www.majoraylorassociation.org

ONE PERCENT FOR THE PLANET

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, a growing global movement of more than 1000 companies that donate at least 1% of their sales to a network of more than 3000 approved environmental organizations worldwide. Therefore we donated at least 1% of total revenues (in other words, “off the top,” not just 1% of profit) to environmental causes. This is

in addition to all the work we do on behalf of, and donations we make to, our two Official Charities, Challenged Athletes Foundation and Major Taylor Association, which are wonderful causes but not environmental in their focus.

In association with our membership in One Percent for the Planet, we have supported The Conservation Alliance since September, 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 businesses whose livelihood depends on protecting our natural environment. Since its inception in 1989, the Alliance has contributed close to \$12 million to grassroots conservation groups throughout North America. The results of our funding have been remarkable. Alliance funding has helped save more than 42 million acres of wildlands; protect 2,748 miles of rivers; stop or remove 25 dams; designate five marine reserves; and purchase nine climbing areas.

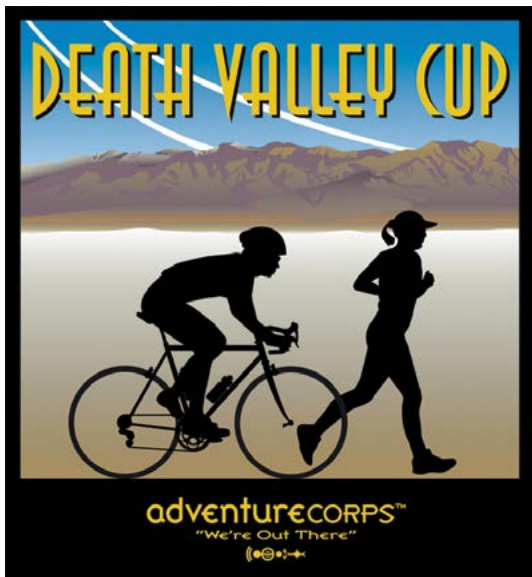


We have championed other environmental causes including the Los Angeles County Bicycle Coalition, a nonprofit organization with over 1,000 members that engages cyclists through advocacy, education and outreach across the county. Founded in 1998, LACBC brings together the diverse bicycling community in a united mission to improve the bicycling environment and quality of life for the entire region. In 2011, we donated \$10,000 to LACBC to initiate and sponsor the Jim Swartzman Memorial Membership Drive, an effort which brought \$23,000 into LACBC.

Since 2010 AdventureCORPS has also been a Gold Level sponsor of Adventure Cycling Association Adventure Cycling, an organization whose mission is to inspire and empower people to travel by bicycle, a type of travel with significant health and economic benefits.

In 2015, we will support the Bald Head Island Conservancy with the inaugural BADWATER Cape Fear by focusing attention on the race route’s pristine setting as a sea turtle nesting area and BHIC’s role as a leader in barrier island conservation, preservation and education.



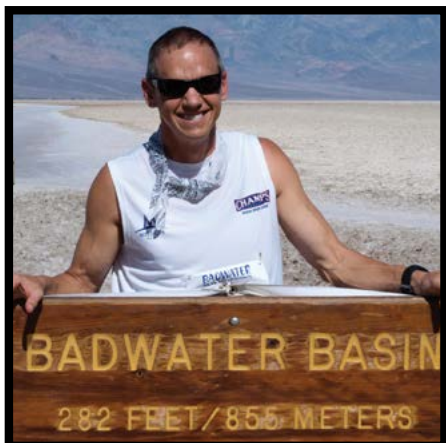


The Death Valley Cup recognizes those athletes who complete both the Badwater Ultramarathon 135 Mile Running Race and the Furnace Creek 508 Mile Bicycle Race in the same calendar year. To earn this recognition is a very significant achievement in endurance sports and especially for those athletes who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

For more information about Badwater 135, 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
Charlie Engle, "Water Dragon", Greensboro, NC, 47 (2nd DV Cup)	2009	Badwater, 25:45:11, 4th place	Furnace Creek, 33:19:25, 4th place	59:04:36*
Kaname Sakurai, "Sea Lion", Nagoya, Japan, 36	2000	Badwater, 27:52:14, 3rd place	Furnace Creek, 32:31:56, 2nd place	60:24:10
Charlie Engle, "Water Dragon", Greensboro, NC, 45	2007	Badwater, 27:42:32, 5th place	Furnace Creek, 34:31:12, 13th place	62:13:44
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*
Danny Westergaard, "Wiener Dog", Rolling Hills, CA, 48	2007	Badwater, 32:22:58, 12th place	Furnace Creek, 35:51:38, 19th place	68:14:36
Monica Fernandez, "Quetzal", Casablanca, Morocco, 40, Guatemala	2008	Badwater, 35:17:59, 7th female, 12th overall	Furnace Creek, 32:58:12, 2nd female, 12th overall	68:16:11
Patrick Candé, "Golden Eagle", Tahiti, French Polynesia, 48	2005	Badwater, 34:13:21, 7th place	Furnace Creek, 36:52:12, 37th place	71:05:33
Danny Westergaard, "Wiener Dog", Rolling Hills, CA, 49 (2nd DV Cup)	2008	Badwater, 36:31:46, 17th place	Furnace Creek, 34:38:34, 23rd place	71:10:20
Ted Philip, "Mountin Gorilla", Wayland, ME, 47	2012	Badwater, 32:30:48, 24th place	Furnace Creek, 38:52:59, 17th place	71:23:47
Marshall Ulrich, "Unicorn", Ft. Morgan, CO, 43 (1st Ever DV Cup)	1996	Badwater, 33:01, 1st place	Furnace Creek, 38:32:45, 16th place	71:33:45
Nickademus Hollon, "Horned Lizard", San Diego, CA, 20 (2nd DV Cup)	2010	Badwater, 31:53:00, 13th place	Furnace Creek, 39:53:28, 21st place	71:46:28
Monica Scholz, "Scarlett Fairy Cup", Jerseyville, Ontario, Canada, 39, (2nd DV Cup)	2006	Badwater, 32:07:01, 1st female, 8th overall	Furnace Creek, 40:00:02, 2nd female, 27th overall	72:07:01
Jean Michel Monot, "Manta Ray", Tahiti, French Polynesia, 45	2005	Badwater, 36:51:12, 11th place	Furnace Creek, 35:53:48, 31st place	72:45:00
Danny Westergaard, "Wiener Dog", Rolling Hills, CA, 53 (6th DV Cup)	2012	Badwater, 39:52:42, 26th place	Furnace Creek, 33:22:00, 20th place	73:14:42
Monica Scholz, "Scarlett Fairy Cup", Jerseyville, ON, Canada, 37	2004	Badwater, 29:22:29, 1st female, 3rd overall	Furnace Creek, 44:29:15, 1st female, 25th overall	73:51:44
Danny Westergaard, "Wiener Dog", Rolling Hills, CA, 50 (3rd DV Cup)	2009	Badwater, 35:51:24, 28th place	Furnace Creek, 39:54:25, 14th place	75:45:49
Danny Westergaard, "Wiener Dog", Rolling Hills, CA, 52 (5th DV Cup)	2011	Badwater, 38:29:58, 42nd place	Furnace Creek, 37:40:22, 23rd place	76:10:20
Nickademus Hollon, "Horned Lizard", San Diego, CA, 19	2009	Badwater, 33:21:29, 18th place	Furnace Creek, 44:06:44, 24th place	77:28:13
Michele Santilhano, "Shongololo", Menlo Park, CA, 38, South Africa	2008	Badwater, 39:42:23, 11th female, 29th overall	Furnace Creek, 38:01:42, 7th female, 42nd overall	77:44:05
Danny Westergaard, "Wiener Dog", Rolling Hills, CA, 51 (4th DV Cup)	2010	Badwater, 37:13:19, 30th place	Furnace Creek, 40:32:17, 23rd place	77:45:36
Steve Teal, "Desert Duck", Phelan, CA, 42 (3rd DV Cup)	2007	Badwater, 44:16:27, 50th place	Furnace Creek, 34:16:04, 11th place	78:32:31
Tim Hewitt, "Muskox", Greensburg, PA, 56	2010	Badwater, 36:30:52, 26th place	Furnace Creek, 42:11:07, 32nd place	78:41:59
Steve Teal, "Desert Duck", Phelan, CA, 45 (5th DV Cup)	2010	Badwater, 42:15:49, 47th place	Furnace Creek, 37:15:00, 16th place	79:30:49
Steve Teal, "Desert Duck", Phelan, CA, 40	2005	Badwater, 43:56:20, 34th place	Furnace Creek, 35:39:52, 29th place	79:46:12
Steve Teal, "Desert Duck", Phelan, CA, 43 (4th DV Cup)	2008	Badwater, 45:24:20, 56th place	Furnace Creek, 35:12:55, 26th place	80:37:15
Angelika Castaneda, "Cat", San Diego, CA, 56	1999	Badwater, 36:58, 1st female, 8th overall	Furnace Creek, 43:46:40, 3rd female, 18th overall	80:44:40
Steve Teal, "Desert Duck", Phelan, CA, 41 (2nd DV Cup)	2006	Badwater, 42:29:16, 32nd place	Furnace Creek, 41:24:06, 29th place	83:53:22
Greg Pressler, "Pheasant", Portland, OR, 43	2011	Badwater, 38:36:46, 43rd place	Furnace Creek, 42:18:56, 39th place	80:55:42
David Jackson, "Jackass", Lexington, KY, 43	2002	Badwater, 47:12:30, 25th place	Furnace Creek, 38:56:12, 15th place	86:08:42
Del Scharffenberg, "Spider", Portland, OR, 52	1997	Badwater, 48:16, 13th place	Furnace Creek, 42:15:26, 10th place	90:31:26
Paul Grimm, "Wile E Coyote", Littleton, CO, 44	2012	Badwater, 46:13:12, 87th place	Furnace Creek, 45:10:28, 41st place	91:23:40
Charlie Liskey, "Lizard", Somis, CA, 40	1996	Badwater, 58:26, 14th place	Furnace Creek, 39:32:08, 17th place	97:58:08



HALL OF FAME

CLASS OF 2013



Brad Atencio

Totem	Year	Age	Category	Finish Time
Chinook	1999	35	Four Man	29:44:35
Chinook	2000	36	Four Man	29:29:49
Honu	2010	46	Two Man	42:43:08
Honu	2011	47	Two Man	37:35:11
Honu	2012	48	Two Man	39:18:39



Brenda Barnell

Totem	Year	Age	Category	Finish Time
Basenji	2007	42	Two Tandem	35:11:36
TwoCan	2008	43	Two Tandem	35:06:22
TwoCan	2009	45	Four Tandem Mixed	34:28:19
Hammerdillo	2010	46	Two Tandem Mixed	33:46:29
Hammerdillo	2012	48	Two Mixed	37:48:50



Anna Catherina Berge

Totem	Year	Age	Category	Finish Time
Bumble Bee	2001	35	Solo	31:58:00
Bumble Skipper	2006	40	Two Mixed	28:49:39
Pickled Herring	2007	41	Two Mixed	27:34:29
Bumble Bee	2008	42	Solo	29:43:01
Rock Ewe	2012	46	Four Woman	28:23:30

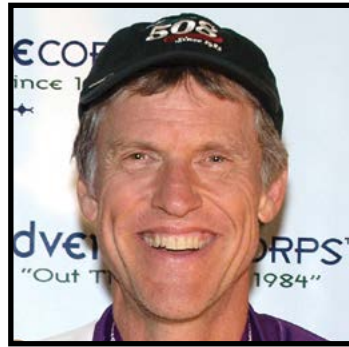


Sean Cuddihy

Totem	Year	Age	Category	Finish Time
Batula	2005	36	Two Man	35:01:20
Crow	2006	37	Solo	30:26:21
Crow	2007	38	Solo	29:05:35
Crow	2010	42	Solo	30:51:54
Crow	2012	44	Solo	29:33:10

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!



