

*The*  
**SILVER  
STATE**  
**508**  
*Since 1983*





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adventureCORPS™  
"Out There Since 1984"  
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Front Cover: Wade "Wren" Baker in 2013.

Inside Front: Meredith "RedAssd Monkey" in 2013.

Outside Back: George Vargas and Lori Hoechlin (Hutton's Vireo) in 2013.

Photos by Ron Jones and Chris Kostman.

Layout and Design by Kevin Fung.

## GENERAL INFORMATION

**RACE DATE:** October 5-7, 2014.

**ROUTE:** The Official Route for the Silver State 508 is included in the Race Magazine and on the website. Held in the great state of Nevada, the 508 mile course covers 20,000 feet of cumulative elevation gain from Reno, through Virginia City, Silver Springs, Fallon, Austin, Eureka, and back.

**START / FINISH LOCATION:** Atlantis Casino Resort 3800 S. Virginia Street, Reno, NV 89502.

**RACER CHECK-IN:** 1:30PM to 5:30PM, Saturday, inside the Skybridge within the Atlantis Casino Resort, a bridge across Peckham Lane which connects the Atlantis to the Reno Convention Center. Check-in must be done Saturday 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:** 1:30PM to 5:00PM, Saturday at the Atlantic Casino Resort Parking Lot (please park on the east side of the hotel so that we can find you). All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangle, roof lights, and comprehensive first aid kits.

**PRE-RACE MEETING:** 6:30 - 7:45PM, Friday at the Atlantis Casino Resort, in the Paradise D/E ballrooms. 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:** Great Basin Bicycles of Reno, owned by 508 / 308 veteran Rich Staley will serve as the Official Bike Shop of the Silver State 508. They will have a neutral support van on the course on Sunday morning for the first 38 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 Great Basic Bicycles for all your 508 needs! Contact them by phone (775) 825-8258 or at 8048 S Virginia St Reno, NV 89511 or at [www.greatbasinbicycles.com](http://www.greatbasinbicycles.com)

**START TIMES:** 6:30AM, Sunday for Solos and 7:30AM, Sunday for Teams. We will begin the race on the north side of the Atlantis Casino Resort, under the large overhang (NOT at the front, main entrance, which is on the west side, facing Virginia Street). All racers must be present at the start 20 minutes prior to their start time for pre-race instructions and photos.

• 508



*Chris Kostman at age 19, competing in the October 1986 incarnation of this race.*

Welcome to the 31st anniversary, and 40th edition, of the spiritual odyssey known as “The 508,” the world’s premier 48-hour 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 advent of the race’s newest route and incarnation, “Silver State 508.”

This race was founded in 1983 by the godfather of ultracycling, John Marino, who also created the Great American Bicycle Race and the Race Across America (RAAM). It was then known as the John Marino Open.

Originally created primarily as the qualifier for the Race Across America, the John Marino Open was first staged in May of 1983. The 762-mile course made seven and a half laps around the 100-mile loop formerly used in the second half of the Hemet Double Century in Southern California. The winner of the inaugural race was Michael Secrest. The race was held again in May of 1984 and May of 1985, then it was moved to Arizona so that the race could be run in a format with support vehicles and time stations, like RAAM.

The first Arizona race was 750 miles from Tucson to the Grand Canyon and back, where its first champion was Scott Fortner. Subsequent editions of the AZ races went from Tucson to Flagstaff and back, a distance of 542 miles. The race was run seven times in Arizona and changed its name to RAAM Open West to foster a more evident affiliation between RAAM and all its Qualifiers.

The race moved back to California with the April 1989 version of the event covering 508 miles from Santa Clarita to Death Valley to Twentynine Palms, a route suggested by the 1987 Race Across America winner, Casey Patterson. The first champion on that Santa Clarita-based course was John Hughes, who also won it again in 1993.

In the fall of 1990, John Marino granted the rights to the event to yours truly, then operating as Kostman Sport Group. I was a finisher of the May 1985 Hemet and October 1986 Arizona John Marino Open proto-508 races as well as the 1987 Race Across America, and had worked on the JMO staff in 1984 through 1989 and the Race Across America staff in 1985, 1986, and 1989. 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 since 1997, I get a ton of help from an incredible race staff every year.

In 1991 I changed the name of the race from RAAM Open West to Furnace Creek 508, or more simply as “The 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.”

The race was successfully held 28 times on the Death Valley-centered route between 1989 and 2012.

In 2013, the race was abbreviated to a 353-mile route from Santa Clarita to Trona and back, due to the Federal Government shutdown which prevented the race from passing through Death Valley National Park and the Mojave National Preserve. Two hundred and forty-nine racers competed, the largest in race history, celebrating the 30th anniversary of the event with the special participation of Team Wild Mares, featuring female ultracycling legends Susan Notorangelo, Kitty Goursolle, Elaine Mariolle, and Cindi Staiger.

In 2014, squeezed out of Death Valley National Park by bureaucrats, the race has moved to the great state of Nevada, providing racers and crews with a breathtaking and challenging new route on which to continue the 31-year legacy of the event, now organized under the moniker “Silver State 508.”

I am particularly excited about hosting this race in Nevada, based in Reno. First, the route is fabulous and photogenic and I have personal experience with it from my 1987 Race Across America which traversed Highway 50 across Nevada. I loved that stretch of America and have wanted to come back ever since. Second, the locals, bureaucrats included, are welcoming us here with open arms!

Whichever route is featured, this classic ultracycling race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none.

This year adventurers from AK, AZ, CA, CO, DC, FL, GA, IA, MN, NC, NV, NY, WA, WI, plus Puerto Rico, Canada, Mexico, Slovenia, Philippines, Switzerland, and United Kingdom will compete. We thank and salute every one of them!

Whether cycling legends or wide-eyed first-timers, all who compete this year will contribute to the race’s rich history and pageantry. I thank YOU for being here!

Yours in sport,

*Chris Kostman*

Race Director and Chief Adventure Officer

## THE OFFICIAL CHARITIES

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**THE OFFICIAL CHARITIES OF ADVENTURECORPS** ARE THE CHALLENGED ATHLETES FOUNDATION, MAJOR TAYLOR ASSOCIATION, CARING HOUSE PROJECT FOUNDATION, AND BALD HEAD ISLAND CONSERVANCY. THE GOAL AND PURPOSE OF OUR EVENTS IS TO RAISE FUNDS FOR, AND AWARENESS OF, 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 \$47 million—allowing the Foundation to satisfy thousands of funding requests from challenged athletes in all 50 states and across the globe.

Over eighty 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 \$300,000 for CAF, and AdventureCORPS athletes have raised equally impressive sums!

**Website:** [www.challengedathletes.org](http://www.challengedathletes.org)



**The Bald Head Island Conservancy** was founded on Bald Head Island, NC in 1983 with a focus on barrier island conservation, preservation, and education. The Conservancy sponsors and facilitates scientific research that benefits coastal communities and provides numerous recreational and educational activities to the public. In coordination with various organizations, partnerships, and collaborations, the Conservancy has led the nation in conservation and research efforts and is uniquely poised to become a leader in Barrier Island Conservation world-wide.

Badwater fans and race participants will appreciate that BHIC cares for the pristine setting for the Badwater Cape Fear race route and its role as a sea turtle nesting site and sanctuary. The Conservancy also serves as the host and finish line for our event. As such, our goal is to raise \$10,000 to purchase one of the special UTV vehicles which BHIC uses to patrol the beach and care for sea turtle nesting sites.

**Website:** [www.bhic.org](http://www.bhic.org)



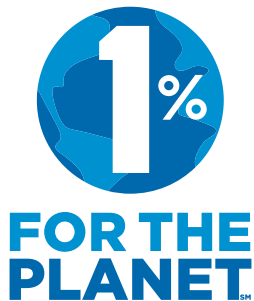
New for 2014, AdventureCORPS is proud to recognize **Caring House Project Foundation** as an Official Charity and support their efforts. Founded by eight-time Badwater 135 veteran Frank McKinney, and based on the principal that “stability begins at home,” the CHPF provides shelter to the world's most desperately poor and homeless people. CHPF has impacted the poorest of the poor in the countries of Haiti, Honduras, Nicaragua, Indonesia and Africa.

As of today, over 7,000 people will have been sheltered because of CHPF, and thousands more are alive because of the foundation's efforts. In 2014, Caring House Project is planning to build its 21st self-sufficient village in Ravine à Couleuvre, a small Haitian enclave near the Town of L'Estere (pop 3,000), located on the northwest coast of Haiti.

**Website:** [www.chpf.org](http://www.chpf.org)

ENVIRONMENT

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 1200 companies that donate at least 1% of their sales to a network of more than 3600 approved environmental organizations worldwide. Therefore we donate 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, Challenged Athletes Foundation, Major Taylor Association, and Caring House Project Foundation, which are wonderful causes but not environmental in their focus. In the past ten years, we and our fellow One Percent For The Planet members have invested over \$100 million in positive environmental change.

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 \$13 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 2,825 miles of rivers; stop or remove 26 dams; designate five marine reserves; and purchase nine climbing areas. There are

now more than 185 member companies, and plan to disburse \$1.7 million in 2014.

In 2014, we began supporting the **Bald Head Island Conservancy** with the inaugural BADWATER Cape Fear race 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.



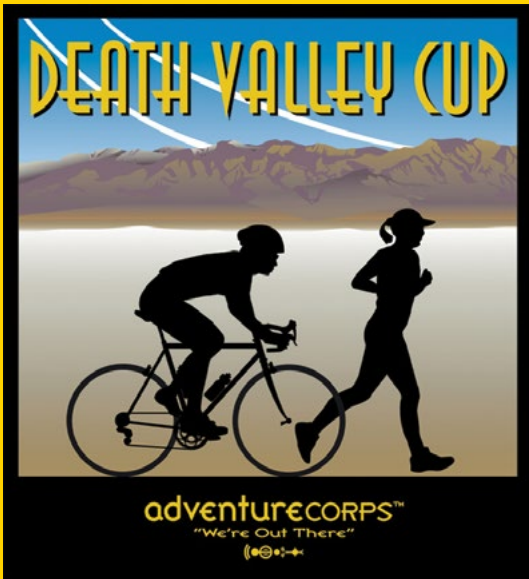
Additionally, we have championed other environmental causes including the **Los Angeles County Bicycle Coalition**, a nonprofit organization with over 1,000 members that engages cyclists through advocacy, education and outreach across the county. Founded in 1998, LACBC brings together the diverse bicycling 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 Swarzman Memorial Membership Drive, an effort that brought \$23,000 into LACBC.



AdventureCORPS joined the **Death Valley Natural History Association** as Life Members and recognized DVNHA as an Official Charity of AdventureCORPS from 2009 through 2013. 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 in the Park.



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 recently renovated Death Valley National Park Visitors Center, as evidenced by five “donor tiles” are in the Visitors Center (one per \$1000 donation.)



