

# FURNACE CREEK 508

"WHERE THE WEST IS WON!"

Furnace Creek 508 2006 Vol. 32



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"We're Out There"



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"We're Out There"



**Chris Kostman**

Welcome to the 23rd anniversary, and 32nd edition, of the spiritual odyssey known as Furnace Creek 508, the world's premier ultramarathon bicycle race. Our 508 mile course serves as a dramatic forum for bicycle racing, personal achievement, self-discovery, and much more. Some call it a "trans-personal experience," while others call it "the hell of the west." We think it's heaven on earth.

The 508 was created in 1983 by John Marino, the godfather of ultramarathon bicycle racing and founder of the Race Across America and the Ultra Marathon Cycling Association. The race route was originally a 102 mile loop in the Hemet, CA area that was ridden seven times sequentially. The winner of the inaugural race was Michael Secrest. In the Fall of 1985, it was moved to the roads between Tucson and Flagstaff in Arizona, where its first champion was Scott Fortner. It was also held twice a year for a number of years, which is why we are now celebrating our 32nd edition after twenty-three years.

The race moved back to California with the April 1989 version of the event covering 508 miles from Santa Clarita to Death Valley to Twenty Nine Palms, a route suggested by the 1987 Race Across America winner, Casey Patterson. Its first champion was John Hughes and 1291 racers have now competed on this fabled route. Since October 1990, The 508 has been proudly produced by AdventureCORPS, producers of the world's finest endurance sports events held on the open road and "out there." As a competitor on the Hemet route in May of 1985 and the Arizona route in October of 1986, plus serving as crew, staff, or race director, I have been part of 29 of the 31 races so far; I enjoy and love it more every time!

With some 185 racers and crews coming from all over the U.S., Canada, Europe, and Asia, The 508 is truly a world-class race.

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

Sincerely

Chris Kostman

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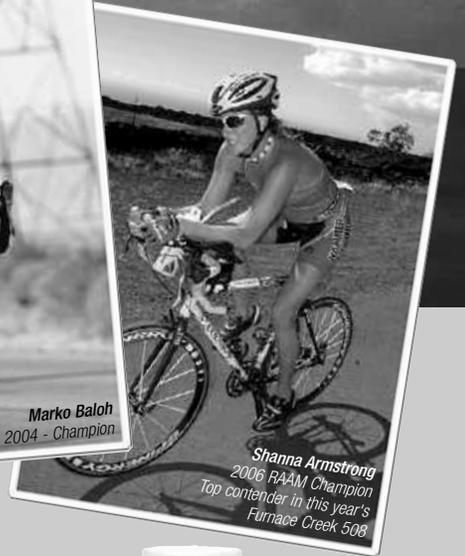
Furnace Creek 508



**Steve Born**  
 1994 - Champion  
 1999 - Runner-up  
 2002 - History's first and only  
 Double Furnace Creek 508



**Marko Baloh**  
 2004 - Champion



**Shanna Armstrong**  
 2006 RAAM Champion  
 Top contender in this year's  
 Furnace Creek 508



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Front Cover: 2005 solo men's champ Kenny "Fast Truck Gecko" Souza • Inside Front Cover: 2005 solo women's champ Carol "Chickadee" Chaffee • Inside Back Cover: 2005 race staff • Back Cover: 2005 fixed gear women's champ Emily "Archaeopteryx" O'Brien.  
All photos by Chris Kostman.

Layout and Design by Kevin Fung, email: [yuikitopia@mac.com](mailto:yuikitopia@mac.com)



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## GENERAL INFORMATION

**DATE:** October 7-9, 2006.

**DISTANCE:** 508.5 miles, unless rerouting is required due to road closures or other circumstances.

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

**STARTING LOCATION:** Hilton Garden Inn 27710 The Old Road, Santa Clarita, CA 91355, 661-254-8800. Driving instructions from the San Fernando Valley: Proceed north on Interstate 5 for about 20 miles, exit at Magic Mountain Parkway in the Valencia part of Santa Clarita, and the Inn is on the west side of the interstate, next door to Marie Callendars.

**RACER CHECK-IN:** 12:00-5:30PM, Friday, at the Hilton: Check-in may also be done after the Pre-Race Meeting (back at the Hilton), between 8:30 and 9:00pm, though it is strongly encouraged that racers check-in at the Hilton during the afternoon.

**VEHICLE INSPECTION:** 12:30-5:30PM, Friday, at the Hilton: Plan on arriving in Santa Clarita with all your vehicle signage, lights, triangle, and other safety equipment in place and ready to use. All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangle, and roof lights.

**BICYCLE INSPECTION:** 12:30-5:30PM, Friday, at the Hilton: Plan on showing that all bicycles are safe and race-ready and are equipped, or quickly equipable, with excellent front and rear lights and lots and lots of reflective materials. (Done concurrently with the vehicle inspection.)

**PRE-RACE PASTA FEED:** 5:00-6:15PM, Friday: Hosted at The Plaza just prior to the meeting. The Plaza is hosting this and you will pay them at the door: First come, first-served. The meeting room has seating for 400, but no

tables. The room in which the pasta is served seats about 75 with tables. Pasta feeders can sit and eat in either room, but all eating in the meeting room must be completed by 6:15pm in order for the meeting to start, and end, on time.