Francis-Marlon Ignacio

Jeff Martin

Totem	Year	Age	Category	Finish Time
Picachu	2006	39	Solo	43:10:33
Picachu	2007	40	Solo	DNF
Picachu	2008	41	Solo	42:09:28
Picachu	2009	42	Solo	DNF
Picachu	2010	43	Solo	43:55:51
Picachu	2011	44	Solo	40:39:04
Picachu	2012	45	Solo	42:39:55

Totem	Year	Age	Category	Finish Time
Jaguar	2000	38	Solo	36:49:29
Jaguar	2008	46	Solo	37:48:58
Jaguar	2010	48	Solo	40:58:37
Desert Crickets	2011	49	Four Man	34:33:35
Desert Crickets	2012	50	Four Man	35:19:35



Jennie Phillips

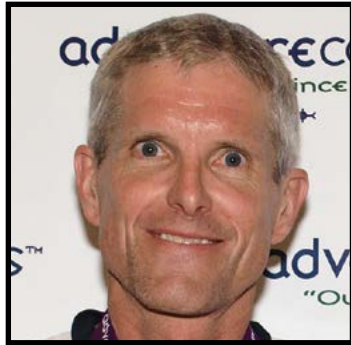
Chris Ragsdale

Totem	Year	Age	Category	Finish Time
Pupfish	2004	43	Two Woman	35:50:45
Relucet Phoenix	2005	44	Mixed Tandem	31:26:51
Hammer Frogs	2009	48	Four Woman	32:39:33
Hammer Frogs	2010	49	Four Woman	33:43:22
Rock Ewe	2012	51	Four Woman	28:23:30

Totem	Year	Age	Category	Finish Time
Ram	2005	28	Solo	31:12:38
Ram	2006	29	Solo	DNF
Ram	2008	31	Solo	29:10:43
Ram	2009	32	Solo	29:10:31
Ram	2010	33	Solo	30:15:12
Ram	2012	35	Solo	33:05:07

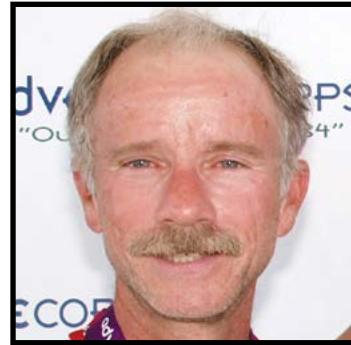
HALL OF FAME

CLASS OF 2013



Craig Robertson

Totem	Year	Age	Category	Finish Time
Scoters	1999	42	Four Man	27:13:35
Davis Drills	2001	44	Four Tandem	22:45:00
Relucent Phoenix	2005	48	Mixed Tandem	31:26:51
Scarab	2009	52	Two Tandem	31:25:12
Scarab	2012	55	Two Mixed	33:03:15



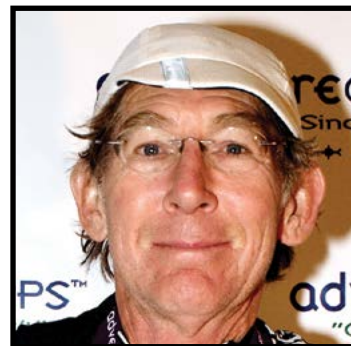
Joel Sothern

Totem	Year	Age	Category	Finish Time
Southern Voel	2007	49	Solo	31:21:18
Southern Voel	2008	50	Solo	29:58:16
Flying Voles	2009	51	Two Man	DNF
Flying Voles	2010	52	Two Man	29:46:52
Flying Voles	2011	53	Two Man	30:39:58
Flying Voles	2012	54	Two Man	27:40:05



Jeanine Spence

Totem	Year	Age	Category	Finish Time
Rock Ewe	2008	44	Two Woman	29:43:28
Hammer Frogs	2009	45	Four Woman	32:39:33
Hammer Frogs	2010	46	Four Woman	33:43:22
Rock Ewe	2011	47	Two Woman	31:26:43
Rock Ewe	2012	48	Four Woman	28:23:30



Jeff Stevenson

Totem	Year	Age	Category	Finish Time
Saluki	2002	56	Solo	31:12:49
Saluki	2003	57	Four Mixed	29:38:34
Saluki	2004	58	Solo	39:45:10
Saluki	2005	59	Solo	35:38:45
Saluki	2007	61	Solo	DNF
Saluki	2012	66	Solo	45:46:15

Salute to 10-Time 508 Finisher Kevin Walsh

Totem	Year	Age	Category	Finish Time
Wolverine	1991	34	Solo	42:06:35
Wolverine	1993	36	Solo	DNF
Wolverine	1995	38	Solo	39:44:44
Wolverine	1999	42	Solo	DNF
Wolverine	2002	45	Solo	36:19:57
Wolverine	2003	46	Solo	DNF
Wolverine	2004	47	Solo	39:22:17
Wolverine	2005	48	Solo	35:48:13
Wolverine	2007	50	Solo	36:36:40
Gulo Gulo	2008	51	Two-Mixed	30:16:17
Wolverine	2009	52	Solo	DNF
Wolverine	2010	53	Solo	42:15:53
Wolverine	2011	54	Solo	37:11:04
Wolverine	2012	55	Solo	41:01:01

BOOK SIGNING @ 508 CHECKIN-IN

WINNIE TORTORICH

America's *Angriest* Trainer

Ultra Athlete Trainer Cancer Survivor

Best Selling Author



The Finish Line is Just The Beginning...

Praise for

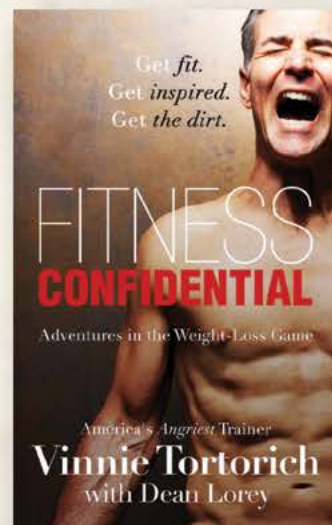
FITNESS **CONFIDENTIAL**

"I love this book! Read it and you'll see why Vinnie's the guy that trains me. He'll make you laugh, get you in the best shape of your life and inspire you with his incredible but true story."

— **Howie Mandel**

#1 Rated Fitness Book on Amazon

A Must Read for All Lovers of the
Legendary Furnace Creek 508



GENERAL INFORMATION

DATE: October 5-7, 2013.

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. **PLEASE NOTE:** the 2013 edition has detours due to road washouts in Stages 3 and 4. Stage 3 will include a dirt road section over which riders will be transported IN their support vehicles, while Stage 4 will travel from Furnace Creek to Shoshone via Death Valley Junction, NOT the Badwater Road. As such, Course Records may not be set or broken in any category in 2013..

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.

BIKE SHOP SUPPORT AT THE START: 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. Contact them by phone (661)-254-7300 or at 26635 Valley Center Dr., Santa Clarita, CA 91351.

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 generally 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.

PASTA FEED AT HYATT REGENCY VALENCIA IN THE VALENCIA BALLROOM (NOT IN THE RESTAURANT): The Hyatt will be hosting a heavy carb buffet dinner Friday night, 10/5/12 from 5:00pm - 8:00pm. Their Executive Chef will be cooking up pasta, served with your choice of two sauces, grilled chicken, caesar salad and garlic bread! \$16.00 per person.

FRIDAY MORNING BREAKFAST AT HYATT REGENCY VALENCIA: By special arrangement, our host hotel's restaurant, Vines, will be open extra early, at 500am, for business.

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).

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.

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.

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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+, David Muchat Holt, '12, 31:29:13.
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.
Mixed Tandem (50+) Tandem Lionfish, Marlies Radtke and Patrick Seeley, '12, 43:26:52.

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 Flying Voles, '12: 27:40:05.
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)
Women's Fixed Gear 30+ Two Rider Team, Team Blue Footed Booby, '12, 36:55:35.
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 Northern Spring Peepers, '12, 33:15:44.

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.
 Mixed 40+ Fixed Gear Four Riders Team, Team Pudu and the Pussycats, '12, 34:45:40.
 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 Rock Ewe, '12:28:23:30.
 Women's 50+ Four Rider Team, Team Hammer Frogs, '10, 33:43:22.
 Women's 60+ Four Rider Team, Team Hammer Frogs, '12, 38:24:00.
 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 Sea Monkeys, '12: 30:37:28.
 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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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. Caravanning is **ABSOLUTELY PROHIBITED**, under all road conditions, day or night. Caravanning 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...

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OFFICIAL RACE ROSTER

<i>Totem</i>	<i>Last Name</i>	<i>First Name</i>	<i>M/F</i>	<i>Age</i>	<i>Group</i>	<i>Nationality</i>
SOLO STANDARD						
Billy Goat	Edwards	Billy	Male	36	30	USA
Black Cat	Olson	Arden	Male	52	50	USA
Bonedog 2	Lewis	Mike	Male	55	50	USA
Bugs Bunny	Carpenter	Paul	Male	54	50	USA
Bull Shark	D'Angelo	Scott	Male	47	40	USA
Butterfly	Ramer	Andi	Female	40	40	USA
Cattle Dog	Meech	Eric	Male	44	40	USA
Clydesdale	Nelson	Larry	Male	60	60	USA
Coho	Fancher	Leonard	Male	49	40	USA
Desert Dog	Packard	Bill	Male	55	50	USA
Desert Lark	Davis	Vaune	Female	54	50	Canada
Desert Rat	Schrank	Ric	Male	48	40	USA
Earth Cucoo	Rehorn	Pat	Male	51	50	USA
Energizer Bunny	Hoffman	Roland	Male	51	50	USA
Escape Goat	Talley	Joshua	Male	41	40	USA
Fighting Rooster	Maquiling	Eric	Male	47	40	USA
Fire Dragon	Snyder	Amy	Female	53	50	USA
Flying Eagle	Gower	Scott	Male	49	40	USA
Flying Gecko	Hannah	Dina	Female	50	50	USA
Fossa	Tarlton	John	Male	44	40	USA
Fruit Bat	Long	Douglas	Male	31	30	USA
Half Beast	Harvey	Scot	Male	44	40	USA
Hoary Marmot	Maurice	John Henry	Male	59	50	USA
Hoodoo	Comar	Louise	Female	60	60	USA
Irish Hare	Walsh	Mlck	Male	51	50	Ireland
Jackdaw	Bachmann	Hermann	Male	61	60	Switzerland
Kookabura	Burns	Steven	Male	55	50	USA
Mad Cow	Kilby	Jay	Male	50	50	USA
Moonfish	Moon	Chris	Male	51	50	UK
Mountain Goat	McGehee	Dan	Male	51	50	USA
Osprey	Christiansen	Janet	Female	52	50	USA
Pileated Woodpecker	Marks	Tim	Male	54	50	USA
Puggle	Overbaugh	Jason	Male	39	30	USA
Raging Bull	Berlin	Monica	Female	36	30	USA
Ram	Ragsdale	Chris	Male	35	30	USA
Rattlesnake 2	Capewell	Dale	Male	50	50	USA
Red Kite	Schubert	Reiner	Male	63	60	Germany
Red-Legged Frog	Caragao	Roehl	Male	50	50	USA
RedAssd Monkey	Dolhare	Meredith	Female	40	40	USA
Shiba Inu	Quinones	John	Male	57	50	USA
Silver Hare	Santamaria	Jesse	Male	53	50	USA
Skink	Cooper	Victor	Male	57	50	USA
Slow Loris	Bliss	Lisa	Female	45	40	USA
Snoopy	Shellenbarger	Jon	Male	41	40	USA
Springbuck	Schroyer	Charles	Male	61	60	USA
Stubborn Bull	Bonneville	Dany	Male	48	40	Canada
Tapir	O'Keefe	Chris	Male	47	40	USA
Trilobite	Kenny	Tom	Male	50	50	Canada
Tunder Pig	Skarpohl	Mark	Male	55	50	USA
Wasp	Williams	Raymond	Male	63	60	USA
Water Dragon	Engle	Charlie	Male	51	50	USA
Whippoorwill	Collum	David	Male	60	60	USA
White Eagle	Radovicic	Sergio	Male	40	30	USA
Wiener Dog	Westergaard	Danny	Male	54	50	USA
Wolverine	Walsh	Kevin	Male	56	50	USA
Woodland Caribou	Millar	Paul	Male	52	50	Canada
Wren	Baker	Wade	Male	59	50	USA
Zyzyx	Wilson	Greg	Male	47	40	USA
SOLO CLASSICS						
Pudu	Pierce	Jason	Male	39	30	USA
Red-Necked Falcon	Farey	David	Male	41	40	USA
Super Fly	Kline	Greg	Male	48	40	USA
SOLO FIXED GEAR						
Dharma Dog	Bernhardt	Luis	Male	63	60	Canada
Frisky Camel	Shprung	Shai	Male	46	40	Israel
Loon	Dakus	Scott	Male	49	40	USA