**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](http://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
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*
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
Angelika Castaneda, "Cat" San Diego, CA, 56 (1st Ever female DV Cup)	1999	Badwater, 36:58, 1st female, 8th overall	Furnace Creek, 43:46:40, 3rd female, 18th overall	=80:44:40*
Meredith Dolhare, "RedAssd Monkey" Charlotte, NC, 40	2013	Badwater, 30:52:40 3rd female, 20th overall	"Trona 353*," 30:42:00 8th female, 54th overall	=60:34:40
Charlie Engle, "Water Dragon" Greensboro, NC, 45	2007	Badwater, 27:42:32, 5th place	Furnace Creek, 34:31:12, 13th place	=62:13:44
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*
Charlie Engle, "Water Dragon" Greensboro, NC, 51 (3rd DV Cup)	2013	Badwater, 26:15:35, 5th place	"Trona 353*," 26:52:00, 12th place	=53:07:35*
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
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
Tim Hewitt, "Muskox" Greensburg, PA, 56	2010	Badwater, 36:30:52 26th place	Furnace Creek, 42:11:07 32nd place	=78:41:59
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
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
David Jackson, "Jackass" Lexington, KY, 43	2002	Badwater, 47:12:30, 25th place	Furnace Creek, 38:56:12 15th place	=86:08:42
James Kern, "Shrike" Sunnyvale, CA, 55	2013	Badwater, 33:57:30, 22nd place	"Trona 353*," 22:31:00, 11th place	=56:28:30
Charlie Liskey, "Lizard" Somis, CA, 40	1996	Badwater, 58:26, 14th place	Furnace Creek, 39:32:08 17th place	=97:58:08
Eric Meech, "Cattle Dog" San Diego, CA, 44	2013	Badwater, 41:17:32 47th place	"Trona 353*," 26:45:00 33rd place	=68:02:32
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
Ted Philip, "Mountain Gorilla" Wayland, ME, 47	2012	Badwater, 32:30:48, 24th place	Furnace Creek, 38:52:59, 17th place	=71:23:47
Greg Pressler, "Pheasant" Portland, OR, 43	2011	Badwater, 38:36:46 43rd place	Furnace Creek, 42:18:56 39th place	=80:55:42
Kaname Sakurai, "Sea Lion" Nagoya, Japan, 36	2000	Badwater, 27:52:14, 3rd place	Furnace Creek, 32:31:56, 2nd place	=60:24:10*
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
Del Scharffenberg, "Spider" Portland, OR, 52	1997	Badwater, 48:16, 13th place	Furnace Creek, 42:15:26, 10th place	=90:31:26
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
Monica Scholz, "Scarlett Fairy Cup" Jerseyville, ON, 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
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, 41 (2nd DV Cup)	2006	Badwater, 42:29:16, 32nd place	Furnace Creek, 41:24:06 29th place	=83:53:22
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
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
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
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
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
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
<b>Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 50 (3rd DV Cup)</b>	<b>2009</b>	<b>Badwater, 35:51:24, 28th place</b>	<b>Furnace Creek, 39:54:25, 14th place</b>	<b>=75:45:49</b>
<b>Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 51 (4th DV Cup)</b>	<b>2010</b>	<b>Badwater, 37:13:19 30th place</b>	<b>Furnace Creek, 40:32:17 23rd place</b>	<b>=77:45:36</b>
<b>Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 52 (5th DV Cup)</b>	<b>2011</b>	<b>Badwater, 38:29:58 42nd place</b>	<b>Furnace Creek, 37:40:22 23rd place</b>	<b>=76:10:20</b>
<b>Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 53 (6th DV Cup)</b>	<b>2012</b>	<b>Badwater, 39:52:42, 26th place</b>	<b>Furnace Creek, 33:22:00, 20th place</b>	<b>=73:14:42</b>
<b>Danny Westergaard, "Wiener Dog" Rolling Hills, CA, 54 (7th DV Cup)</b>	<b>2013</b>	<b>Badwater, 42:41:28, 59th place</b>	<b>"Trona 353", 28:54:00, 45th place</b>	<b>=71:35:28</b>

\* Note: The 2013 edition of Furnace Creek 508, also known as "Trona 353," was held on an abbreviated 353-mile course due to the federal government shutdown.



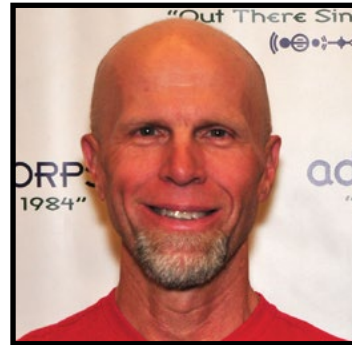
# HALL OF FAME

## CLASS OF 2014



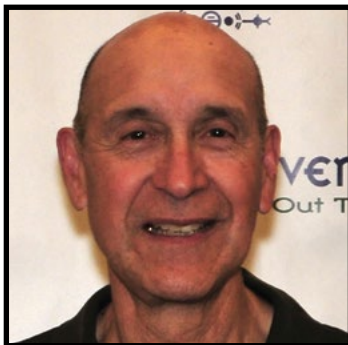
### Rick Ashabranner

Totem	Year	Age	Category	Finish Time
Akita	2001	32	Solo	34:26:00
Quack	2002	33	Four Man	27:17:44
Akita	2003	34	Solo	DNF
Akita	2005	36	Solo	28:30:04
Akita	2010	40	Solo Recumbent	36:04:46
Asp	2013	44	Two Man	24:33:00



### Robert Brudvik

Totem	Year	Age	Category	Finish Time
Bush Baby	2002	46	Solo	43:11:42
Bush Plankton	2003	47	Two Man	31:11:05
Bush Baby	2011	55	Solo	38:54:10
Bush Baby	2012	56	Solo	42:54:37
Bush Hound	2013	57	Two Man	23:35:00



### Hector Chavez

Totem	Year	Age	Category	Finish Time
Western Wood Pewee	2005	62	Four Man	33:40:52
Western Wood Pewee	2006	63	Four Man	35:23:03
Western Wood Pewee	2009	66	Four Man	41:33:04
Western Wood Pewee	2012	69	Four Man	34:19:35
Western Wood Pewee	2013	70	Four Man	23:49:00

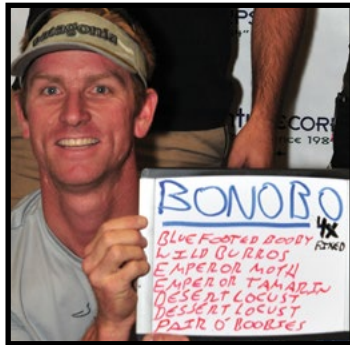


### Bob Corman

Totem	Year	Age	Category	Finish Time
Spike the Wonder Dog	2009	53	Four Man	40:57:33
Spike the Wonder Dog	2010	54	Two Man	37:36:47
Spike the Wonder Dog	2011	55	Two Man	33:55:37
Wolfdog	2012	56	Two Man	39:12:14
Spike the Wonder Dog	2013	57	Four Man	24:52:00

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!

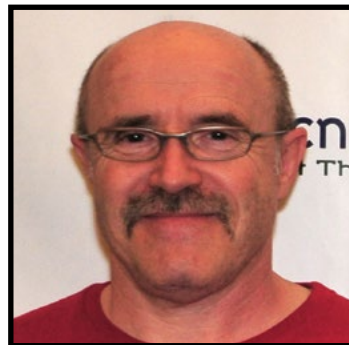


### Brian Davidson

Totem	Year	Age	Category	Finish Time
Bonobo	2006	28	Four Man Fixed	32:23:35
Emperor Moth	2007	29	Solo	36:05:08
Emperor Moth	2008	30	Solo	33:25:35
Emperor Tamarin	2010	32	Two Man	37:44:11
Bonobo	2013	35	Four Man Fixed	24:37:00

### Megan Dean

Totem	Year	Age	Category	Finish Time
Bonobo	2006	22	Four Man Fixed	32:23:35
Blue Footed Booby	2008	24	Four Woman Fixed	32:28:05
Wild Burros	2010	26	Four Mixed	36:45:39
Blue Footed Booby	2012	28	Two Woman Fixed	36:55:35
Bonobo	2013	29	Four Man Fixed	24:37:00



### Joan Deitchman

Totem	Year	Age	Category	Finish Time
Kites	2007	27	Four Mixed	32:21:06
Nanook	2008	28	Solo	36:22:24
Nanook	2010	30	Solo	44:56:16
Trojan Rabbits	2012	32	Two Mixed	32:41:22
Pygmy Jerboa	2013	33	Two Woman	23:51:00

### Chris Eisenbarth

Totem	Year	Age	Category	Finish Time
Blue Whale	2009	59	Four Man	39:55:16
Blue Whale	2010	60	Four Man	36:25:35
Blue Whale	2011	61	Four Man	33:33:30
Blue Whale	2012	62	Four Man	34:22:10
Blue Whale	2013	63	Four Man	25:19:00

# HALL OF FAME

## CLASS OF 2014



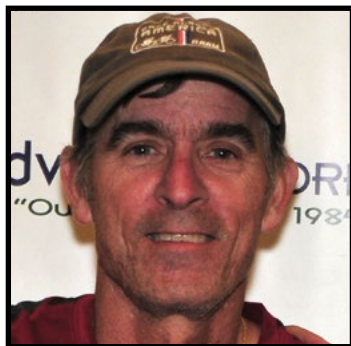
### Neal Herman

Totem	Year	Age	Category	Finish Time
Spike the Wonder Dog	2009	53	Four Man	40:57:33
Zombie Squirrel	2010	54	Four Man	34:39:04
Wolf Pack	2011	55	Four Man	34:02:40
Wild Hare	2012	56	Two Man	36:40:29
Spike the Wonder Dog	2013	57	Four Man	24:52:00



### Jay Kilby

Totem	Year	Age	Category	Finish Time
Spike the Wonder Dog	2009	46	Four Man	40:57:33
Spike the Wonder Dog	2010	47	Two Man	37:36:47
Spike the Wonder Dog	2011	48	Two Man	33:55:37
Mad Cow	2012	49	Solo	36:05:32
Mad Cow	2013	50	Solo	22:51:00



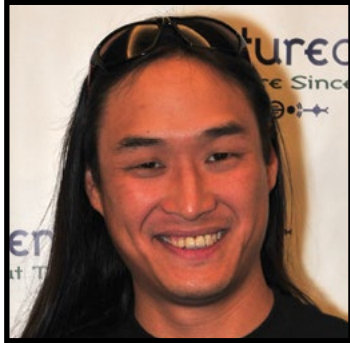
### Willy Nevin

Totem	Year	Age	Category	Finish Time
Tortuga	2006	47	Two Man	35:37:49
Long-Eared Jerboa	2009	50	Solo	DNF
Long-Eared Jerboa	2010	51	Solo	45:16:07
Long-Eared Jerboa	2011	52	Two Tandem Mixed	37:06:02
Gray Goose	2012	53	Four Tandem Mixed	34:40:17
Shar-Pei Kats	2013	54	Four Man	24:35:00



### Patrice Pellerin

Totem	Year	Age	Category	Finish Time
Blue Frog	2009	50	Solo	40:20:45
Blue Frog	2010	51	Four Man	34:24:07
Blue Frog	2011	52	Two Man	33:44:22
Blue Frog	2012	53	Two Man	32:09:48
Blue Frog	2013	54	Two Man	22:48:00