Totem	Last Name	First Name	M/F	Age	Group	Nationality
SOLO RECUMBENT						
Bear	Baierl	Gary	Male	46	40	USA
Shrike	Kern	James	Male	55	50	USA
TWO MAN						
Asp	Ashabranner	Rick	Male	44	50	USA
Asp	Orzechowski	Thaddeus	Male	64	50	USA
Basilisk	Blough	Brent	Male	42	40	USA
Basilisk	Shea	Kevin	Male	53	40	USA
Blue Frog	Pellerin	Patrice	Male	54	50	Canada
Blue Frog	Rodrigue	Charles	Male	51	50	Canada
Boundless Beaver	Donato	Simon	Male	37	40	Canada
Boundless Beaver	Trebilcock	Paul	Male	48	40	Canada
Bush Hound	Brudvik	Robert	Male	58	50	USA
Bush Hound	McKee	James	Male	44	50	USA
Canadian Lynx	Tavener	Robert	Male	45	40	Canada
Canadian Lynx	Weir	James	Male	50	40	Canada
Cao de Agua	Hartson	David	Male	58	50	USA
Cao de Agua	Vlasveld	Paul	Male	54	50	USA
Capybara	Barry	Thomas	Male	47	40	USA
Capybara	Culbertson	Tom	Male	43	40	USA
Condor	Binderim	Lonnie	Male	48	40	USA
Condor	Trooien	Tom	Male	52	40	USA
Desert Bighorn	Blum	Mitchell	Male	40	30	USA
Desert Bighorn	Kovac	Adam	Male	24	30	USA
Fat Wombats	Burke	Michael	Male	49	40	USA
Fat Wombats	Johnson	Matthew	Male	42	40	Australia
Fire-Breathing Duck	Atique	Nabeel	Male	43	30	Bangladesh
Fire-Breathing Duck	Mullins	Jeffrey	Male	33	30	USA
Flying Fish	Fernandez	Duane	Male	45	50	USA
Flying Fish	Frost	Chris	Male	62	50	USA
Free Bird	Johnson	Brian	Male	40	30	USA
Free Bird	Kearney	Matt	Male	29	30	USA
Gray Hare	Hildenbrand	Larry	Male	60	50	USA
Gray Hare	Liao	Jason	Male	47	50	USA
Hungry Hippo	Davis	Joshua	Male	36	30	USA
Hungry Hippo	Roberts	Alex	Male	36	30	USA
Irukandji	Figgat	David	Male	55	50	USA
Irukandji	Nash	David	Male	51	50	USA
Mackerel Shark	Michael	Shepston	Male	56	50	USA
Mackerel Shark	Morse	Ti (Samuel) Arthur	Male	49	50	USA
Przewalski's Horses	Eitelberg	James	Male	45	40	USA
Przewalski's Horses	Schmidt	Steve	Male	53	40	USA
Red Bull	Boyd	Anthony	Male	50	40	USA
Red Bull	Boyd	Rodney	Male	47	40	USA
Scalded Monkey	Rezell	Jason	Male	39	40	USA
Scalded Monkey	Rezell	Joseph	Male	51	40	USA
Smiley Coyotes	Nicholson	Bob	Male	49	30	USA
Smiley Coyotes	Peterson	Scott	Male	30	30	USA
Spotted Ass	Emerson	Ken	Male	55	50	USA
Spotted Ass	Saeedi	Steve	Male	51	50	USA
Tufted Titmouse	Coughlin	Mike	Male	40	30	Canada
Tufted Titmouse	McNaughton	James	Male	37	30	Canada
TWO MIXED						
Adder	Albers	Bill	Male	46	40	USA
Adder	Albers	Debbie	Female	50	40	USA
Brown Rhino	Aurimedia	Philip	Male	46	40	USA
Brown Rhino	Garcia	Rita	Female	40	40	USA
Deer in Headlights	Caccese McConvill	Meredith	Female	38	40	USA
Deer in Headlights	Jackson	Steve	Male	50	40	USA
Flying Hoopoe Voles	Hogan	Seana	Female	54	50	USA
Flying Hoopoe Voles	Sothorn	Joel	Male	56	50	USA
Golden Toad	Johnson	Anthony	Male	47	40	USA
Golden Toad	Johnson	Lisa	Female	49	40	USA
Gray Goose	Gooselaw	Steve	Male	52	40	USA
Gray Goose	Vazquez	Maria del Pilar	Female	42	40	USA
Great Basin Ichthyosaur	Horner	Jami	Female	35	40	USA
Great Basin Ichthyosaur	Staley	Rich	Male	44	40	USA
Hodag	Danhaus	Paul	Male	64	60	USA
Hodag	Drake	Isabelle	Female	60	60	USA

Totem	Last Name	First Name	M/F	Age	Group	Nationality
TWO MIXED (Cont.)						
Hutton's Vireo	Hoechlin	Lori	Female	51	40	USA
Hutton's Vireo	Vargas	George	Male	49	40	USA
Lionfish	Radtke	Marlies	Female	53	50	USA
Lionfish	Seely	Patrick	Male	60	50	USA
Lulu Birds	Shinsky	Brooke	Female	43	40	USA
Lulu Birds	Shinsky	David	Male	43	40	USA
Persian Onager	Bray	Tonya	Female	40	40	USA
Persian Onager	Kanter	Noah	Male	44	40	USA
Tibetan Sand Fox	Leggo	Bonnie	Female	36	40	USA
Tibetan Sand Fox	Peck	Duane	Male	48	40	USA
Unicornfish	Deitchman	Michael	Male	37	30	USA
Unicornfish	Hillhouse	Ingrid	Female	41	30	USA
TWO RECUMBENT MIXED						
New Guinea Singing Dog	Jones	Sabrina	Female	35	40	USA
New Guinea Singing Dog	Lieberman	Dana	Male	45	40	USA
TWO TANDEM MIXED						
Northern Spring Peeper	Kingsbury	Paul	Male	52	50	USA
Northern Spring Peeper	Lown	Lorri Lee	Female	48	50	USA
Northern Spring Peeper	Ryan	Jim	Male	52	50	USA
Northern Spring Peeper	Tocci	Wanda	Female	52	50	USA
Twice Sambar	Berge	Anna Catharina	Female	47	50	Sweden
Twice Sambar	McKenzie	Paul	Male	59	50	USA
Twice Sambar	Robertson	Craig	Male	56	50	USA
Twice Sambar	Spence	Jeanine	Female	49	50	USA
TWO WOMEN						
Lion's Roar	Bennett	Elsie	Female	36	40	Belize
Lion's Roar	Shepack	Debbie	Female	51	40	USA
Pygmy Jerboa	Deitchman	Joan	Female	33	30	Canada
Pygmy Jerboa	McQuair	Tracey	Female	38	30	Canada
Super Tabby	Goldman	Lonni	Female	48	40	USA
Super Tabby	Waitzman	Christina	Female	49	40	USA
FOUR MAN						
Air Wolf	Hirst	Darren	Male	33	40	Canada
Air Wolf	Hirst	Rob	Male	41	40	Canada
Air Wolf	Jones	Kim	Male	47	40	Canada
Air Wolf	Kulawik	Mike	Male	42	40	Canada
Black Angus Cow	Hartman	Bob	Male	65	40	USA
Black Angus Cow	Kollins	Scott	Male	44	40	USA
Black Angus Cow	Layland	Tim	Male	36	40	USA
Black Angus Cow	Weitz	Keith	Male	45	40	USA
Blue Whale	Belur	Raghu	Male	46	50	USA
Blue Whale	Eisenbarth	Chris	Male	57	50	Germany
Blue Whale	Fitzpatrick	Kevin	Male	52	50	USA
Blue Whale	Turner	Donald	Male	52	50	USA
Foals	Clare	John	Male	50	40	USA
Foals	Clare	Scott	Male	23	40	USA
Foals	Kucheck	Ira	Male	57	40	USA
Foals	Ryser	Didier	Male	43	40	Switzerland
Honu	Atencio	Brad	Male	48	50	USA
Honu	Atencio	Bruce	Male	48	50	USA
Honu	Kosenko	Kern	Male	51	50	USA
Honu	Stacks	Joe	Male	59	50	USA
Kraken	Cunningham	Brian	Male	49	50	USA
Kraken	Gerlich	Nick	Male	54	50	USA
Kraken	Morris	Mel	Male	39	50	USA
Kraken	Pratt-Steele	William	Male	59	50	USA
Mosquitos	Cole	Bruce	Male	49	30	USA
Mosquitos	Kam	Vincent	Male	25	30	USA
Mosquitos	Monroe	Patrick	Male	44	30	USA
Mosquitos	Pro	Bryan	Male	35	30	USA
Nervous Tick	Bochart	Brad	Male	44	40	USA
Nervous Tick	Henley	Jeff	Male	43	40	USA
Nervous Tick	Hewitt	John	Male	51	40	USA
Nervous Tick	Reddell	Rick	Male	46	40	USA
Nor-Cal Hellcats	Everhart	David	Male	53	40	USA
Nor-Cal Hellcats	Hopkins	Christopher	Male	33	40	USA
Nor-Cal Hellcats	Hopkins	Gil	Male	57	40	USA
Nor-Cal Hellcats	Nagorka	Michael	Male	53	40	USA

Totem	Last Name	First Name	M/F	Age	Group	Nationality
FOUR MAN (Cont.)						
Old Lions	Johnston	James	Male	56	60	USA
Old Lions	Johnston	Jef	Male	60	60	USA
Old Lions	Johnston	John	Male	63	60	USA
Old Lions	Martzloff	Robert	Male	63	60	USA
Rock Scorpion	Gonzalez	Andre	Male	41	40	USA
Rock Scorpion	Kennedy	Ryan	Male	30	40	USA
Rock Scorpion	Kramer	Phillip	Male	54	40	USA
Rock Scorpion	Restuccia	Anthony	Male	37	40	USA
Rottwheeler	Mason	Keith	Male	25	40	USA
Rottwheeler	Mason	Nancy	Female	52	40	USA
Rottwheeler	Thurber	James	Male	61	40	USA
Rottwheeler	Thurber	Jason	Male	37	40	USA
Shar-Pei Kat	Albright	Dean	Male	49	50	USA
Shar-Pei Kat	Banks	Deb	Female	56	50	USA
Shar-Pei Kat	Carlson	Drew	Male	52	50	USA
Shar-Pei Kat	Nevin	Willy	Male	54	50	USA
Spike the Wonder Dog	Bursley	Steve	Male	55	50	USA
Spike the Wonder Dog	Corman	Bob	Male	57	50	USA
Spike the Wonder Dog	Herman	Neal	Male	57	50	USA
Spike the Wonder Dog	Wolpin	Matthew	Male	31	50	USA
Thundering Eland	Courtney	Chris	Male	50	50	USA
Thundering Eland	Foy	Clark	Male	49	50	USA
Thundering Eland	Pyatt	Jim	Male	56	50	USA
Thundering Eland	Shore	Dan	Male	52	50	USA
Water Dog	Eichhorn	Ole	Male	55	40	USA
Water Dog	Feldstein	Gary	Male	57	40	USA
Water Dog	Skipper	Matt	Male	19	40	USA
Water Dog	Skipper	Tim	Male	56	40	USA
Western Wood Pewee	Chavez	Hector	Male	70	50	USA
Western Wood Pewee	Lindenthal	Jeff	Male	55	50	USA
Western Wood Pewee	Spencer	Dennis	Male	53	50	USA
Western Wood Pewee	Zimmerman	Bill	Male	62	50	USA
Woody Woodpecker	Meadows	William	Male	40	40	USA
Woody Woodpecker	Miller	Byron	Male	38	40	USA
Woody Woodpecker	Morena	Patti	Female	54	40	USA
Woody Woodpecker	Robinson	John	Male	50	40	USA
ZomBee	Edvalson	Marcus	Male	31	40	USA
ZomBee	Hitchcock	Jerry	Male	58	40	USA
ZomBee	Mallari	Ronell	Male	40	40	USA
ZomBee	Mardell	Robert	Male	45	40	USA
FOUR MAN FIXED GEAR						
Bonobo	Davidson	Brian	Male	35	30	USA
Bonobo	Dean	Megan	Female	29	30	USA
Bonobo	Lucas	Maxwell	Male	29	30	USA
Bonobo	Ruscigno	Matt	Male	35	30	USA
FOUR MIXED						
Chinook	Fischer	David	Male	63	40	USA
Chinook	Kuehn	Csilla	Female	46	40	USA
Chinook	Solbrack	Seth	Male	28	40	USA
Chinook	Strycula	Diane	Female	52	40	USA
Desert Sandhill	Brule	Rick	Male	56	60	USA
Desert Sandhill	Newsham	Sherry	Female	65	60	USA
Desert Sandhill	Nothaft	Robert	Male	60	60	USA
Desert Sandhill	Tran	Lan	Female	62	60	USA
Sea Monkey	Beers	Carrie	Female	40	40	USA
Sea Monkey	Canizales	Abigail	Female	35	40	USA
Sea Monkey	Marko	Charlie	Male	51	40	USA
Sea Monkey	McDowell	Duane	Male	54	40	USA
FOUR WOMEN						
adobo CHICKS	Carrillo	Michelle	Female	37	30	USA
adobo CHICKS	Kneebone	Rosalie	Female	44	30	USA
adobo CHICKS	Vu	Heidi	Female	41	30	USA
adobo CHICKS	Williams	Paulene	Female	37	30	USA
Wild Mares	Goursolle	Kitty	Female	58	50	USA
Wild Mares	Mariolle	Elaine	Female	56	50	USA
Wild Mares	Notorangelo	Susan	Female	60	50	USA
Wild Mares	Staiger	Cindi	Female	61	50	USA

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 if law enforcement officials direct racers through a controlled intersection without stopping, as sometimes happens within 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 motor 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; 45 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. Aero bar 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:** Tandems 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 30 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 crank arms, 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 / earpieces



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 restart with the next racer in sequence. Although the withdrawn 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 leapfrog 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.

[Two New additions required by the National Park Service as of 9/18/13-->] A) Support Vehicles must leapfrog support their rider for the entire UPHILL section of Towne Pass on Hwy 190; no direct following is allowed. This is from approximately Mile 202 to Mile 211 - the summit - of the traditional route. Therefore, support vehicles may not shadow riders, nor drive overly slowly. They must pull completely off the roadway in proper pullouts and await their riders. DQ for violation. B) Within Death Valley National Park from Stovepipe Wells to 15 miles beyond Furnace Creek, direct follow is modified as follows: Follow the rider as you normally would; however, if *any* other vehicle approaches from the rear, the support vehicle must pull off the road and stop until the other vehicle(s) pass, while the rider continues to ride; then, the crew shall catch up to the rider at safe and legal speeds. This exception does not allow the crew to stop or delay during mandatory direct follow times for any other reason.

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

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. 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, large "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 section. 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. 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: 45 minutes total

3. 3rd offense: 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 to 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.

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.

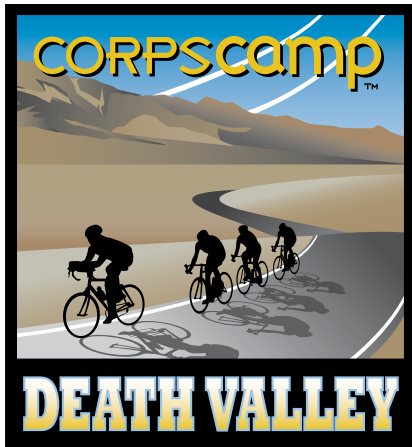
E. View violations of all the rules as cheating and as you would drafting, holding onto a vehicle, or being driven up the route. Cheating must not and will not be tolerated!

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!!!

adventureCORPS Cycling



February 24-27, 2014

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 1, 2014

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!



October 25, 2014

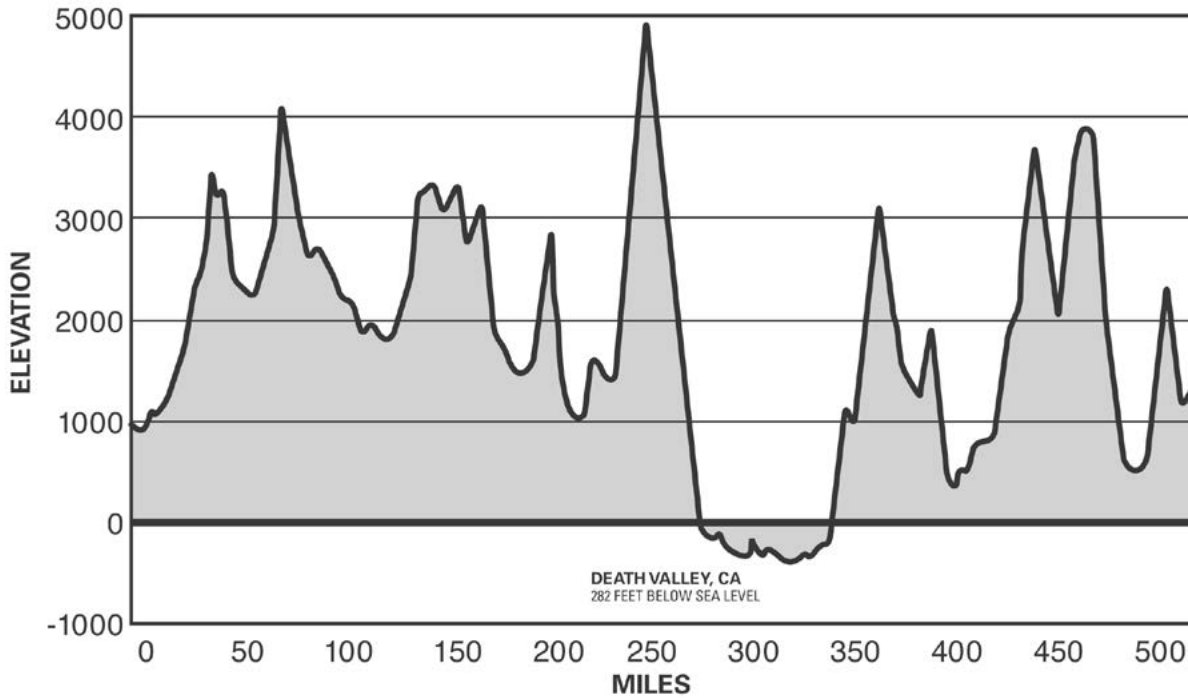
Our Fall Death Valley ride offers one-of-a-kind, 108-, 144- and 197-mile cycling routes to Scotty's Castle, Ubehebe Crater, and Hell's Gate in Mother Nature's greatest sports arena, Death Valley National Park! With full rider support, roving SAG vehicles, and impossible-to-get-lost routes with very little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

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

Information and Registration: www.adventurecorps.com

COURSE MAPS, ELEVATION PROFILES, AND ROUTE

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

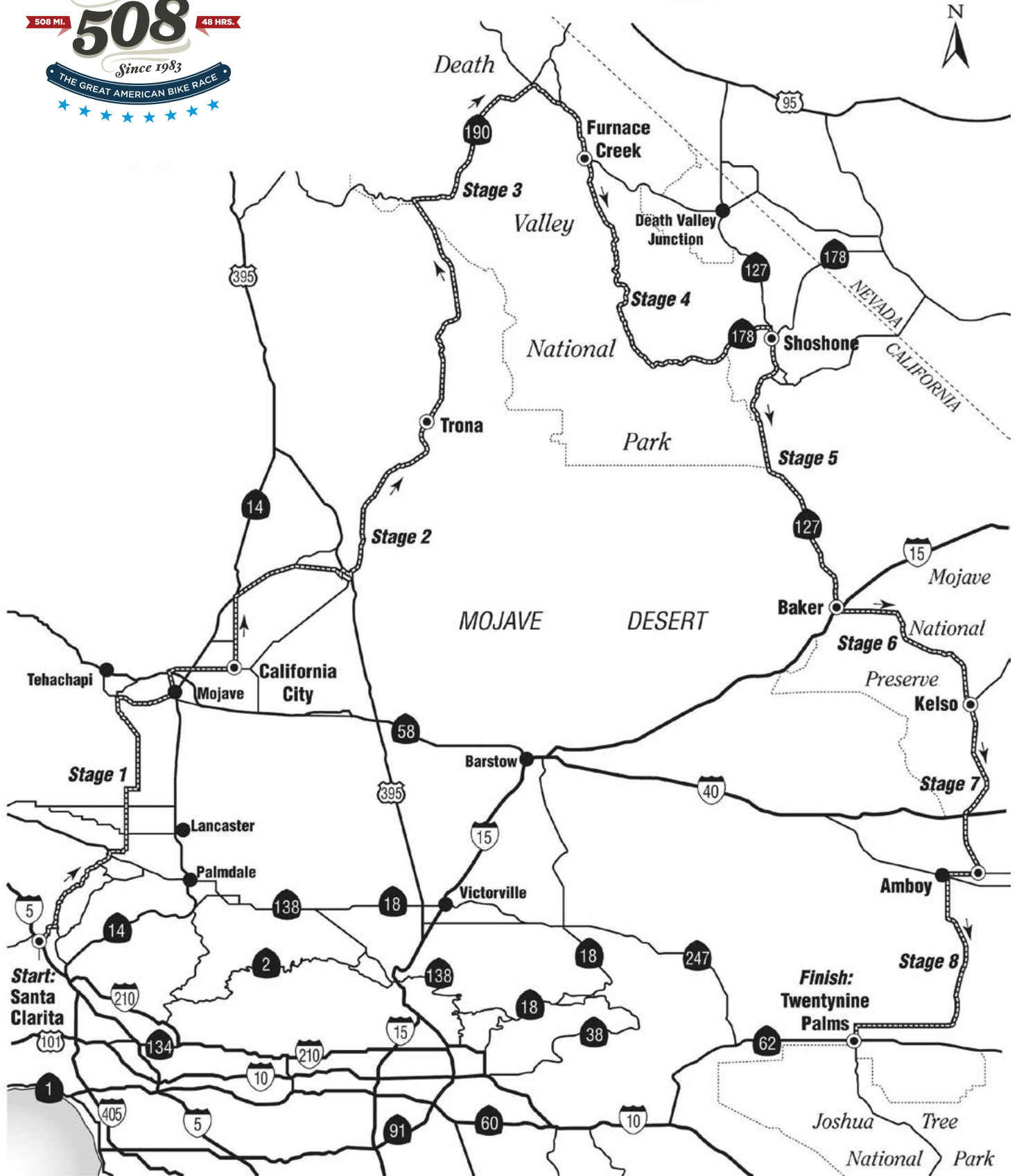


LEGEND:

- 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



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2013 STAGE ONE DETOUR ROUTE

(Use in conjunction with the traditional Stage One Route Page)

Racers will follow this route from the start line instead of the first 39.45 miles of the traditional Stage One route. Support crews will NOT follow this route, but will follow an alternate route, primarily on Rt. 14, to the Shell Station (or thereabouts) at 3820 Sierra Hwy, Acton, CA 93510, and await their riders there. Do NOT drive on the cyclist route to get to the Shell station. Do not backtrack on the route looking for your rider once you reach the meet-up point at Crown Valley Road and Sierra Hwy in Acton (just off the 14 freeway.) Just drive there and await your rider, then begin leapfrog support from that point onwards. Be sure your rider does not miss any turns. Beware of traffic. Obey all laws and rules of the road!

- You can see the new cycling route here: <http://connect.garmin.com/activity/381430005>
- You can see the alternate route used by crews here: <http://goo.gl/maps/TgMDI>

Odometer	Description	Stage One: 2013 Alternate
0.00	Start at Hyatt Regency on Town Center Drive, Valencia, CA (El 1100 ft.)	
0.01	Right onto McBean Pkwy (TL), south	
0.40	Left on Valencia Blvd (TL)	
1.90	Cross Bouquet Canyon Rd (TL). McBean becomes Soledad Canyon Road	
3.70	Cross Golden Oak (TL)	
4.25	Cross Valley Center (TL)	
5.10	Cross Rainbow Glen Dr. (TL)	
5.30	Cross Whites Canyon Rd. (TL)	
7.20	Left on Sierra Hwy (TL)	END GROUP RIDE: NO MORE DRAFTING
13.40	Pass Davenport Rd. on Right. Enter Agua Dulce	
18.30	Summit	
19.60	Pass Valero Gas on Left	
23.00	Summit	
24.85	Turn Left BEFORE Rt. 14 onto Sierra Hwy	DO NOT MISS
26.70	Cross Crown Valley Rd (SS)	SUPPORT CREWS WAIT HERE FOR RIDERS
	<i>Intersection has McDonald's, Subway, Shell Gas, etc. CREWS: Begin leapfrog support.</i>	
	<i>The Shell Station address is 3820 Sierra Highway, Acton, CA 93510</i>	
28.90	Cross Santiago Rd (SS)	
30.40	Pass Soledad Canyon on Right	
32.60	Cross under Rt. 14	SUPPORT CREWS STAY CLOSE; PAY ATTENTION!
32.80		WARNING: Must merge right across fast moving lane
	NOTE: You will be turning left at the traffic light ahead of you!	
33.70	Turn Left to stay on Sierra Hwy. (TL) Do NOT go straight onto Pearblossom Hwy.	
35.20	Cross RR Tracks, watch for next upcoming left turn	
35.30	Turn Left on E. Barrel Springs Road	EASY TO MISS

(Cont.)

Odometer	Description	Stage One: 2013 Alternate
36.65	Cross over Rt. 14	
37.30	Right on Tierra Subida Ave. (SS)	
40.35	Left on Elizabeth Lake Road / W. Palmdale Blvd. (TL)	
41.85	Right on Highland Ave. / 25th St. W. (TL)	
43.00	Left onto Rancho Vista Blvd. / Avenue P (TL)	
46.20	Cross Avenue N-8 (TL)	Watch for this; you turn on N, which comes up soon!
46.70	Left on Avenue N (TL)	(Carl's Jr., Walgreens, and more on left)
47.70	Cross 60th Street West (SS)	
48.70	Road veers Right and becomes 70th Street W. and heads north / downhill	
50.55	Left on Avenue L (SS)	
51.55	Pass 80th Street West on right	
52.55	Road veers Right and becomes 90th Street West (as you head north)	
53.55	Cross Avenue K	
54.55	Cross Avenue J (unsigned)	NOTE: All these lettered streets are one mile apart.
55.55	Cross Avenue I (Just count down the letters at this point, and keep heading north)	
60.55		Cross Avenue D WARNING: Cross Traffic here and some other stops does NOT STOP!
63.55		Cross Avenue A AT THIS POINT, YOU HAVE REJOINED THE TRADITIONAL 508 ROUTE
	This is mile 39.45 on the traditional route, thus you have ridden 24 additional miles.	
66.55	X Rosamond Blvd. (SS): Start Mountain Section Two.	Cross traffic does not stop. 90th St. West becomes 'Teh Will Springs Rd.'
	This is mile 42.45 on the traditional route for Stage 1: Switch to and follow that route sheet now.	