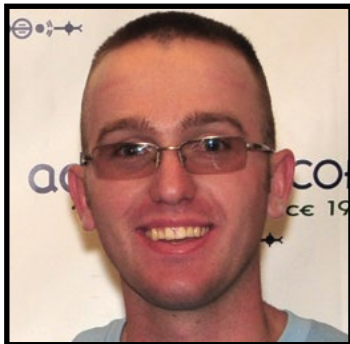
Jason Pierce

Totem	Year	Age	Category	Finish Time
Clownfish	2009	35	Four Man	38:39:11
Magical Liopleurodon	2010	36	Four Man	36:27:09
Pudu	2011	37	Solo	39:32:50
Pudu and the Pussycats	2012	38	Four Mixed Fixed	34:45:40
Pudu	2013	39	Solo Classic	28:40:00



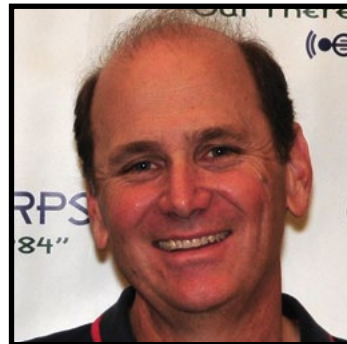
Matt Ruscigno

Totem	Year	Age	Category	Finish Time
Bonobo	2006	28	Four Man Fixed	32:23:35
Desert Locust	2008	30	Solo	37:20:39
Desert Locust	2009	31	Solo	39:28:55
Desert Locust	2010	32	Solo	40:34:12
Bonobo	2013	35	Four Man Fixed	24:37:00



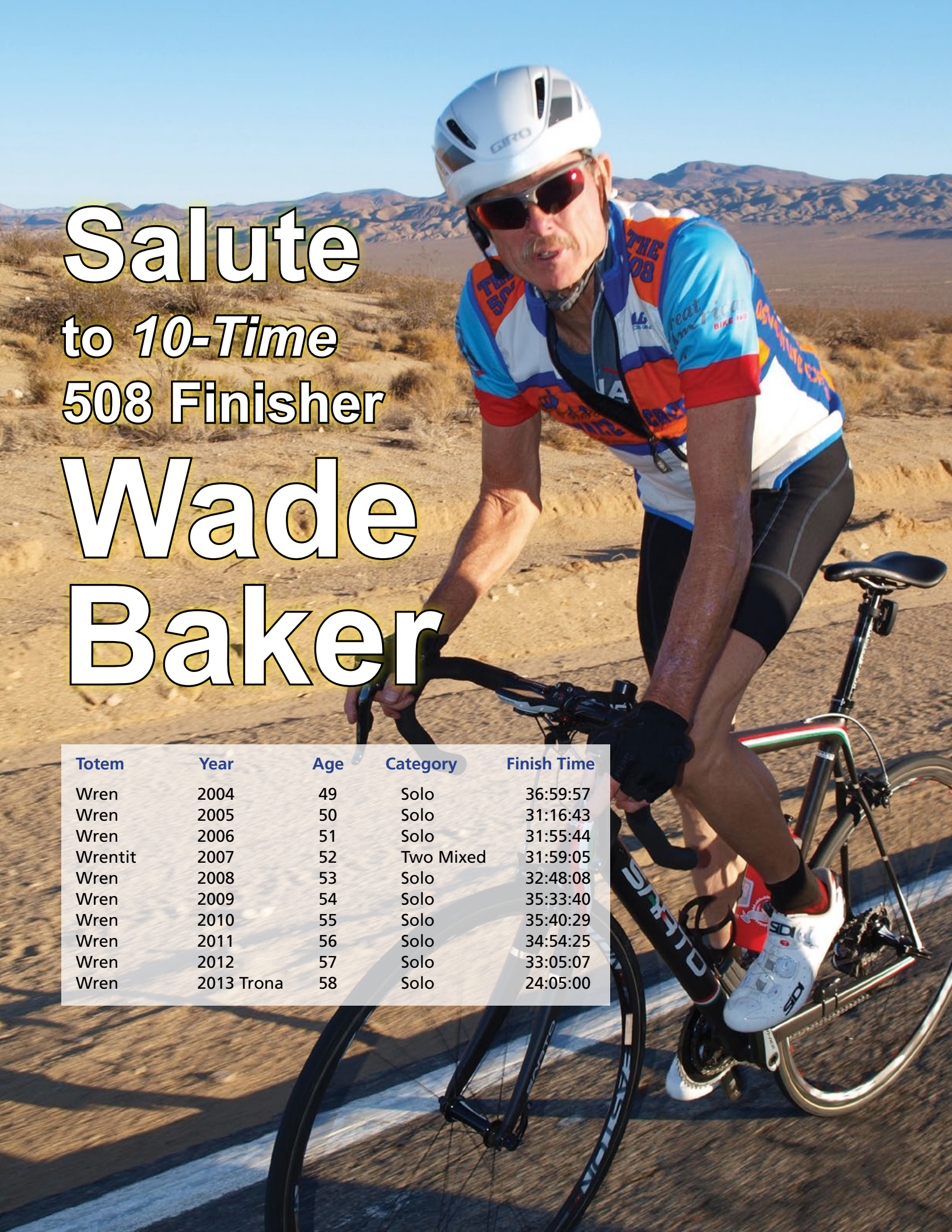
Matt Skipper

Totem	Year	Age	Category	Finish Time
TwoCan-JDRF	2009	15	Four Tandem Mixed	34:28:19
TwoCan-JDRF	2010	16	Four Man	35:47:13
TwoCan-JDRF	2011	17	Two Man	35:40:00
TwoCan	2012	18	Four Man	36:31:54
Water Dog	2013	19	Four Man	24:45:00



Donald Turner

Totem	Year	Age	Category	Finish Time
Blue Whale	2009	48	Four Man	39:55:16
Blue Whale	2010	49	Four Man	36:25:35
Blue Whale	2011	50	Four Man	33:33:30
Blue Whale	2012	51	Four Man	34:22:10
Blue Whale	2013	52	Four Man	25:19:00

A male cyclist with a mustache is riding a road bike on a paved road in a desert landscape. He is wearing a white helmet with 'GIRO' on it, sunglasses, and a blue, white, and red cycling jersey with 'THE JOB' and 'Great America BIKES' visible. He is also wearing black cycling shorts and white cycling shoes. The background shows a vast, arid desert with low mountains under a clear blue sky.

# Salute to 10-Time 508 Finisher Wade Baker

Totem	Year	Age	Category	Finish Time
Wren	2004	49	Solo	36:59:57
Wren	2005	50	Solo	31:16:43
Wren	2006	51	Solo	31:55:44
Wrentit	2007	52	Two Mixed	31:59:05
Wren	2008	53	Solo	32:48:08
Wren	2009	54	Solo	35:33:40
Wren	2010	55	Solo	35:40:29
Wren	2011	56	Solo	34:54:25
Wren	2012	57	Solo	33:05:07
Wren	2013 Trona	58	Solo	24:05:00



Salute  
to *10-Time*  
508 Finisher

# Roehl Caragao

Totem	Year	Age	Category	Finish Time
Quail	1997	34	Four Mixed	25:53:24
Centipede	1998	35	Four Tandem Men	23:20:00
T-Rex	1999	36	Four Tandem Mixed	23:54:17
Red Robin	2000	37	Solo Tandem Men	33:36:57
Red-Legged Frog	2001	38	Solo	36:18:00
Fire Ants	2002	39	Two Tandem Mixed	31:11:33
Red-Legged Frog	2005	42	Solo	41:19:58
Mighty Millipede	2007	44	Four Tandem Mixed	28:11:04
Red-Legged Frog	2010	47	Solo	40:38:06
Red-Legged Frog	2013 Trona	50	Solo	23:16:00

### 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.

• 508

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# OFFICIAL RACE ROSTER

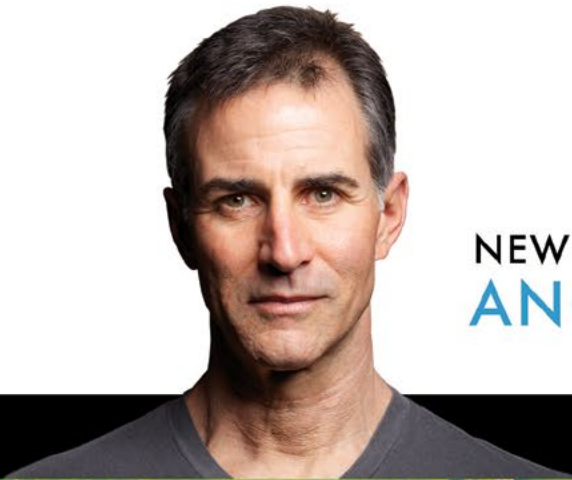
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<b>SOLO</b>								
Albatross	Adams	Sheherezade	F	40-49	41	Healdsburg	CA	USA
Blue Dasher	Johnson	Lisa	F	50-59	50	Citrus Heights	CA	USA
Brittlestar	Bradshaw	Dana	M	50-59	51	Tahoe City	CA	USA
Brown Rhino	Auriemma	Philip	M	40-49	47	Fremont	CA	USA
Bushbuck	Botha	Andries	M	60-69	56	Grimshaw	AB	Canada
Carpenter Ant	Downham	John	M	20-29	27	Ely	NV	United Kingdom
Coho	Fancher	Leonard	M	50-59	50	Anchorage	AK	USA
Crazy Ibxex	Rubino	Vito	M	30-39	36	Pasadena	CA	Italy
Crow	Cuddihy	Sean	M	40-49	46	Long Beach	CA	USA
Echidna	Earl	Sandy	F	50-59	51	Arcata	CA	USA
Flying Monkey	Recio	Dante	M	40-49	49	Rowland Heights	CA	Philippines
Gibbon	Geser	Gregg	M	60-69	61	Sisters	OR	USA
Gila Chub	Johnson	Alan	M	50-59	58	Phoenix	AZ	USA
Great Basin Ichthyosaur	Staley	Rich	M	40-49	45	Reno	NV	USA
Grey Kingbird	Vazquez	Maria del Pilar	F	40-49	43	San Juan	PR	USA
Holstein	Haase	David	M	40-49	47	Fond du Lac	WI	USA
Hoopoe	Hogan	Seana	F	50-59	55	Valley Springs	CA	USA
Irish Hare	Walsh	Mick	M	50-59	54	Seattle	WA	USA
Kookaburra	Burns	Steven	M	50-59	56	Redondo Beach	CA	USA
Lion of Judah	Jamieson Jr	Bruce	M	30-39	36	San Diego	CA	USA
Monkey 2	Tetz	Ryan	M	30-39	30	Bishop	CA	USA
Pileated Woodpecker	Marks	Tim	M	50-59	55	Andover	MN	USA
Pink Fairy Armadillo	Tourkin	Paul	M	50-59	51	San Diego	CA	USA
Quarter Horse	Elsberry	David	M	60-69	63	Vista	CA	USA
Red Wolf	DeNoma	Mike	M	50-59	58	London	UK	USA
Rednecked Falcon	Farey	David	M	40-49	42	Riverside	CA	USA
Rock Rabbit	Bickett	Adam	M	30-39	31	Solana Beach	CA	USA
Silver Hare	Santamaria	Jesse	M	50-59	54	Norwalk	CA	USA
Speedy Turtle	Zaide	Thomas	M	30-39	37	Long Beach	CA	USA
Spotted Dog	Brown	Ray	M	50-59	57	Roswell	GA	USA
Spotted Horse	Cooper	Sarah	F	40-49	43	Urbandale	IA	USA
Tarpon	Kluck	Laurence	M	60-69	66	Eureka	CA	USA
Tenacious Tarsier	Tadeo	Alfredo	M	50-59	55	Newport Beach	CA	Philippines
Tepig	von Kriegenbergh	Roland	M	40-49	45	Temecula	CA	Switzerland
Thundercat	Taaffe	Damon	M	30-39	38	Washington	DC	USA
Tweety Bird	Baloh	Marko	M	40-49	47	Ljubljana		Slovenia
Whippoorwill	Collum	David	M	60-69	61	Stockton	CA	USA
Wiener Dog	Westergaard	Danny	M	50-59	55	Palos Verdes Estates	CA	USA
Wild Turkey	Wilson	Mike	M	40-49	41	San Diego	CA	USA
Wolverine	Walsh	Kevin	M	50-59	57	Lancaster	CA	USA
Wren	Baker	Wade	M	60-69	59	Atascadero	CA	USA
<b>SOLO TANDEM</b>								
Hutton's Vireo	Hoechlin	Lori	F	50-59	51	Costa Mesa	CA	USA
Hutton's Vireo	Vargas	George	M	50-59	49	San Marcos	CA	USA
Mute Swan	McKenzie	Paul	M	50-59	59	Richmond	CA	USA
Mute Swan	Schroer	Sarah	F	50-59	42	Santa Rosa	CA	USA
<b>TWO MAN</b>								
Black Angus Cow	Kollins	Scott	M	40-49	45	Durham	NC	USA
Black Angus Cow	Weitz	Keith	M	40-49	46	Durham	NC	USA
Black Octopus	Maynard	Jeff	M	30-39	27	Costa Mesa	CA	USA
Black Octopus	Reynolds	Christopher	M	30-39	31	Costa Mesa	CA	USA
Blue Frog	Pellerin	Patrice	M	50-59	55	Beaconsfield	QC	Canada
Blue Frog	Rodrigue	Charles	M	50-59	52	St-Augustin-de-Desmaures	QC	Canada
Cao de Agua	Shoemaker	Ken	M	50-59	56	Los Altos Hills	CA	USA
Cao de Agua	Vlasveld	Paul	M	50-59	55	San Jose	CA	USA
Chimera Twins	Colin	Stokes	M	40-49	48	Mission Viejo	CA	USA
Chimera Twins	Ryser	Didier	M	40-49	44	Irvine	CA	Switzerland
Desert Bighorn	Clark	Justin	M	20-29	24	Fallon	NV	USA
Desert Bighorn	Kovac	Adam	M	20-29	24	Reno	NV	USA
Flat-Faced Wasp	Robinson	Paul	M	40-49	33	Redlands	CA	USA
Flat-Faced Wasp	Williams	Raymond	M	40-49	64	Riverside	CA	USA
Little Bear	Berling	Parker	M	30-39	30	San Francisco	CA	USA
Little Bear	Berling	Seth	M	30-39	33	San Francisco	CA	USA
Makerel Shark	Scott	Martinmaas	M	50-59	51	Peoria	AZ	USA
Makerel Shark	Shepston	Michael	M	50-59	57	Cave Creek	AZ	USA