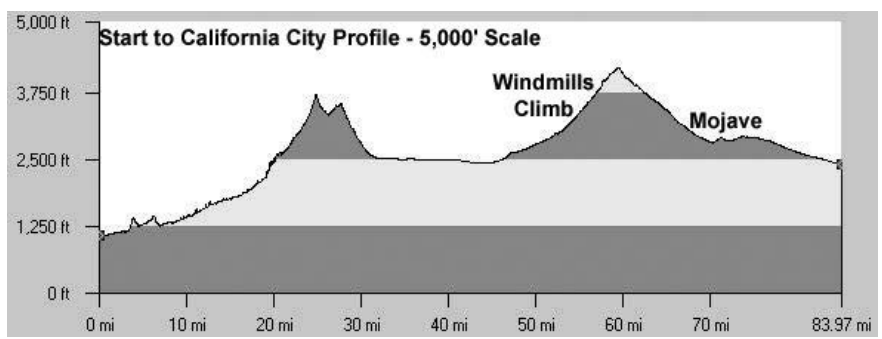


Stage 1 Santa Clarita to California City



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After a 4-mile group ride across town, the race starts up San Francisquito Canyon (Mountain Section One). In the next 15 miles, you will climb 2,500 feet. The climb is generally moderate; the climb before the turn to Elizabeth Lake is short and steep. A windy flat section through the Mojave Desert leads to the windmill climb at mile 44 (Mountain Section Two). Over seven miles, you'll climb 1000 feet, often into a stiff headwind. Another fast descent takes you down to the town of Mojave with a couple of quick turns. Back in 2008 we were forced to re-route the race in the Mojave area, so we not we only just pass through the edge of town. Thus, we don't immediately pass any services. But if you really need gas, food, or anything else, all of that is available just off the route. Otherwise, race onto California City!



COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCIPTION: 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
	All support vehicles wait here for rider to pass, then begin leapfrog support.						
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) (El 2490 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.			R	14.12	42.45	466.25
	<i>Cross traffic does not stop.</i>						
	<i>90th St. West becomes 'Teh Will Springs Rd.'</i>						
6.04	X Backus Rd. (El 2900 ft.)				8.08	48.49	460.21
	Begin Climb to 4150 ft. at mile 56.9 by the windmills.						
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
	TS #1 on right immediately after making the turn.						

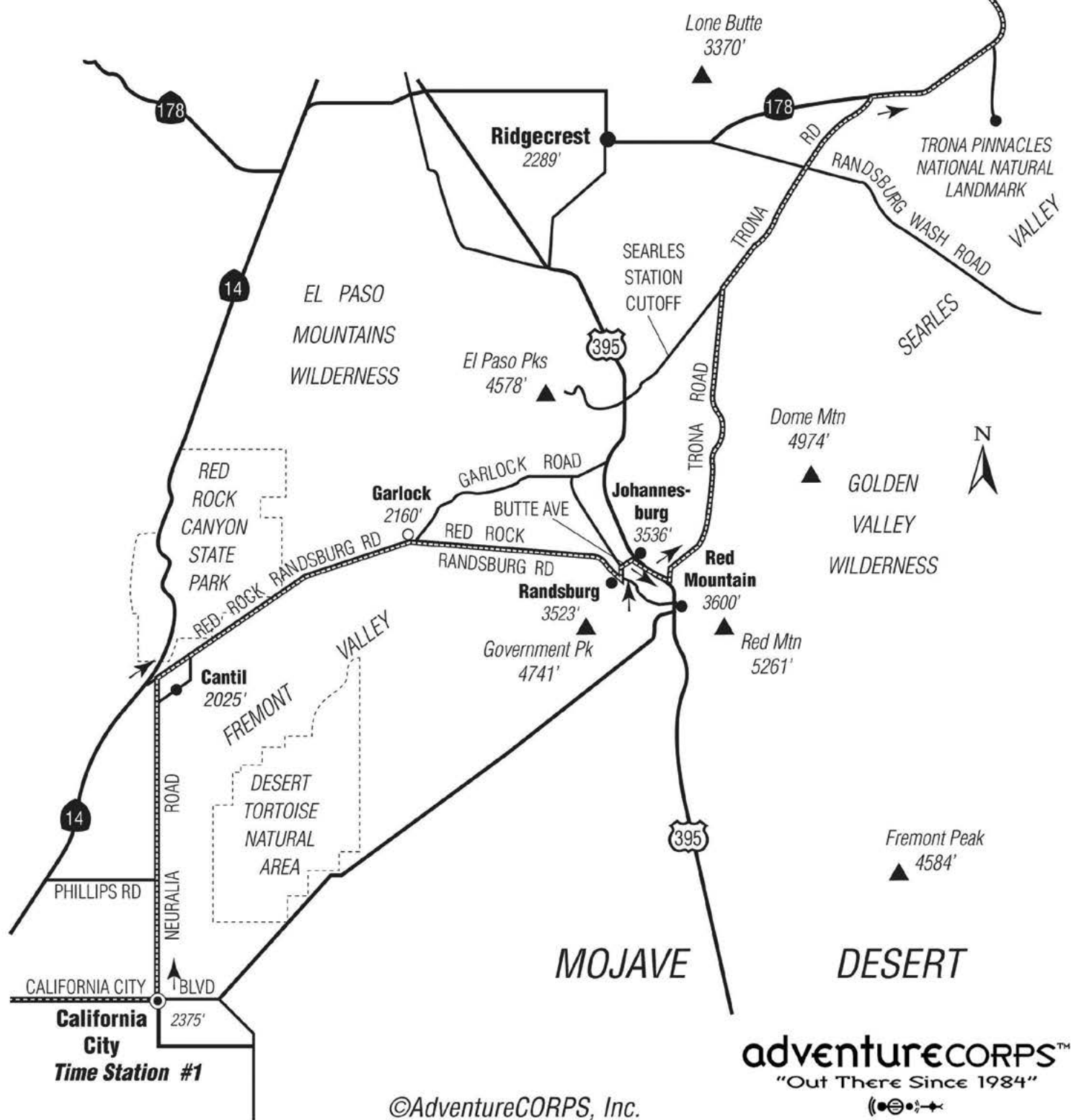


Stage 2

California City to Trona

To Panamint Valley,
Death Valley

Trona
Time Station #2
1659'

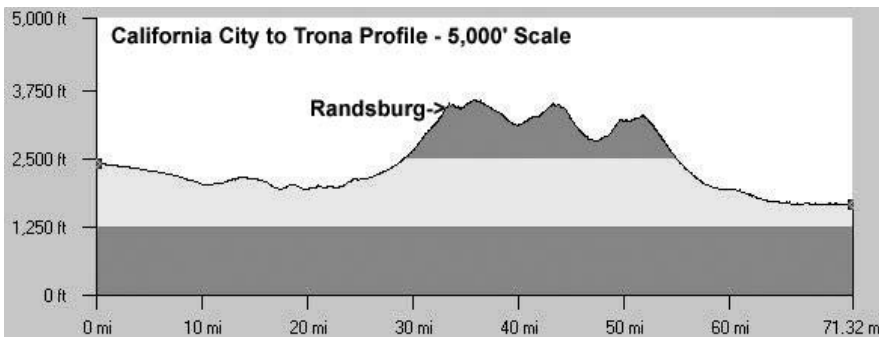


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COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCIPTION: STAGE TWO

After	Description	Stage Two	City	Services	MTNT	MTF	MTG
12.90	Right Red Rock / Randsburg Rd. (SS/T-Int) (El. 2140 ft.) <i>Rolling terrain next 12 miles. (El 2100 ft.)</i>				12.08	95.49	413.21
12.08	Stay Right to Johannesburg / Randsburg on Redrock / Rand Rd. (El 2100 ft) <i>Start Mountain Section Three</i>				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	Right Hwy. 395 (SS/T-int) (el 3410 ft.) <i>### CAUTION Heavy traffic next 1.9 miles ###</i>				1.89	117.09	391.61
1.08	Gas station and mini-mart (El 3536) <i>End Mountain Section Three</i>		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	TS#2 location on right, opposite Shell Gas Station (El 1659 ft.) <i>### GET GAS HERE: No night services next 228 miles. ###</i>		Trona	A	32.79	152.87	355.83



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. Esparza Family Restaurant of Trona promises to be selling burritos and such here at the time station this year, just for us!

STAGE 3 DETOUR

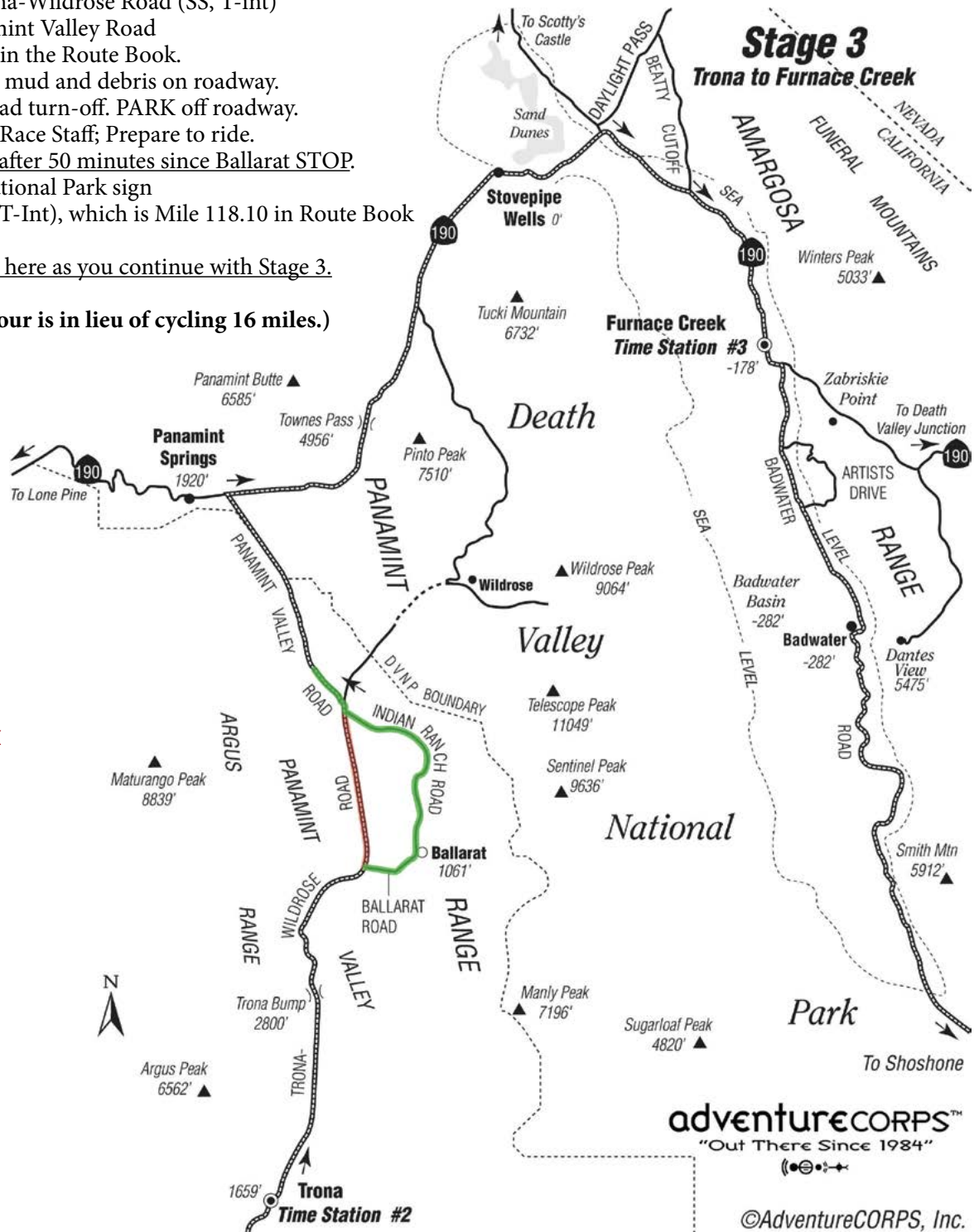
2013 driving detour shown in **GREEN**

Normal riding route shown in **ORANGE**

- 0.00 Depart Time Station #2 at Trona Shell at Mile 153.88
Follow route book as normal until Mile 177.19, then:
- 23.3 STOP at Ballarat Road turn-off.
Clock in with 508 Race Staff; Load up bike / rider.
Reset Vehicle Odometer to ZERO. Then drive:
- 0.00 Turn RIGHT / east on Ballarat Road (dirt road)
- 3.50 Stay LEFT towards "SLOW 15 MPH" Sign
- 3.57 Turn LEFT on Indian Ranch Road (green wooden sign)
- 3.85 Pass "Flooded / Road Closed" sign (if it is still there)
Continue north, going up the valley on Indian Ranch.
Drive prudently and safely. Minimize dust!
- 15.5 Turn RIGHT on Trona-Wildrose Road (SS, T-int)
- 15.85 Turn LEFT on Panamint Valley Road
This is Mile 186.67 in the Route Book.
Watch and slow for mud and debris on roadway.
- 22.35 STOP at Minietta Road turn-off. PARK off roadway.
Check-In with 508 Race Staff; Prepare to ride.
Departure allowed after 50 minutes since Ballarat STOP.
- 28.75 Pass Death Valley National Park sign
- 29.8 Arrive Hwy 190 (SS, T-Int), which is Mile 118.10 in Route Book

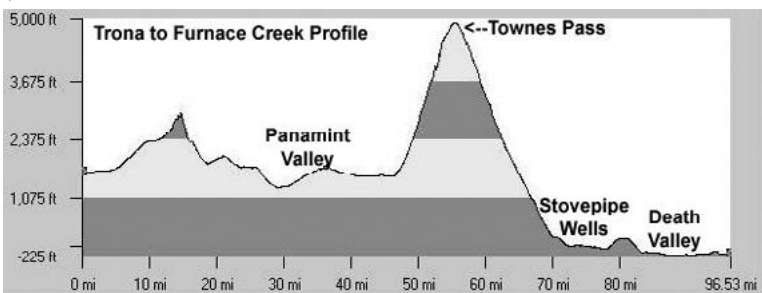
Resume traditional 508 route here as you continue with Stage 3.

(Driving this 23.35 mile detour is in lieu of cycling 16 miles.)



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

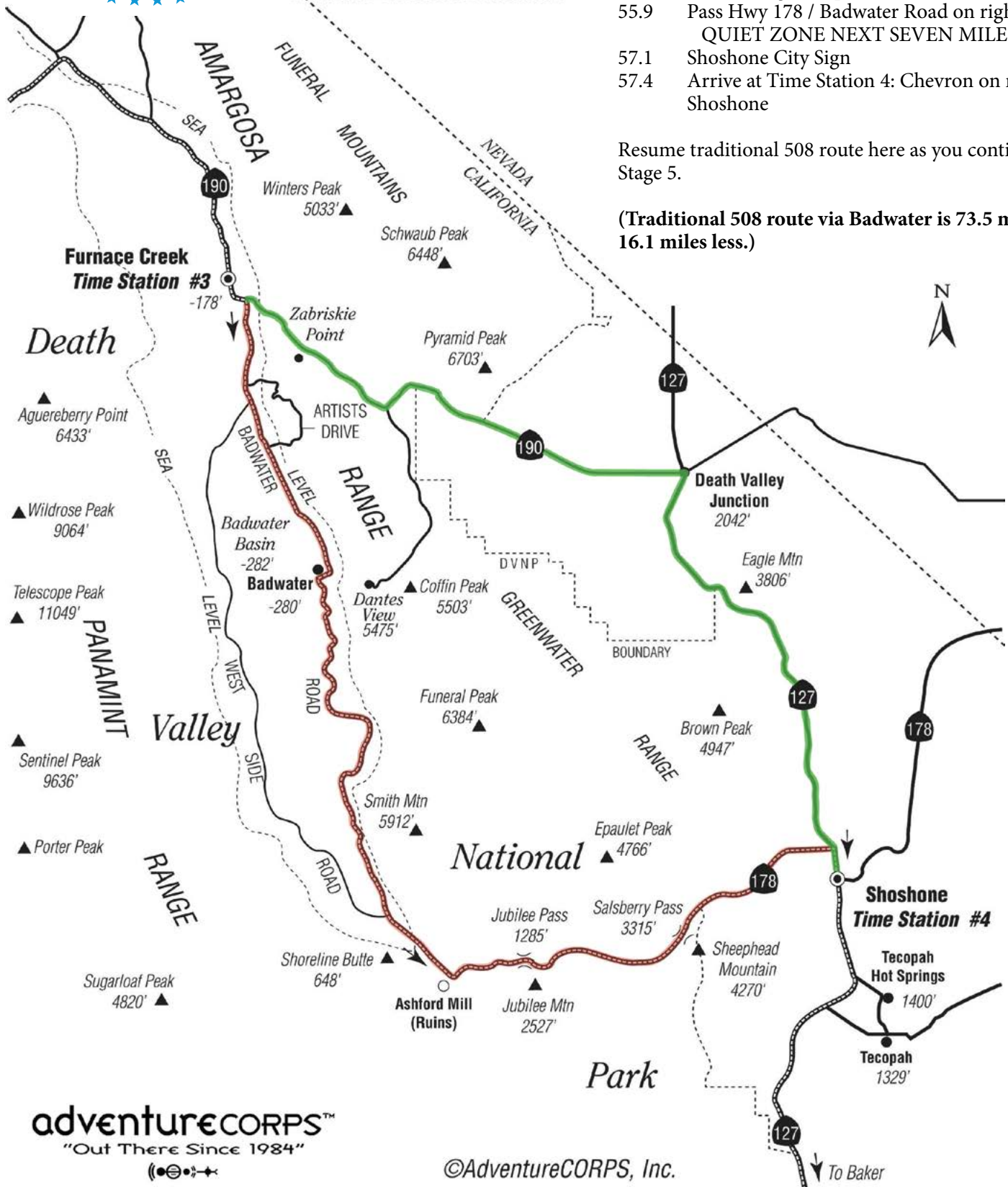
After	Description	Stage Three	City	Services	MTNT	MTF	MTG
3.82	Ballarat Rd. (El 1300 ft.)	SEE DETOUR DIRECTIONS			9.48	176.18	332.52
9.48	Left Panamint Valley Rd. (El 1340 ft.)				13.93	185.66	323.04
	RESUME NORMAL RIDING AT CHECKPOINT AFTER 6.5 MILES <i>Head for Death Valley via 190 / Panamint Springs.</i>						
13.93	Right 190 E / Furnace Creek (SS/T-Int) (El 1580 ft.):				53.61	199.59	309.11
	<i>Start Mountain Section Five</i> <i>After 1.6 miles begin 10 mile climb mostly 6-10% up to 13%.</i> CARS MUST LEAPFROG TO SUMMIT						
4.80	Large pullout on right (El 2500 ft.)				48.81	204.39	304.31
	WAIT HERE DURING LEAPFROG SUPPORT						
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
	WAIT HERE DURING LEAPFROG SUPPORT						
0.80	4000 Foot Elevation Sign				45.26	207.94	300.76
2.80	Townes Pass (El 4956 ft.), Entrance to Death Valley:				42.46	210.74	297.96
	<i>End Mountain Section Five</i> ### Absolutely no external sound or music next 45 miles ###						
7.57	Pass Wildrose turnoff (El 2200 ft.)	Continue straight on 190		C	34.89	218.31	290.39
	### Campground / Quiet Zone ###						
0.20	DVNP Rest area on left and right	(Pay phone / water / bathrooms)			34.69	218.51	290.19
8.98	Motel, Gas, and Mini-Mart - mostly closed at this hour!	(El 5 ft.)	Stovepipe Wells	A	25.71	227.49	281.21
	<i>No pay at the pump!</i>						
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.)		C	1.68	251.52	257.18
	### Campground / Quiet Zone ###						
0.40	Death Valley Visitor Center	El -190 ft.)	Furnace Creek	A	1.28	251.92	256.78
	### Quiet Zone ###						
0.06	TS #3 on right immediately before Chevron	(760) 786-9920 / 1906			1.22	251.98	256.72
	### GET GAS: No services next 75 miles ###						



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



STAGE 4 DETOUR

2013 driving detour shown in **GREEN**

Normal riding route shown in **ORANGE**

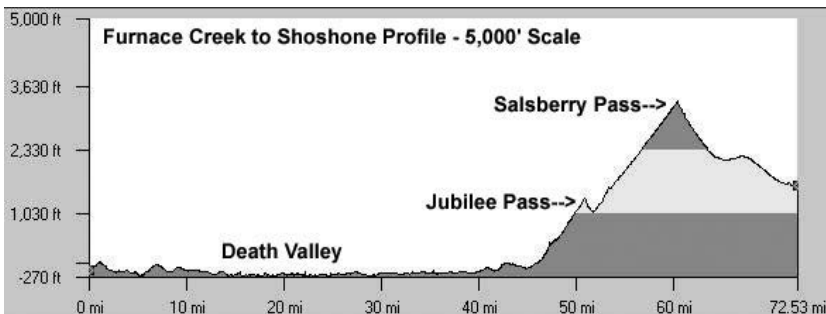
- 0.00 Start Stage 4 at Furnace Creek Chevron
- 1.23 DO NOT Turn Right towards Badwater
- 30.1 Turn Right on Hwy 127 into DV Junction southbound (SS, T-Int)
QUIET ZONE NEXT THREE MILES!
- 30.4 Pass Amargosa Opera House on left
- 55.9 Pass Hwy 178 / Badwater Road on right
QUIET ZONE NEXT SEVEN MILES!
- 57.1 Shoshone City Sign
- 57.4 Arrive at Time Station 4: Chevron on right in Shoshone

Resume traditional 508 route here as you continue onto Stage 5.

(Traditional 508 route via Badwater is 73.5 miles, or 16.1 miles less.)

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

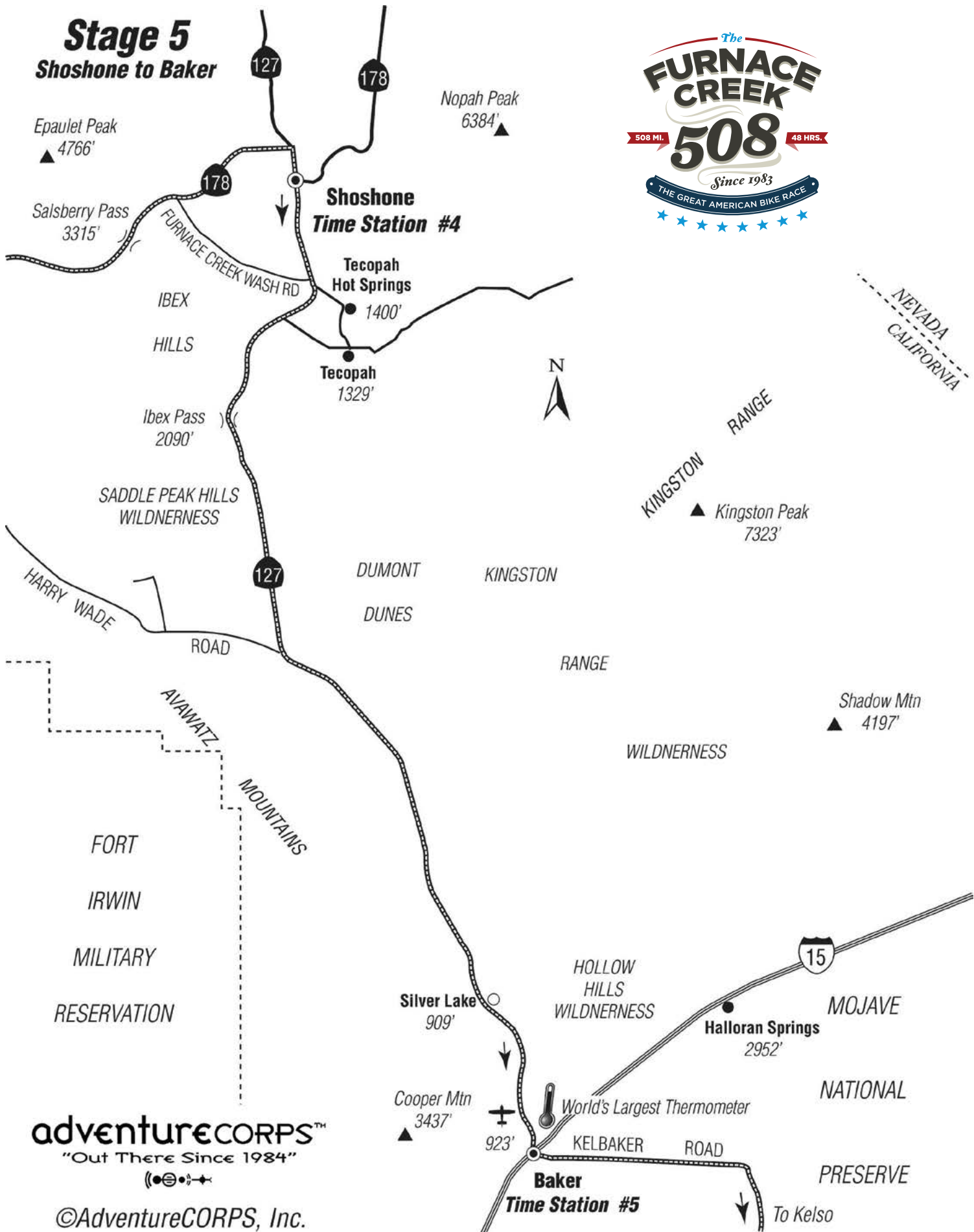
After	Description	Stage Four	City	Services	MTNT	MTF	MTG
1.22	Right towards Badwater (El sea level) <i>External sound OK 2 miles after turn.</i> FOLLOW DETOUR DIRECTIONS	### No services next 75 miles ###			45.69	253.20	255.50
2.03	Golden Canyon				43.66	255.23	253.47
8.89	Devil's Golf Course				34.74	264.12	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	269.55	239.15
16.39	Mormon Point				12.95	285.94	222.76
10.91	Ashford Mills Historic Ruins <i>Bathrooms available 100 yards down gravel road to right.</i>				2.04	296.85	211.85
2.04	Stay Left Shoshone / Baker: Start Mountain Section Six				25.09	298.89	209.81
4.68	Jubilee Pass (EL 1285 ft.) <i>Descend 1 mile to El. 1050 ft.</i>				20.41	303.57	205.13
8.62	3000 Foot Elevation Sign				11.79	312.19	196.51
1.00	Salsberry Pass (El 3315 ft.): End Mountain Section Six (<i>"5% Grade 4 Miles" Sign</i>)				10.79	313.19	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> DETOUR ROUTE REJOINS THIS ROUTE HERE				1.67	323.98	184.72
1.18	City sign (El 1572 ft.)		Shoshone	A	0.51	325.16	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	325.51	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.