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>M/F</b>	<b>AgGrp</b>	<b>Age</b>	<b>City</b>	<b>State</b>	<b>Nationality</b>
<b>TWO MAN (Cont.)</b>								
Red Bull	Boyd	Anthony	M	40-49	51	Redlands	CA	USA
Red Bull	Boyd	Rodney	M	40-49	48	Laguna Beach	CA	USA
Rock Scorpions	Branson	Chris	M	20-29	29	Moreno Valley	CA	USA
Rock Scorpions	Johnson	Brian	M	30-39	31	Beaumont	CA	USA
Sunfish	Clare	John	M	40-49	51	Long Beach	CA	USA
Sunfish	Shellenbarger	Jon	M	40-49	42	Anaheim	CA	USA
Timber Wolf	Lingley	Patrick	M	40-49	35	Flagstaff	AZ	USA
Timber Wolf	Thomas	George	M	40-49	51	Boulder	CO	USA
<b>TWO MIXED</b>								
Lulu Bird	Shinsky	David	M	40-49	44	Walnut Creek	CA	USA
Lulu Bird	Shinsky	Brooke	F	40-49	44	Walnut Creek	CA	USA
Skink	Cooper	Victor	M	50-59	57	Torrance	CA	USA
Skink	Margaret	Howell Benson	F	50-59	48	El Segundo	CA	USA
Snowshoe Hare	Oyler	Peter	M	50-59	44	Toronto	ON	Canada
Snowshoe Hare	Wilson	Janet	F	40-49	54	Toronto	ON	Canada
Two-Headed Dragon	Andrews	Justin	M	30-39	38	Matthews	NC	USA
Two-Headed Dragon	Dolhare	Meredith	F	30-39	41	Charlotte	NC	USA
<b>TWO WOMAN</b>								
Northern Goshawk	DeFratis-Robinson	Jill	F	30-39	40	San Diego	CA	USA
Northern Goshawk	Lawston	Jodie	F	30-39	37	Carlsbad	CA	USA
<b>TWO TANDEM</b>								
Mantis Shrimp	Caragao	Roehl	M	50-59	51	Fresno	CA	USA
Mantis Shrimp	Cesar	Tom	M	50-59	56	Fresno	CA	USA
Mantis Shrimp	Hoff	Richard	M	60-69	61	Sanger	CA	USA
Mantis Shrimp	Quitoriano	Ronald	M	70+	73	Fresno	CA	USA
<b>FOUR MAN</b>								
Bloodhound	Birky	Cameron	M	40-49	44	Pleasant Hill	CA	USA
Bloodhound	Harris	Paul	M	40-49	47	Westlake Village	CA	USA
Bloodhound	Pickle	Kurt	M	40-49	44	Santa Rosa	CA	USA
Bloodhound	Smith	Chad	M	40-49	44	Danville	CA	USA
Def Leopards	Bliss	Lisa	F	40-49	46	Spokane	WA	USA
Def Leopards	Englund	Tim	M	40-49	48	Spokane	WA	USA
Def Leopards	Heckman	David	M	40-49	30	El Granada	CA	USA
Def Leopards	Miller	George	M	40-49	51	Half Moon Bay	CA	USA
Falcons	Baierl	Gary	M	50-59	47	Lake Forest	CA	USA
Falcons	Kingsbury	Paul	M	50-59	53	Elmira	NY	USA
Falcons	Ryan	Jim	M	50-59	53	Sammamish	WA	USA
Falcons	Tocci	Wanda	F	50-59	54	Elmira	NY	USA
Mahi Mahi	Baldino	Robert	M	50-59	69	Jackson	CA	USA
Mahi Mahi	Morgan	Lowell	M	50-59	68	Monument	CO	USA
Mahi Mahi	Don	Williams	M	50-59	47	Discovery Bay	CA	USA
Mahi Mahi	Packard Bill	Male	M	50-59	56	Phoenix	AZ	USA
Mosquitos	Brinkmeyer	Megan	F	40-49	30	West Sacramento	CA	USA
Mosquitos	Cole	Bruce	M	40-49	50	Mariposa	CA	USA
Mosquitos	Kharsa	Charlie	M	40-49	49	Davis	CA	USA
Mosquitos	Pro	Bryan	M	40-49	36	Davis	CA	USA
Nervous Tick	Bochart	Brad	M	40-49	45	Tempe	AZ	USA
Nervous Tick	Henley	Jeff	M	40-49	44	Huntington Beach	CA	USA
Nervous Tick	Hewitt	John	M	40-49	52	Alta Loma	CA	USA
Nervous Tick	Reddell	Rick	M	40-49	47	Rancho Cucamonga	CA	USA
Nor-Cal Hellcats	Everhart	David	M	50-59	54	Hayward	CA	USA
Nor-Cal Hellcats	Hopkins	Chris	M	30-39	34	Castro Valley	CA	USA
Nor-Cal Hellcats	Hopkins	Gil	M	50-59	58	Castro Valley	CA	USA
Nor-Cal Hellcats	Lopez	Yvonne	F	40-49	46	San Leandro	CA	USA
Prancing Unicorn	Gonzales	Geoffrey	M	40-49	36	Fresno	CA	USA
Prancing Unicorn	Moreno	Javier	M	30-39	35	Fresno	CA	Mexico
Prancing Unicorn	Sumaya	Nanci	F	40-49	52	Fresno	CA	USA
Prancing Unicorn	Velasquez	Vincent	M	40-49	35	Fresno	CA	USA
Rabid Rhinos	Dang	Dzung	M	50-59	53	Canoga Park	CA	USA
Rabid Rhinos	Dooley	Brian	M	50-59	41	Canoga Park	CA	USA
Rabid Rhinos	Josephs	John	M	50-59	63	Atlantic Beach	FL	USA
Rabid Rhinos	Schroyer	Charles	M	50-59	62	Canoga Park	CA	USA

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>M/F</b>	<b>AgGrp</b>	<b>Age</b>	<b>City</b>	<b>Nationality</b>	
<b>FOUR MAN (Cont.)</b>								
Spike the Wonder Dog	Corman	Bob	M	50-59	58	Mountain View	CA	USA
Spike The Wonder Dog	Herman	Neal	M	50-59	58	Mountain View	CA	USA
Spike the Wonder Dog	Hill	Laura	F	30-39	39	Campbell	CA	USA
Spike The Wonder Dog	Kilby	Jay	M	50-59	51	Los Gatos	CA	USA
Western Wood Pewee	Chavez	Hector	M	60-69	71	Pacific Grove	CA	USA
Western Wood Pewee	Lindenthal	Jeff	M	60-69	55	Salinas	CA	USA
Western Wood Pewee	Spencer	Dennis	M	60-69	54	Salinas	CA	USA
Western Wood Pewee	Zimmerman	Bill	M	60-69	63	Carmel Valley	CA	USA
Whistle Pig	Mallari	Ronell	M	40-49	41	Santa Clara	CA	Philippines
Whistle Pig	Mardell	Robert	M	40-49	46	Santa Clara	CA	USA
Whistle Pig	Stover	Bill	M	40-49	61	San Jose	CA	USA
Whistle Pig	Tinianov	Brandon	M	40-49	45	Santa Clara	CA	USA
<b>FOUR MIXED</b>								
Chinook	Fischer	David	M	60-69	64	Kennewick	WA	USA
Chinook	Kuehn	Csilla	F	40-49	47	Burbank	WA	USA
Chinook	Solbrack	Missi	F	50-59	54	Kennewick	WA	USA
Chinook	Strycula	Diane	F	50-59	53	Burbank	WA	USA
Przewalski's Horses	Eitelberg	James	M	50-59	46	Santee	CA	USA
Przewalski's Horses	Eitelberg	Rebecca	F	50-59	48	Santee	CA	USA
Przewalski's Horses	Schmidt	Steve	M	50-59	54	San Diego	CA	USA
Przewalski's Horses	Ward	Ellen	F	50-59	58	La Jolla	CA	USA
Spinner Dolphin	Franklin	Ranay	F	50-59	49	Clovis	CA	USA
Spinner Dolphin	Guevara	Elisabeth	F	50-59	54	Coarsegold	CA	USA
Spinner Dolphin	Guevara	Tom	M	50-59	58	Coarsegold	CA	USA
Spinner Dolphin	Moore	Paul	M	50-59	54	Fresno	CA	USA
Super Tabby	Goldman	Lonni	F	50-59	49	Monte Sereno	CA	USA
Super Tabby	Meyer	Peter	M	50-59	60	Scotts Valley	CA	USA
Super Tabby	Svihura	Michael	M	50-59	50	Belmont	CA	USA
Super Tabby	Waitzman	Christina	F	50-59	50	Belmont	CA	USA
Diana Monkey	Deitchman	Joan	F	40-49	34	Cupertino	CA	Canada
Diana Monkey	Deitchman	Michael	M	40-49	38	Cupertino	CA	USA
Diana Monkey	Deslich	Jeffrey	M	40-49	55	Campbell	CA	USA
Diana Monkey	Garbarino	Diana	F	40-49	47	Campbell	CA	USA

*We thank the California Highway Patrol for supporting The 508 for many years!*





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L-R: Ronell Mallari ZomBee, Jason Pierce Pudu, Bob Corman Spike the Wonder Dog, Cindi S Neal Herman Spike the Wonder Dog, Tina Svihura Super Tabby, Lonni Goldman Super Tabby.



taiger Wild Mares, Ken Emerson Spotted Ass, Jerry Hitchcock ZomBee, Jay Kilby Mad Cow,

## 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 Silver State 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.