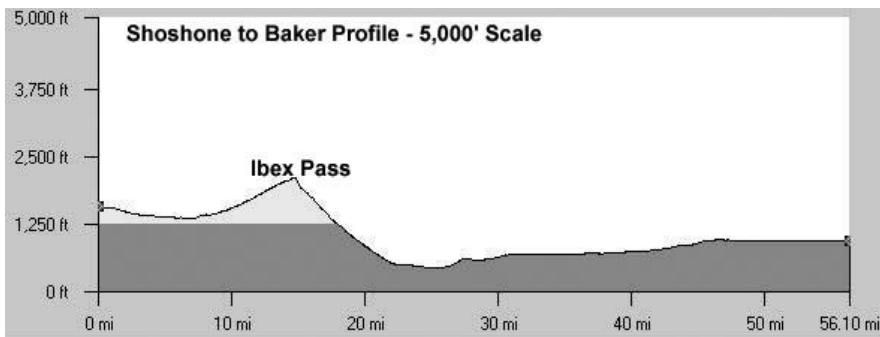
Stage 5 Shoshone to Baker



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 "Out There Since 1984"
 ((●●●)→)
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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	325.67	183.03
5.18	1st Hot Springs / Tecopa turnoff / End quiet zone El 1380 ft.)				119.57	330.85	177.85
2.94	2nd Hot Springs / Tecopa turnoff: Start Mountain Section Seven				116.63	333.79	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	340.27	168.43
7.45	Dumont Dunes on left (El 400 ft.)				102.70	347.72	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	351.97	156.73
28.16	Baker Airport on right <i>### Quiet Zone Through Town ###</i>				70.29	380.13	128.57
1.15	City sign (El 923 ft.)		Baker	A	69.14	381.28	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	381.71	126.99

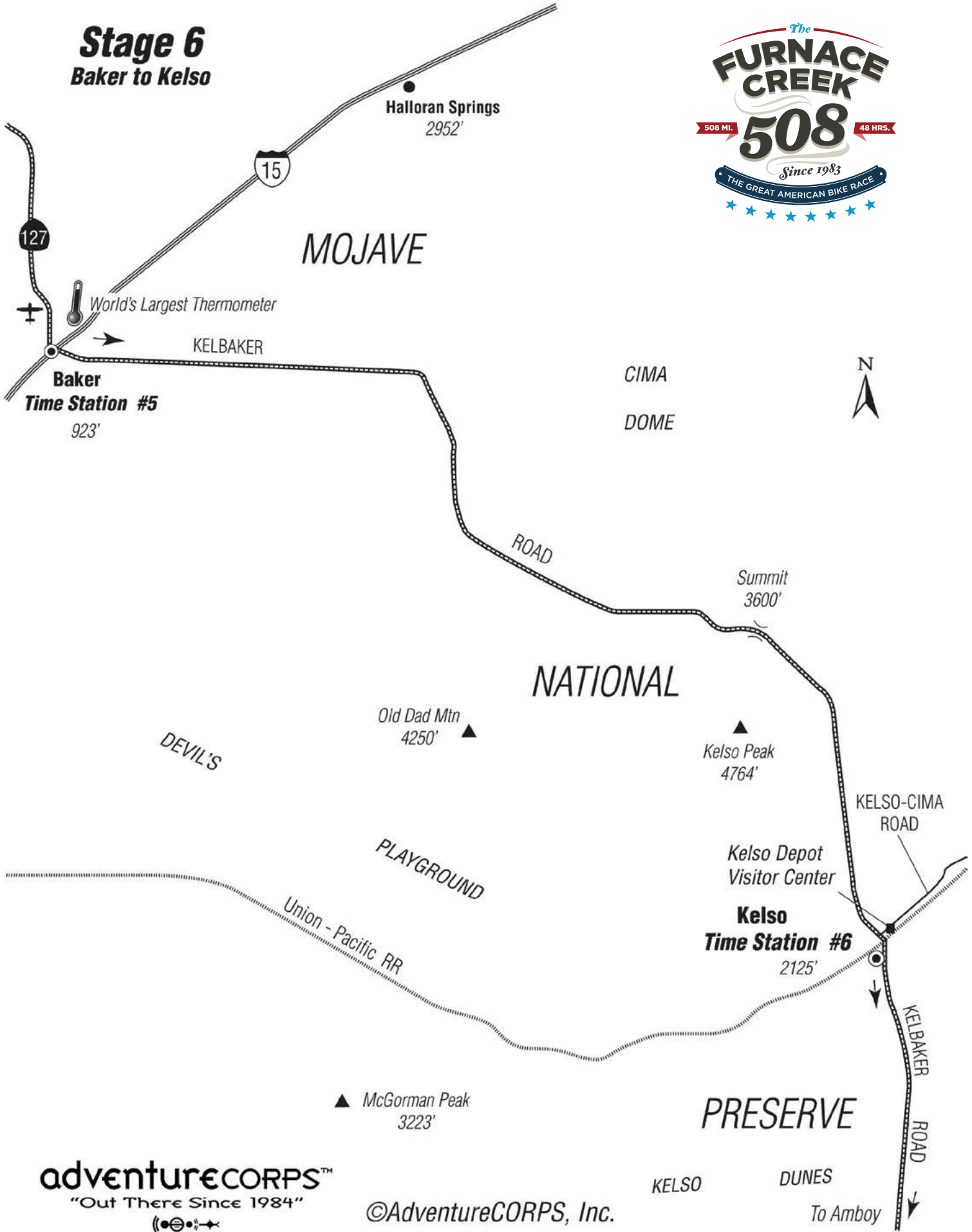


After an easy 750 feet climb up Ibex pass (Mountain Section Seven), there's a wonderful eight-mile downhill, and then the road to Baker is mostly flat and straight. Watch for Baker's world-famous "world's largest thermometer" in the distance. The crew **MUST** stock up on gas, ice and food in Baker as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



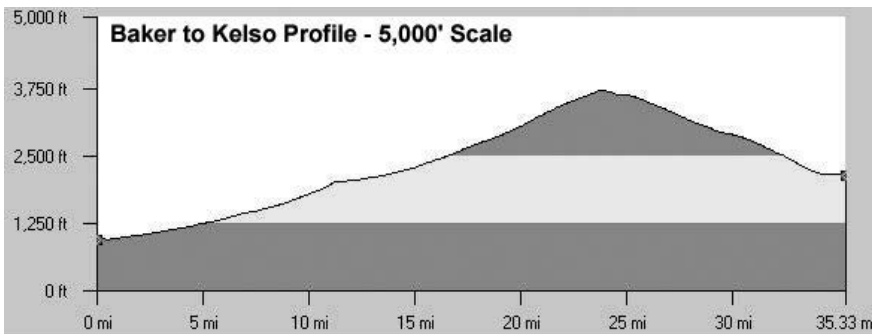
Come back some other time to visit the attractions in Shoshone!

Stage 6 Baker to Kelso



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	381.72	126.98
0.15	X over I-15 Freeway / End quiet zone				68.55	381.87	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	382.31	126.39
1.63	Cattle guard (El 1000 ft.) <i>Enjoy the views of the Joshua Tree "forest"!</i>				66.48	383.94	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	405.02	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	414.24	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	416.57	92.13
0.04	X RR Multiple Tracks (El 2125 ft.) <i>### Caution: High speed train crossing and occasional train parking ###</i>				33.81	416.61	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	416.64	92.06



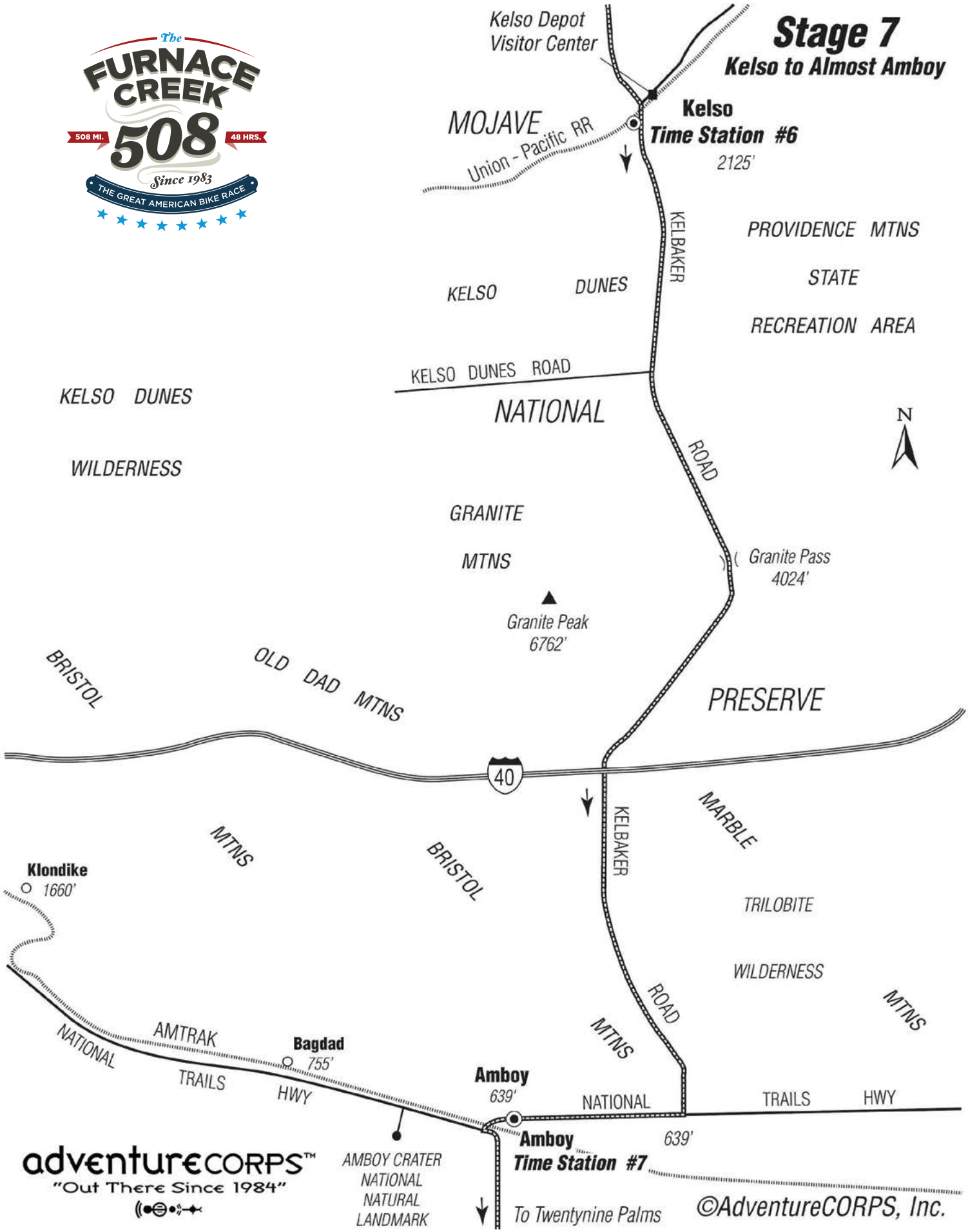
Leaving Baker, you climb a gradual, but relentless, 2500 feet in 20 miles (Mountain Section Eight). Whether it's heating up, or still at night, it's very dry out here, so hydrate carefully. A long, eleven-mile descent leads to Kelso at mile 418. Too bad you can't stop to visit the lovely Mojave National 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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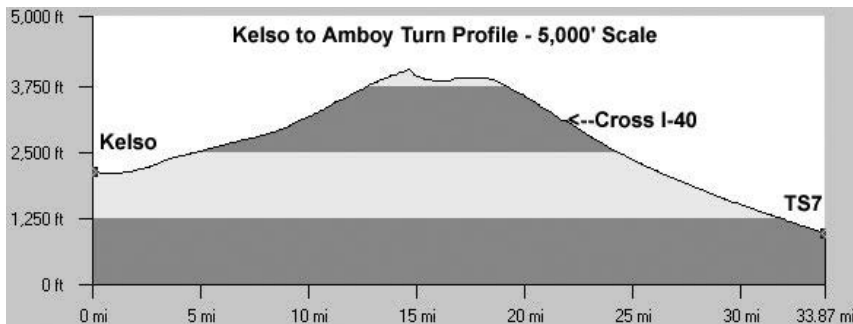
AMBOY CRATER
NATIONAL
NATURAL
LANDMARK

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: <i>Start Mountain Section Nine</i> (El 2150 ft.) <i>12.3 mile climb</i>				33.16	417.26	91.44
7.13	Kelso Dunes Rd. (El 2760 ft.)				26.03	424.39	84.31
4.60	Historic site of the former dirt road section and former TS #6 (El 3700 ft.)				21.43	428.99	79.71
2.00	Cattle guard / Microwave tower Granite Pass (unmarked El 4024 ft.) <i>End Mountain Section Nine</i>				19.43	430.99	77.71
3.45	"Soft Shoulders" sign <i>Begin 16 mile descent.</i>				15.98	434.44	74.26
4.42	Cattle guard / Leaving Mojave National Preserve (El 2970 ft.)				11.56	438.86	69.84
0.07	X under I-40 Freeway ("Joshua Tree National Park 67 Miles" Sign)				11.49	438.93	69.77
11.50	Right National Trails Highway (Route 66) / Amboy (SS/T-Int) <i>Former location of TS#7</i>				6.56	450.43	58.27
5.56	Amboy City sign (El 639 ft.) ### Quiet Zone through town ###		Amboy	Unknown	1.00	455.99	52.71
0.5	TS#7 on right in front of Roy's Café				0.5	456.49	52.21



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.



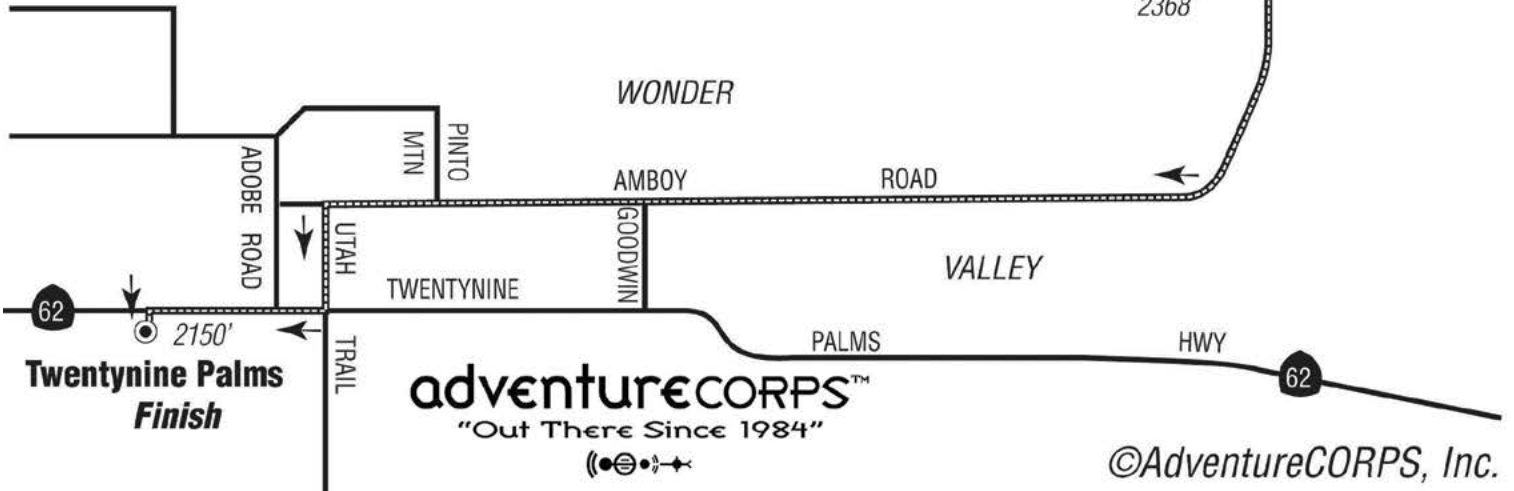
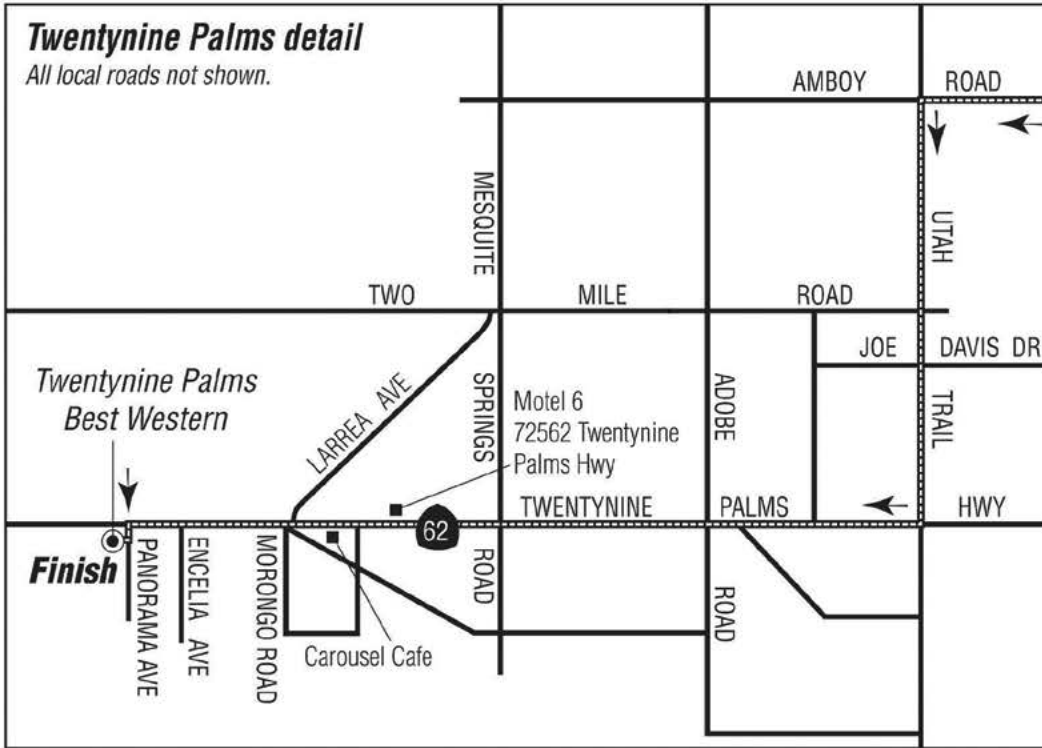
Crossing I-40 on the way to Amboy.



Stage 8 Almost Amboy to Twentynine Palms



Lead Mtn
2891'



639'

Amboy Time Station #7

AMTRAK NATIONAL TRAILS HWY

AMBOY CRATER NATIONAL NATURAL LANDMARK

LAVA FIELDS

BRISTOL DRY LAKE

SHEEPHOLE

Sheephole Pass
2368'

MTNS

WONDER

AMBOY

VALLEY

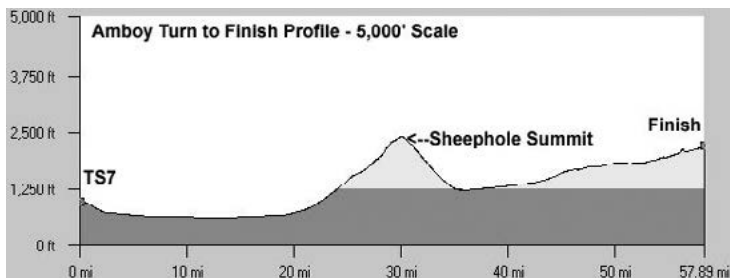
PALMS

HWY

62

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

After	Description	Stage Eight	City	Services	MTNT	MTF	MTG
0.20	X Multiple RR tracks	## DO NOT MISS NEXT TURN! ##			0.30	456.69	52.01
0.30	Left Amboy Rd. '29 Palms / Yucca Valley'	## DO NOT MISS ## End Quiet Zone <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.)	Climb begins gradually, gets steeper (2-3% grade). Road quality improves.			32.27	470.59	38.11
8.73	Many years ago, TS#7 was located 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)	Begin 5.5 mile descent. ### Quiet Zone to Finish ###			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 ### <i>Finish line is on the far end of town, along this highway!</i>			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! .	### Quiet Zone ###			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 ### PREPARE FOR NEXT TURN			0.54	507.85	0.85
0.54	LEFT at Encelia Ave. at Burger King on left at 71707 29 Palms Hwy.	DO NOT MISS!!! <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 Cafe 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 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 ambulance posted in front of the Stovepipe Wells Resort which can be reached via Satellite Phone by calling the number provided in the Communication Outline.

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 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 (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: LEE MITCHELL



In a sport filled with athletes with enlarged hearts, Lee Mitchell had the biggest heart of all. A man with an unwavering love of cycling, he literally gave away twenty or thirty weekends, or longer, every year, without fail or hesitation. Driving the world-famous, seemingly ever-present, music-blaring, and smile-inducing red BIKE VAN (of which several editions came and went, with hundreds of thousands of miles driven), Lee has been a fixture for decades at every Furnace Creek 508, every Race Across America, and scores of centuries, double centuries, brevets, and other cycling events across the state and in particular those hosted by his home club, the Davis Bike Club. He's been so important to our sport for so long, we dedicated Furnace Creek 508 to him way back in 1998, fifteen years ago!

Carrying an amazingly wide assortment of bike parts, equipment, and necessities, Lee rescued hundreds, probably thousands, of cyclists on the side of the road every year. Whether they needed a tire, a wheel, an energy gel, a bandaid, a tampon, a pat on the back, or all of the above, Lee always

did whatever he could, and seemed to have anything that anyone could ever require, to help cyclists keep on pedaling.

At one event I organized, a rider broke his handlebars, and he was sure his ride was done, but then Lee showed up and saved the day with a spare set of handlebars. He did the same for riders who forgot to bring their shoes, pedals, or helmets to events, and usually only realized at about 5am, right before the ride start. Countless riders in such quandaries have come up to me at various start lines, and Lee saved their day every time.

I once organized a 26-mile bike event in conjunction with the Los Angeles Marathon, and I'd convinced then LA major Richard Riordan to ride the event with a group of sports and entertainment celebrities including Bruce Jenner, John Marino, and Ed Begley, Jr. Wanting to be sure that the Mayor and his special entourage had a flawless experience, I called upon Lee to be their personal SAG support amidst a field of 13,000 cyclists and otherwise closed to cars. "I'd love to," he said, and promptly drove 800

miles round-trip in under 36 hours to support the riders for just two hours of cycling. That's Lee for you.

Crewing for ultra cyclists at The 508 and RAAM was Lee's particular speciality and love. With more than 50 of those events under his belt, I think it would take less than one hand to count the number of "his riders" who DNF'd. Lee's heart, his wisdom, and his motorized tool box could keep just anybody on the road. Riders booked him several years in advance; his dance card was never empty.

Let's not forget that Lee was a fellow cyclist, too! He rode his first Davis Double Century way back in 1975 and he rode across the USA in a mere 14 days in the very first PAC Tour in 1985. In 1995 he raced on a four-man 60+ team in RAAM from coast to coast, then did the same on a 70+ team in 2004! And yes, he kept that trademark Santa Claus beard on, even while racing.

And money for gas or food? Forget it: No matter how long the event, no matter how far from home he had to travel to get there, Lee never wanted to be reimbursed for anything. A community college professor whose mind was as sharp as his students sixty years his junior, Lee didn't sweat the small stuff. Life was an adventure and cycling a pursuit more noble than anything.

Lee's spirit will live on at this event and at countless others. Likewise, his name will live on at The 508 in particular as we create the Lee Mitchell 508 Support Crew Hall of Fame in 2014. Lee will be the first inductee, and membership will be open exclusively to those who exemplify his standards of love, kindness, giving, sportsmanship, and many, many years of commitment to the sport and event.

Thank you, Lee!

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