The SILVER STATE 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.

### 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. 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.
2. 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.
3. Since SILVER STATE 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!
4. 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
5. 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.
6. A Race Official may prohibit a racer from continuing for safety reasons, e.g., a racer being too sleepy to ride.
7. All support vehicles must carry a comprehensive First Aid Kit. Additionally, entrants may choose to bring an AED and/or satellite phone. 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. It is the responsibility of all drivers and all racers to be familiar with all laws and all laws must be followed by all racers and all crew members at all times. TP or DQ
2. A FULL, legal stop is always required 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.” TP or DQ
3. Railroad Crossings: Racers and crew vehicles must stop and remain stopped at all activated railroad crossing signals, until the activated signal terminates. During night



## OFFICIAL RULES

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hours, the racer and crew must remain together as a unit at activated crossings. TP or DQ.

4. 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; 47 hours for relay teams.
2. The clock will not stop for any reason.
3. A racer may not receive any type of push-off or propulsion from a person or vehicle. TP
4. All racers may walk or run if they so desire, providing they keep the bicycle with them. TP

#### B. Drafting/Riding

1. Drafting and/or riding together are never allowed, except for the first few miles during the neutral zone.
2. The following space between racers must be maintained, except while passing one another: a) when riding with no crew vehicle: 12 meter split (three car lengths) from another cyclist or vehicle; b) when riding with a crew vehicle: 100 meter split (a football field). There must be enough room between racers for rear traffic to comfortably pass one racer and his/her crew vehicle at a time. TP
3. No racer or crew vehicle will attempt to block or impede the progress of another racer or crew vehicle.

#### C. Routing

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

#### D. Banned Substances

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

advisors will review the type of substance used and the reasons involved and a written response will be sent to the racer.

### III. BICYCLE AND EQUIPMENT REGULATIONS

#### A. Bicycles

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

#### B. Divisions

1. **Standard:** All bicycles, except those described specifically below, shall be entered in what is known as the "Standard" Division.
2. **Recumbent:** Recumbents and HPVs compete in their own divisions and must enter in one of the categories outlined on the race website.
3. **Fixed Gear:** Fixed Gear bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Bike frames shall be steel, traditional double diamond design (forks are unrestricted) and aluminum rims (maximum 25 mm rim depth) with 32 spokes minimum. Aerobar attachments and aero-designed parts are prohibited. Wheel switches are permitted only for wheel failures, and must be essentially identical to the failed wheel. Bike switches are not permitted. Racers may not coast with feet off the pedals. Racers must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter. Fixed gear division racers may abandon that division and switch to a multispeed bike in the "standard" division, then complete the race on the multispeed bike, provided that they or their crew notifies a race official as soon as possible; they will then be treated as having ridden the entire event on the multispeed bike.
4. **Tandem:** 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 and 7:00 AM**), 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 when used 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](http://www.RoadID.com), as well as the reflective gear and lighting offered by [www.ZombierRunner.com](http://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 SILVER STATE 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 must be purchased or created by the team in advance and shown during Racer Check-In. (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 Fallon 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.

## OFFICIAL RULES

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3. Example for two-racer team: Racer B is physically unable to complete stage four. His or her team must return to Austin 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 two tenths of a mile of the race (from Peckham Ln. at Ketzke Ln.), 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 (defined as 7:00 AM to 6:00 PM) at any time. Vehicle-to-racer and racer-to-vehicle handoffs – and even verbal communication - during daylight are also prohibited. Additionally, even at night, vehicles may not follow racers, nor conduct vehicle/racer handoffs or communication, while traveling eastbound on the route (from Reno until the turn-around time station at Eureka.) TP or DQ

I. All racers must always be followed literally, directly, and as closely as safety permits, by the support vehicle at night, but

ONLY during the return / westbound leg of the race (after the turn-around time station in Eureka). Racers may not ride at night without an appropriate crew vehicle directly behind them during nighttime hours, including the finish portion of the race, except as outlined below. NOTE: If any law enforcement 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, well beyond the white "fog" line, with 4-way flashers on.

L. Crew vehicles shall not be allowed to travel in front of a racer, at or near his or her speed, 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. Crew vehicles shall not be allowed to travel alongside a racer, except when very briefly passing off food, beverage, or information and only when rules allow, it is safe to do so. and traffic will not be affected. TP or DQ

O. 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

P. 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

Q. 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

R. While following the racer when rules allow, if traffic cannot pass the racer and crew vehicle safely, the crew vehicle and 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 27.7 miles of the race; thus they must leave the start line prior to the race start and drive directly to the 27.7 mile location, ahead of all racers. Racers should be prepared to make their own repairs during this 27.7 mile segment of the race; however, limited neutral support may be provided by a local bike shop or race staff. Delay of Crew Vehicle and/or TP

U. Following Your Racer. All racers and crew should also study “Hints On Supporting A Cyclist.” Hints during daylight support: (1) Use two way radio communication; (2) Use arm signals between racer and crew; (3) Plan nutritional regime before the race; (4) Drive ahead of racer, pull completely off the road and stop, get out of vehicle and listen for racer’s request. Obtain necessary items in vehicle, drive ahead of racer, pull completely off the road and get out, then pass off the requested supplies.

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

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

W. Night Driving

1. Crew vehicle headlights must be dimmed (not on “brights”) when any oncoming traffic approaches within 500 feet, when following within 300 feet of the rear of another vehicle, when another vehicle passes, and within 300 feet of a time station. (We encourage never using the brights except during emergency situations.) This rule will be strictly enforced with a NO WARNINGS/NO TOLERANCE approach to enforcement. TP
2. Additional spotlights may not be mounted higher than the standard built-in headlights of the crew vehicle, except for a pass-off light mounted on the right side of the crew vehicle which is used to temporarily light the road when driving next to a racer during a pass-off of supplies.
3. Hand-held spotlights may not be used while the vehicle is in motion.
4. If the crew is unavailable during night hours, for any reason except as provided herein, the racer may not continue riding and must remain with the crew vehicle.
5. Any support crew member who is outside of a support vehicle at night must be wearing a reflective vest with 360 degree reflectivity.

## 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 Nevada.

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. 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.

## OFFICIAL RULES

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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 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.

B. 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

C. Racers and crew members are expected to treat race officials with 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. If a racer is disqualified, the racer and crew must immediately leave the race course in the crew vehicle, with no further interaction between the racer/crew and other participants.

D. Racers or crew members who observe another racer or crew member breaking race rules or traffic laws are encouraged to

immediately say something to that racer or crew member, as well as report their observations to the race officials at the earliest possible convenience. Race Officials may, but are not required to, impose penalties based solely upon credible reports of cheating from non-officials.

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

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

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

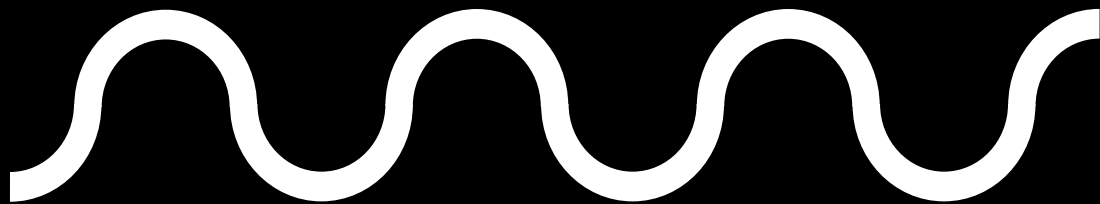
### END RULES - HAVE FUN!!!

• 508



*Basketball legend and AdventureCORPS Fan #1, Bill Walton, flanked by Laurie Kostman and Lori Walton.*

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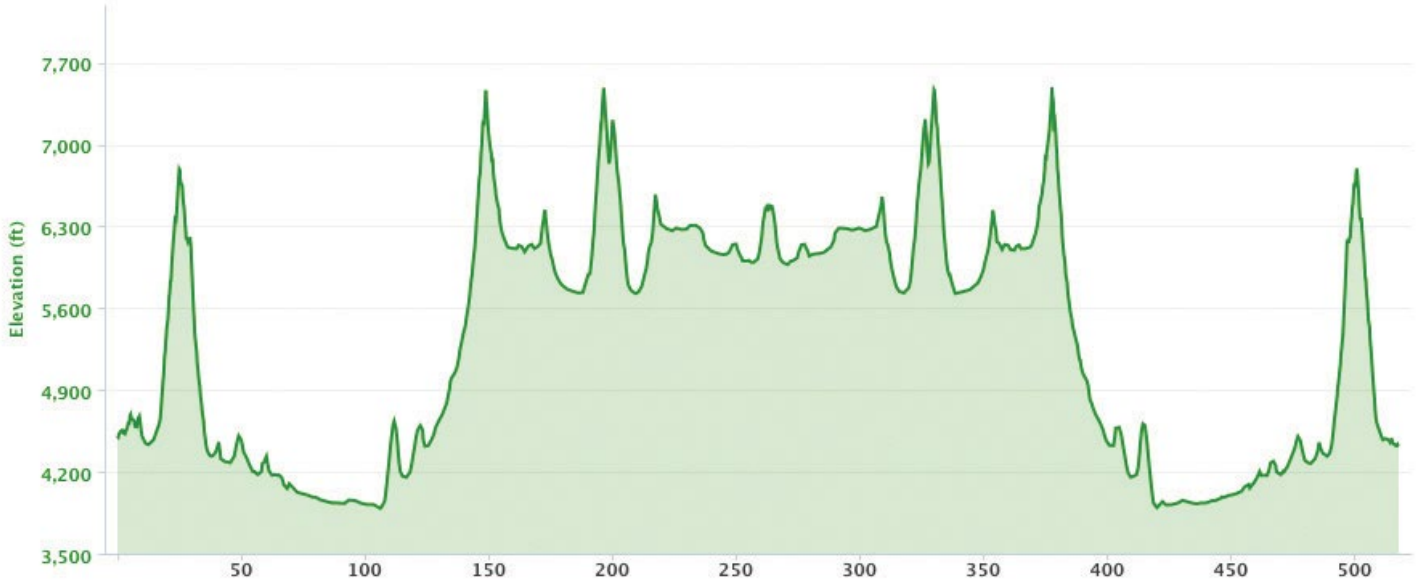
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# SILVER STATE 508 ROUTE DESCRIPTION

Text by Rebecca Eckland, [www.milesandpages.blogspot.com](http://www.milesandpages.blogspot.com) Data and Routing by Chris Kostman.



Stage	Distance	Elev. Gain	Elev. Loss	Min. Elev.	Max Elev.
1	47.65	2723	2959	4257	6710
2	31.39	266	489	4084	4462
3	106.41	5049	2661	3940	7245
4	70.1	2799	2792	5816	7470
5	70.09	2753	2733	5848	7456
6	112.53	2730	5036	4180	7446
7	25.47	499	292	4221	4560
8	46.72	2844	2654	4392	6779
<b>Total</b>	<b>510.36</b>	<b>19663</b>	<b>19616</b>		
<b>2x Team Data A</b>					
1	47.65	2723	2959	4257	6710
3	106.41	5049	2661	3940	7245
5	70.09	2753	2733	5848	7456
7	25.47	499	292	4221	4560
<b>Total</b>	<b>249.62</b>	<b>11024</b>	<b>8645</b>		
<b>2x Team Data B</b>					
2	31.39	266	489	4084	4462
4	70.1	2799	2792	5816	7470
6	112.53	2730	5036	4180	7446
8	46.72	2844	2654	4392	6779
<b>Total</b>	<b>260.74</b>	<b>8639</b>	<b>10971</b>		

Stage	Distance	Elev. Gain	Elev. Loss	Min. Elev.	Max Elev.
<b>4x Team Data A</b>					
1	47.65	2723	2959	4257	6710
5	70.09	2753	2733	5848	7456
<b>Total</b>	<b>117.74</b>	<b>5476</b>	<b>5692</b>		
<b>4x Team Data B</b>					
2	31.39	266	489	4084	4462
6	112.53	2730	5036	4180	7446
<b>Total</b>	<b>143.92</b>	<b>2996</b>	<b>5525</b>		
<b>4x Team Data C</b>					
3	106.41	5049	2661	3940	7245
7	25.47	499	292	4221	4560
<b>Total</b>	<b>131.88</b>	<b>5548</b>	<b>2953</b>		
<b>4X Team Data D</b>					
4	70.1	2799	2792	5816	7470
8	46.72	2844	2654	4392	6779
<b>Total</b>	<b>116.82</b>	<b>5643</b>	<b>5446</b>		

# SILVER STATE 508 ROUTE DESCRIPTION: STAGE ONE

## STAGE 1: RENO TO SILVER SPRINGS

### Elevation Profile



### Description

The first leg of the race is 47.65 miles long and has 2723 feet of elevation gain. The race begins at Reno's Atlantic Casino and heads south to state route 341, or Geiger Grade, which, beginning at mile 8.60, then ascends into the red hills of Virginia City. The climb is a winding two-lane highway with a constant 5-8% grade, a favorite of Reno area cyclists. This historic road began as a toll facility which connected the wealth of the Comstock Lode to Reno. Riders will reach Geiger Summit, which sits at 6,889 feet elevation, after 8.75 miles of climbing with 2100 feet of elevation gain, before a winding descent into Virginia City. Originally founded for gold, Virginia City forged its name in silver mines, a town nestled into the shaded alcove of tall, barren hills. The town itself rests at 6,200 feet elevation and so the air nearly always carries a chill.

After a short cruise through the western storefront downtown, riders will begin the descent down Six-Mile Canyon, a canyon of steep walls, mine relics and cottonwoods. The site where many of Nevada's first mineral claims were made, this is arguably where Nevada became a state. When riders exit the canyon, they will have descended 2000 feet as the canyon road gives way to Highway 50. This is a fast, flat stretch of state highway with wide shoulders, leading to the first time station in Silver Springs.

### Route

Stage Odo	Do	Elevation
0.00	Start on north side of Atlantis Casino 3800 S Virginia St Reno, NV 89502 <b>Notes:</b> Reno	4580'
0.05	Exit Atlantis Casino parking lot left onto Peckham Ln. (east) <b>NOTE: Crews take alternate route to meet riders at their Mile 29.7!</b>	
0.45	X under I 580 freeway	
1.20	Right on Airway Drive (TL)	
1.50	X McCarran Blvd. (TL)	
2.25	X Longley Rd. (TL) Airway becomes Double R Blvd. <b>END GROUP RIDE</b>	
3.60	X Prototype Dr. / Double Diamond Blvd. (TL)	

### Route Cont.

Stage Odo	Do	Elevation
4.50	X South Meadows Pkwy (TL)	
5.70	Left on Damonte Ranch Pkwy (TL, T-Int)	
6.15	Left on Steamboat Pkwy (TL)	
6.35	X Marketplace (TL) Starbucks on left	
6.60	Right on Veterans Pkwy (TL)	
7.95	Left on Curti Ranch Rd. (TL) (Barcello Rd. on right)	
8.30	Right on Equestrian Rd (SS, T-int)	
8.60	Left on SR 341 (TL) becomes Geiger Grade Road	
12.50	Scenic Overlook on right	5600'
14.20	Storey County Line	6000'
15.70	X Cartwright Rd. False Summit "Virginia Highlands"	6380'
17.20	Geiger Summit	6789'
20.80	Virginia City Limits	6200'
21.00	<b>Public Bathrooms on Left SLOW</b>	
21.40	Fire Department on left <b>SLOW</b>	
21.50	Left on Taylor Street (Flashing Yellow light) <b>SLOW</b>	
21.55	Immediate Left on D Street <b>SLOW / NO SIGN!</b>	
21.80	Right on Mill Street (SS) <b>SLOW</b>	6150'
22.30	X R Street; becomes Six Mile Canyon Rd. <b>WATCH SPEED</b>	
27.80	Leave Storey County; Enter Lyon County; <b>Speed Limit 25MPH!</b>	4640'
28.70	Stay straight / left to stay on Six Mile Canyon Rd. <b>Notes:</b> Dayton	
29.30	X Ring Road (SS)	
29.40	Fire Department on left / New Life Foursquare on right at 202 Six Mile Canyon Rd. 89403	
29.50	CREWS WAIT HERE BEFORE HWY 50: use gravel road on south side of paved road.	
	HIGHLY RECOMMENDED TO NOT STOP BETWEEN HERE AND Time Station One.	
	(Give your rider a 20-minute head start.)	
29.70	Left on Hwy 50 (SS) <b>FAST-MOVING CROSS TRAFFIC! 60MPH ZONE</b>	
46.80	Silver Springs City Limit <b>Notes:</b> Silver Spring	4209'
47.60	X Alt 95 (SS, Flashing Red)	
47.65	Shell Gas / Silver Saver Mart on Right at Truckee St. <b>TIME STATION 1</b> 1000 U.S. 50, Silver Springs, NV (775) 577-2180 Market is open 500am-900pm Weekdays, 600am-900pm Weekends.	

2723' elevation gain / 2959' elevation loss / 4257' min altitude / 6710' max altitude.

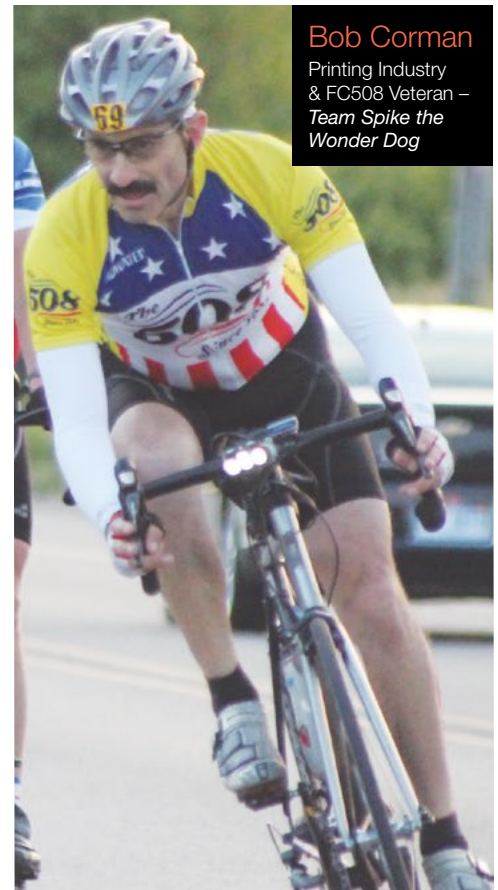


**STAGE 1: RENO TO SILVER SPRINGS (CREW DRIVING ROUTE)**

Stage Odo	Do
	<b>NOTE: Crews take this alternate route to meet riders at their Mile 29.7!</b>
0.00	Start on north side of Atlantis Casino 3800 S Virginia St Reno, NV 89502
0.05	Exit Atlantis Casino parking lot left onto Peckham Ln. (east)
0.20	Right on Kietzke Ln. (TL)
1.30	At the traffic circle, take the <b>3rd</b> exit onto <b>Neil Rd</b>
1.40	Enter onto I-580 / US-395 South
6.20	Take exit <b>57B</b> for <b>Old U.S. 395 S</b> toward <b>Virginia City/Carson City/So Lake Tahoe</b>
6.70	Slight right onto S Virginia St
7.20	Left onto <b>NV-341 E</b>
7.40	At the traffic circle, continue straight onto NV-341
	<b>You are now on the same route as the cyclists. Do not stop except in emergency!</b>
20.40	Turn left onto <b>State Rte 79 in Virginia City</b>
27.50	Stay straight / left to stay on Six Mile Canyon Rd. in Dayton, NV
28.10	X Ring Road (SS)
28.20	Fire Department on left / New Life Foursquare on right at 202 Six Mile Canyon Rd. 89403  CREWS WAIT HERE JUST BEFORE HWY 50: use gravel road on south side of paved road.  <b>Now follow Stage 1 directions for cyclists, starting at their mile 29.70.</b>  HIGHLY RECOMMENDED TO NOT STOP BETWEEN HERE AND Time Station One. (Give your rider a 20-minute head start.)

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# SILVER STATE 508 ROUTE DESCRIPTION: STAGE TWO

## STAGE 2: Silver Springs to Fallon

### Elevation Profile



### Description

Heading north and then east, Highway 50 leads riders of the 508 in the basin of what was once an ancient alkaline lake, Lake Lahontan, underscoring the stark nature of contrasts. This prehistoric ocean is only visible in the cliff faces high above the road where the ancient shoreline weathered the constant lapping of waves. What was once a completely aqueous environment is now its opposite, dry rock and sand, covered in brush. During this second stage of the race, riders will cover 31.35 miles, gaining a mere 266' in elevation while descending 489'. Fallon is the largest city on the race route with myriad services available, while the time station, located about five miles east of town, has gas and the usual mini-mart fare.

### Route

Total	Stage Odo	Do	Elevation
49.05	1.40	RR Tracks <b>CAUTION</b>	4320'
50.25	2.60	Wildlife Viewing Area pullout on right	
53.55	5.90	Leave Lyon County; enter Churchill County	4360'
55.15	7.50	Lake Lohontan on right	
64.65	17.00	Veer Right onto 50/95 (Leeteville Jct.) east towards Fallon	4180'
72.40	24.75	X Casey Rd. (TL) Walmart on right <b>Notes: Fallon</b>	4120'
		Fallon has all services: Gas, Ace Hardware, Starbucks, auto parts, Walmart, fast food, McDonald's, Round Table, Subway, CVS, Pizza Hut, hotels	
74.10	26.45	Fire Station at Maine St. in downtown Fallon (TL)	
79.00	31.35	NV 116 Jct. Harmon Junction Gas & Mini Mart <b>TIME STATION 2 at Harmon Junction Gas</b> 25 South Harmon Road Fallon, NV 89406 (775) 423-3888 Open 400am to 10pm, 7 days a week. NO PAY AT THE PUMP!	4100'

266' elevation gain / 489' elevation loss / 4084' min altitude / 4462' max altitude.

NOTE: On the return the Time Station is NOT located here; it will be further west in Fallon.

**STAGE 3: Fallon to Austin**

**Elevation Profile**



**Description**

Shortly after leaving Fallon, riders will see Grimes Point, an archeological point of interest which reveals the lifestyle of early human inhabitants in the area by the petroglyphs they left behind. This stage begins to gain elevation at approximately the 25-mile mark when riders will ascend Sand Springs Pass, followed by a quick descent.

After passing the “shoe tree” and Middlegate Station, the riders next veer off highway 50 onto highway 722, a road that is, amazingly enough, even quieter than Hwy 50. Here the riders pass Eastgate Ranch as they begin their ascent to Carroll Summit, a favorite with cyclists who know the Great Basin. A 14-mile climb, Carroll Summit is known for its physical challenge (a 2000 foot ascent to an elevation of 7,214 feet) as well as for its desolation: you’re lucky if you see a single car out there. The majority of the climbing in this stage ends by mile 100 when riders leave the Desatoya Range, pass by the Yomba Shoshone Indian Reservation and climb into the Shoshone Mountains, home of Berlin, originally a mining town. Miners here used “round rocks” for dinner tables which turned out to be the fossilized vertebrae of an Ichthyosaur, a dolphin-like creature which inhabited prehistoric Lake Lahotan. Today Berlin is home to Ichthyosaur State Park, and the Ichthyosaur is Nevada’s State Fossil.

Riders descend the Shoshone Mountains into the Reese River Valley, pulling into Austin, Nevada, ending the third stage of the race for a total distance of 106.41 miles and 5049 feet of elevation gain. If riders or crew want some good food, the International Café, just up the street on the left from the time station, is highly recommended.

**Route**

Total	Stage Odo	Do	Ele.
79.00	0.00	NOTE: You are in the "Top Gun" zone; expect loud, low-flying aircraft!	
81.80	2.80	"Eureka 174 Miles" sign <b>WARNING: Soft shoulders next 20 miles. Use proper pullouts only to stop!</b>	4000'
92.15	13.15	Pullout on Right	
94.00	15.00	Pullout on Right	
96.00	17.00	Hulk Salt Road on Right; pullout	
100.00	21.00	Sand Mountain Recreation Area on left	4000'
103.80	24.80	Sand Springs Pass	4644'
		Bombing Zone on right: Watch for Aircraft	
114.00	35.00	Jct. 121 Dixie Valley Rd.	4600'
114.90	35.90	Drumm Summit (It's really not a climb.)	4600'
119.90	40.90	Pony Express well and windmill on left	4520'
121.20	42.20	Jct. 361: Old Middlegate Station motel & restaurant just to the right	4600'
123.50	44.50	Shoe Tree on left	4700'
124.40	45.40	Right on 722 towards "Eastgate lone" DO NOT MISS	4730'
129.30	50.30	Pass Eastgate Ranch (not signed) Begin Ascent <b>Watch for wild horses through here!</b>	5030'
137.00	58.00	Picnic Table; start ascent CELL SERVICE ENDS	6100'
140.40	61.40	Awesome view; photo opp after 1st hairpin turn	
141.15	62.15	Carroll Summit; campground; Lander County <b>FAST DOWNHILL; ROUGH ROAD</b> <b>Watch for Animals on Road!</b>	7214'
146.90	67.90	Smith Creek Ranch on left	6190'
151.50	72.50	Flatland area; Cell service resumes. Watch for Animals on Road!	
165.00	86.00	Railroad Summit, Shoshone Mountains (cattle guard, no sign) <b>Watch for animals near and possibly ON road!</b>	6300'
176.15	97.15	Yomba Shoshone Indian Reservation	5700'
182.30	103.30	Road Veers Sharply Left <b>SLOW</b>	
182.50	103.50	Right on Hwy 50 (SS, T-int) <b>NOTE: 70MPH ZONE</b>	
184.70	105.70	Jct. 305 <b>QUIET ZONE</b>	6150'
185.30	106.30	Austin City Limits <b>QUIET ZONE</b>	6575'
185.40	106.40	Chevron Food Mart on right next to Pony Canyon Motel in Austin <b>QUIET ZONE</b>	6365'
		<b>TIME STATION 3 at Chevron QUIET ZONE</b> 16 Main Street, Austin, NV 89310 (775) 964-2579 Open 600am to 1000pm, 7 days a week International Café across the street is open 600am to 800pm, 7 days a week	

5049' elevation gain / 2661' elevation loss / 3940' min altitude / 7245' max altitude.

# SILVER STATE 508 ROUTE DESCRIPTION: STAGE FOUR

## STAGE 4: Austin to Eureka

### Elevation Profile



### Description

Originally founded for gold, Austin never quite panned out and is known, instead, for its abundance of turquoise. Mines riddle the Toiyabe Mountain range around Austin, reaching elevations over 10,000 feet. The town itself is two rows of “charming businesses” and a hotel originally built in Virginia City but moved here, board by board, in 1863.

Austin is left behind with a sharp 3-mile climb out of Austin and into the Big Smoky Valley: a 100-mile expanse which fills with dust and pollen of bloom flora, creating the illusion that the valley is filled with smoke. Riders will descend into this valley’s lowest point at about 15.5 miles into the stage. Then, they will gain a bit over 700 feet in 10 miles where the ride more or less settles into a consistent elevation through Antelope Valley for the remaining miles to the mining time of Eureka. This 70.10 mile stage will gain 2,822 feet—mostly in the first 35 miles.



### Route

Total	Stage Odo	Do	Elevation
185.50	0.10	Pass International Café on left; open 600am-800pm NOTE: Austin	6550'
185.65	0.25	Fire Station + Sheriff's Office on right NOTE: QUIET ZONE	
185.75	0.35	Toyabe Café on right NOTE: QUIET ZONE	
187.40	2.00	Toyabe National Forest sign NOTE: QUIET ZONE	7080'
188.60	3.20	Austin Summit: begin FAST 6% downhill	7484'
191.00	5.60	X Grass Valley Rd. (low point; begin ascent)	6800'
192.40	7.00	Bob Scott Summit (no sign)	7210'
197.50	12.10	Jct. 376 / Round Mountain; end of descent	6100'
209.70	24.30	Hickson Summit	6546'
218.40	33.00	Leave Lander County; enter Eureka County	6330'
		This is truly "The Loneliest Highway"!	
223.10	37.70	Rest Area on north side of road with two entrances	6340'
223.10	37.70	Rest Area on north side of road with two entrances	6340'
240.50	55.10	Roberts Creek	6200'
252.10	66.70	Jct. 278	6200'
254.80	69.40	Enter Eureka NOTE: QUIET ZONE	6481'
255.20	69.80	County Sheriff on left NOTE: QUIET ZONE	
255.30	69.90	HUGE Fire Station on right NOTE: QUIET ZONE	
255.40	70.00	E-Z Stop Gas, then Eureka Gold Country Inn on left NOTE: QUIET ZONE	
		Other services in town: True Value Hardware, auto supply, café, market, steak house	
255.55	70.15	Chevron Gas & Mini Mart at Bateman St. <b>TIME STATION 4</b> 40 South Main Street, Eureka, NV 89316 Open 600am to 830pm, 7 days a week; 24/7 Pay at Pump Immediately east: Opera House + Jackson House Hotel across the street Owl Club Restaurant across street open 630am - 800pm Sunday; 630am - 900pm Monday	6505'

2799' elevation gain / 2729' elevation loss / 5816' min altitude / 7470' max altitude.

U-Turn here and head back to Reno!

NOTE: Begin direct follow now, if after dark.

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STAGE 5: Eureka to Austin

Elevation Profile



Description

Founded in 1864, Eureka was once Nevada’s second richest mineral producer in the state. It features a remarkable county courthouse, an opera house, and other historic buildings along its main street. For now, however, it serves as the 508’s turn around: riders reverse their trip and race back across the Great Basin which reveals itself to those who ride these miles in a race against time.

Here, riders may see Nevada’s unique species of fauna: riders have reported riding alongside wild stallions or seeing herds of antelope gazing in the distance.

Riders of this stage will cover 70.10 miles through the Antelope Valley and the big Smokey Valley, a stretch of road that is at a slight incline as the ride progresses. At about mile 46, riders will experience a slight descent from Hickson Summit before ending the stage with 14 miles of climbing into the Toyaibe Mountain Range. The first climb is to Bob Scott Summit (no sign) at 7210’, followed by a quick descent, then the continuing climb to Austin Summit (7474’) at mile 67. From here, watch speed carefully as it’s a very fast, twisty descent into Austin with a speed limit of 25 MPH. Besides not speeding, be sure to keep it quiet, too, as you pass through town. Watch for the time station at the far end of town at the gas station on the left.

Route

Total	Stage Odo	Do	Elevation
255.55	0.00	Head west from Eureka; watch for soft shoulders NOTE: QUIET ZONE	6481'
258.85	3.30	Stay left at Jct. 278 to continue west on Hwy 50	
287.65	32.10	Rest area on Right with two entrances	6340'
292.65	37.10	Leave Eureka County; enter Lander County	6330'
299.35	43.80	Chain Installation Area	6400'
301.25	45.70	Hickson Summit	6546'
313.55	58.00	Jct. 376 / Round Mountain; Begin Ascent	6100'
314.25	58.70	Toyabe National Forest	
318.55	63.00	Bob Scott Summit (no sign)	7210'
322.35	66.80	Austin Summit: WATCH SPEED: 7% GRADE DOWNHILL NOTE: QUIET ZONE	7484'
		<b>SPEED LIMIT THROUGH AUSTIN is 25MPH! No Speeding! NOTE: QUIET ZONE</b>	
324.75	69.20	Austin NOTE: QUIET ZONE	6575'
325.65	70.10	Chevron Food Mart on left next to Pony Canyon Motel NOTE: QUIET ZONE <b>TIME STATION 5 at Chevron on left</b> 16 Main Street, Austin, NV 89310 (775) 964-2579 Open 600am to 1000pm, 7 days a week International Café across the street is open 600am to 800pm, 7 days a week	

2753’ elevation gain / 2733’ elevation loss / 5848’ min altitude / 7556’ max altitude.

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# SILVER STATE 508 ROUTE DESCRIPTION: STAGE SIX

## STAGE 6: Austin to Fallon

### Elevation Profile



### Description

Leaving Austin, riders will continue briefly on Hwy 50, then make a left onto the even quieter state route 722. As on the outbound ride, it's important to keep an eye out here for wild, and domesticated, animals near, or even on, the roadway.

In stage 6 of the race, there are traces of past and present: a windmill on the north side of the highway which is an old Pony Express station. (In fact, riders will parallel the Pony Express Trail during most of the Silver State 508.) The windmill is not the original, but the well beneath is still used today. Then, riders will encounter an old Cottonwood tree filled with shoes. This is not the original shoe tree - that one was cut down a few years ago - but this neighbor tree has taken the burden of holding shoes of highway 50 travelers.

Nearly halfway through this stage, riders will continue over Carroll Summit, after which they will see the Dixie Valley Bombing Range which is still used by the Fallon Naval Air Station with targets that line both sides of Highway 50. On the right is Fairview Peak where the US Government built a small mock city. On October 26, 1963 "Project Shoal" happened: a 12.5 kiloton nuclear bomb was detonated beneath the mock city. There are still foundations that mark the location.

At mile 82, riders will begin their descent from Sand Springs Pass. 25 miles from Fallon. Thereafter, riders and crews will enjoy a view off to the right of Sand Mountain, a large dune of sand which is trapped by wind eddies in a valley. There is a rumor that in the 19th century, a Wells Fargo wagon loaded with gold stopped along its route through the state next to Sand Mountain. It remained too long, however, and the mountain moved, covering it. The wagon hasn't been seen since.

The route passes the outbound time station at Harmon Junction at mile 106.5, but it's another six miles now into town to the inbound time station in Fallon. Be sure to get all supplies you might need for the rest of the race as you pass through town; it's a quiet, remote shot back to Reno after this. By the end of this stage, riders will have covered 112.50 miles, gained 2,730 feet, and descended over 5000 feet. There are two stages, but only 72 miles, to go!

### Route

Total	Stage Odo	Do	Ele.
325.65	0.00	Continue west on Hwy 50 from Austin <b>QUIET ZONE</b>	6576'
327.20	1.55	Big Creek Campground <b>QUIET ZONE</b>	6150'
<b>DO NOT MISS NEXT TURN! QUIET ZONE</b>			
328.50	2.85	Left on 722 towards Airport / State Park / Ione	5980'
<b>Watch for animals on road!</b>			
346.15	20.50	Railroad Summit, Shoshone Mountains (no sign; cattle guard) <b>NOTE: No Cell Service</b>	6465'
364.05	38.40	Smith Creek Ranch on right	6360'
<b>Watch for animals on road!</b>			
370.05	44.40	Carroll Summit; enter Churchill County	7214'
381.65	56.00	Eastgate Ranch on right (no sign) Verizon cell service resumes	5300'
384.65	59.00	AT&T cell service resumes	
386.65	61.00	Left on Hwy 50 (SS, T-int) west	4950'
387.65	62.00	Shoe Tree on right	
389.85	64.20	Jct. 361: Old Middlegate Station motel & restaurant just to the left	
391.25	65.60	Pony Express well and windmill on right	4520'
396.25	70.60	Drumm Summit (It's really not a climb.)	4600'
<b>WARNING: Soft shoulders next 20 miles. Use proper pullouts only to stop!</b>			
397.15	71.50	Dixie Valley Rd. / Jct. 121	
401.65	76.00	Dry lakebed; low point before ascent	4000'
407.35	81.70	Sand Springs Pass	4644'
1177.65	852.00	Sand Mountain Recreation Area on right	
422.65	97.00	Historic Salt Wells Bordello location	
425.65	100.00	<b>NOTE: You are in the "Top Gun" zone; expect loud, low-flying aircraft!</b>	
432.15	106.50	Pass Harmon Junction mini-mart on left at Jct 116 <b>NOTE: QUIET ZONE</b>	4100'
<b>Time Station WAS here on outbound, but not now! Keep riding!</b>			
436.25	110.60	Fallon City Limits <b>QUIET ZONE</b>	3960'
436.45	110.80	Banner Churchill Hospital on right <b>QUIET ZONE</b>	
436.55	110.90	Fox Peak Sinclair Gas on right <b>QUIET ZONE</b>	
437.05	111.40	X Maine St. (TL) <b>QUIET ZONE</b>	
437.55	111.90	Maverick Gas & Market on right at Venturacci Ln. <b>QUIET ZONE</b>	
437.90	112.25	Hyatt Express on right <b>QUIET ZONE</b>	
438.15	112.50	Texaco and O'Reilly Auto Parts on right at N. Allen Rd. (TL) <b>QUIET ZONE</b>	4223'
<b>TIME STATION 6 at O'Reilly's / Texaco</b> 1960 W Williams Ave, Fallon, NV 89406 (775) 423-3231 Open 24 hours, 7 days a week			

2730' elevation gain / 5036' elevation loss / 4180' min altitude / 7446' max altitude.

**STAGE 7: Fallon to Silver Springs**

**Elevation Profile**



**Description**

This 25.50 mile stage begins in Fallon, home to a “Top Gun” Naval Air Station and the largest town in the region. However, Fallon’s other renown is unexpected: Fallon is known for its uniquely sweet cantaloupe and is one of the largest producers in the US of sweet potatoes as well as alfalfa which is shipped to horses worldwide.

Watch for fast-moving traffic along the first eight miles on Hwy 50 to Leeteville Junction, and be extra vigilant as you merge left across two lanes to make the left to stay on Hwy 50. (Most traffic will continue straight onto Alternate 50 towards Fernley and Reno.) Riders will gain barely 500 feet in elevation from Fallon’s “lush” valley to the next time station in Silver Springs, The time station will not be in its outbound location at the gas and mini-mart (your last for any kind of fuel before the finish line), but just beyond that intersection on the right at the Silver Strike Casino. The restaurant is closed from 900pm to 700am, but the casino is open 24/7!

**Route**

Total	Stage Odo	Do	Ele.
438.15	0.00	Continue west through on Hwy 50 in Fallon <b>QUIET ZONE</b>	4223'
438.25	0.10	Walgreens <b>QUIET ZONE</b>	
445.65	7.50	Leeteville Jct. 1/2 mile ahead: <b>PREPARE TO CAREFULLY MERGE LEFT</b>	
446.35	8.20	Left towards Carson <b>DO NOT MISS; HIGH-SPEED TRAFFIC! 70 MPH Zone</b>	4275'
457.55	19.40	Enter Lyon County	
462.05	23.90	RR Tracks <b>CAUTION!</b>	
462.85	24.70	Silver Springs <b>QUIET ZONE</b>	4209'
463.45	25.30	Shell / Silver Saver Mart on left at Jct. 95 Alt (Flashing Red) <b>QUIET ZONE</b>	
		<b>LAST CHANCE FOR GAS! ( AND PIZZA!)</b> <b>QUIET ZONE</b>	
463.65	25.50	Silver Strike Casino & Restaurant on right <b>QUIET ZONE</b>	
		<b>TIME STATION 7 at Silver Strike Casino</b> 1190 U.S. 50, Silver Springs, NV 89429 (775) 577-1400 Restaurant open 700am to 900pm, Sunday - Thursday (until 1000pm on Fri, Sat). Casino open 24/7!	

499' elevation gain / 292' elevation loss / 4221' min altitude / 4560' max altitude.

# SILVER STATE 508 ROUTE DESCRIPTION: STAGE EIGHT

## STAGE 8: Silver Springs to Reno

### Elevation Profile



### Description

The final leg of the 508 is 46.75 miles that starts with a fast 17.7-mile time trial section, followed by technical ascents and descents to Reno. Riders will leave Silver Springs and follow highway 50 for about 20 miles before turning up the narrow two-lane Six-Mile Canyon. This climb increases its pitch exponentially over the six miles to Virginia City where riders are offered a brief respite from climbing when they reach town - a town where writer Mark Twain (Samuel Clemens) got his start working for the local paper. He fabricated stories (fiction so close to fact many believed his tall tales) in a stone basement beneath the street where riders ride, high above Reno where the race will end.

This stage continues climbing from Virginia City up a windy two-lane highway to Geiger Summit (6,789 feet before beginning the final descent to Reno. This will be a technical descent of 8.75 miles with many turns as riders see the Truckee Meadows spread out before them in stunning panoramic vistas. Ride carefully and keep in mind that nobody wins a race like this on the final downhill.

The remaining miles of the 508 take riders through Reno's south meadow: wetlands laced with quiet neighborhoods and business districts to the Atlantis Casino on Virginia Street where the race began. Congratulations! You've put 508 miles beneath your wheels and ascended over 20,000 feet!

**LEAPFROG SUPPORT  
ONLY, EVEN AT NIGHT,  
FROM Mile 483 to 493.3!**

### Route

Total	Stage Odo	Do	Ele.
463.65	0.00	Continue south / west on Hwy 50	4209'
471.05	7.40	Stagecoach City Limits	4319'
472.65	9.00	Stagecoach Market & Gas on right	
479.25	15.60	X Bryce Street	
480.35	16.70	X Rainbow Drive; Carson Plains Market on right	
481.35	17.70	Right on Six Mile Canyon Rd. <b>DO NOT MISS! QUIET ZONE</b>	
483.00	19.35	Stay left towards Virginia City <b>DO NOT MISS! QUIET ZONE</b>	
489.25	25.60	X D Street: Big Parking Lot <b>QUIET ZONE</b>	
489.30	25.65	Right on 341 (SS, T-int.) <b>QUIET ZONE</b>	6170'
493.30	29.65	Geiger Summit <b>BE PREPARED FOR 8-Mile CURVY DESCENT QUIET ZONE</b>	6789'
<b>SUPPORT VEHICLES: Downshift to save your brakes!</b>			
494.65	31.00	X Cartwright Rd. "Virginia Highlands"	
496.25	32.60	Enter Washoe County	
501.15	37.50	7-11 on right; <b>(LANDMARK SO YOU DON'T MISS NEXT TURN)</b>	
501.85	38.20	Right on Equestrian Rd. (TL) <b>DO NOT MISS NOTE: QUIET ZONE</b>	
502.20	38.55	Left on Curti Ranch Rd. <b>DO NOT MISS (First Possible Left) QUIET ZONE</b>	
502.55	38.90	Right on Veterans Pkwy (TL) <b>QUIET ZONE</b>	4600'
503.85	40.20	Left on Steamboat Pkwy (TL) <b>QUIET ZONE</b>	
504.35	40.70	Right on Damonte Ranch Pkwy (TL, T-Int) <b>QUIET ZONE</b>	
504.75	41.10	Right on Double R Blvd. (TL) before freeway <b>QUIET ZONE</b>	
508.15	44.50	X Longley Ln. (TL) becomes Airway Dr. <b>QUIET ZONE</b>	
508.95	45.30	X S. McCarran Blvd (TL) <b>QUIET ZONE</b>	
509.25	45.60	Left on E. Peckham Ln. (TL) <b>QUIET ZONE</b>	
509.95	46.30	X under I-580 <b>QUIET ZONE</b>	
510.20	46.55	X Ketzke Ln. (TL) <b>RELAY TEAMS MAY PUT ALL RIDERS OUT HERE QUIET ZONE</b>	
510.30	46.65	X Coliseum Way (TL) <b>QUIET ZONE</b>	
510.40	46.75	Finish on right just before Atlantis Casino Resort entrance drive Riders: Pass carefully through poles into parking lot; vehicles: overshoot this and turn right into lot. 3800 S Virginia St Reno, NV 89502 <b>CONGRATULATIONS! You have completed Silver State 508!</b>	4580'

2844' elevation gain / 2654' elevation loss / 4392' min altitude / 6779' max altitude.