**PRE-RACE MEETING:** 6:15-7:45PM, Friday: The meeting, a fun and exciting event for everyone, will be held at The Plaza Banquet and Catering Facility, 23710 Lyons Avenue, Santa Clarita, CA 91321. From the Hilton, take I-5 south two miles to the Lyons Ave exit. Go left (east) just under a mile. The Plaza is on the right (south side) next to a car wash and bowling alley. Solo entrants must be represented by the racer and at least one crew. Team entrants must be represented by at least two racers or one racer and one crew. It will be a tight squeeze this year, so please don't bring a swarm of people!

**SOLO AND TANDEM START TIME:** 7:00AM, Saturday: We will begin the race in the Hilton Garden Inn's front main parking lot, under the hotel entrance overhang. All riders must be present at the start no later than thirty minutes prior to their start time for pre-race instructions and photos.

**RELAY START TIME:** 9:00AM, Saturday: We will begin the race in the Hilton Garden Inn's front main parking lot, under the hotel entrance overhang. All riders must be present at the start no later than twenty minutes prior to their start time for pre-race instructions and photos.

**ENDING TIME:** Barring any unforeseen serious circumstances, the event is officially over for all divisions at app. 7:00AM, Monday, October 9.

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

**FINISH LINE HOTEL:** Best Western Gardens Motel, 71487 Twenty Nine Palms Highway, Twenty Nine Palms, CA 92277, 760-367-9141. A very nice hotel located literally at the finish line of the race on the main drag (Hwy 62).

**POST RACE BREAKFAST:** 8:00AM, Monday: As usual, we'll take over the Carousel Cafe just east of the hotel at 72317 29Palms Hwy. This will be an informal get-together, so don't expect anything too plush! It's your bill, of course.

## GENERAL INFORMATION

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**SUNRISE/SUNSET/TWILIGHT:** Using Valencia as a reference on Oct 7, Civil Twilight begins at 6:29AM and Sunrise is at 6:54AM, while Sunset is at 6:28PM and Civil Twilight ends at 6:54PM.

**RACE HEADQUARTERS:** Race Headquarters is located during the race at the 508 Office's cell phone and at the finish line hotel, once riders start to finish. If a rider drops out of competition, call Race Headquarters AT ONCE! State why and where you or your rider dropped out. After racers begin to finish, please try to reach Chris Kostman in care of the Best Western Gardens Motel. For emergencies, call 911.

**TOTEMS, NOT RACE NUMBERS:** As always, we will continue with animal totems rather than numbers. Each racer may request, or will receive, an animal name that must be posted on all four sides of each vehicle. Animals are the theme — antelope, bear, cheetah, duck, etc. Be sure to memorize your totem; this is how you and your crew will identify yourselves to time stations and race officials. Returning racers will have the same totems as before. New riders may request a specific animal totem when they submit their entry form, however only Chris Kostman can officially assign animal totems, following a special ritual ablu-tion and spiritual practice. Totems, whether nickname, mascot, alter ego, second identity, or spirit guide, are permanent and non-transferable. More info at [www.the508.com/totems/](http://www.the508.com/totems/)

**OFFICIAL FINISHER'S DISTINCTION:** To finish the Furnace Creek 508 is a noted accomplishment in the world of ultra endurance sports. The time limit is 48 hours for solo entrants and 46 hours for teams.

**AWARDS:** All solo and team OFFICIAL FINISHERS will receive a finisher's medal at the finish line. They will also receive an OFFICIAL FINISHER'S jersey, produced by Louis Garneau, by US Mail in December.

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

Therefore, the Nancy Dankenbring Award is to be presented in recognition of the best female

rookie solo rider entered, regardless of age, who enters and successfully finishes the Furnace Creek 508 in the lowest official time recorded.

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

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

**DEATH VALLEY CUP:** 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. This is a form of recognition for those athletes who complete both races in the same year, and also an actual plaque that is awarded each time an athlete breaks the current overall record for either the men's or women's divisions. Thus, there are, at any given moment, two Death Valley Cup Record Holders, as well as an ongoing, slowly increasing list of Death Valley Cup Finishers. To earn this recognition is a very significant achievement in endurance sports and especially for those athletes who have come to know and love Death Valley and its environs. More info at [www.badwater.com](http://www.badwater.com)

**EXCELLENT TRAINING FOR THE 508:** Join us in March and October every year for incredible, one-of-a-kind 100 mile and 200 mile cycling events in Mother Nature's greatest sports arena, Death Valley! Each event has a field limit of 300 riders total and they always sell out many months in advance. The Spring and Fall editions feature greatly varying routes, giving the adventurous cyclist two awesome opportunities to explore and enjoy one of America's greatest National Parks. With full rider support, roving SAG vehicles, killer cycling jerseys, and impossible-to-get-lost routes with very little traffic, there's no better place to ride a century or double century cycling event! There's also no better way to get a preview of the middle section of the 508 route! More info at [www.adventurecorps.com/deathvalley/](http://www.adventurecorps.com/deathvalley/)

**UMCA MEMBERSHIP:** All solo 508 entrants must be UMCA members, but we encourage all team entrants to



join, too. I've been a life member of the UMCA since it was founded in 1984. The UMCA organizes the John Marino Competition and Race Across America qualifying system, in both of which the 508 is a proud, founding participant.

**JOHN MARINO COMPETITION:** Furnace Creek 508 is honored to be a John Marino Competition (JMC) event worth 3 difficulty points. JMC competitors must be members of the UMCA to count their events in the challenge.

**RACE ACROSS AMERICA:** Furnace Creek 508 is honored to continue as the original, largest, and most competitive qualifying event for the Race Across America.

- 508



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*4x Team Zorilla breaks the tape together in 2005.*





### **DIVISIONS OFFERED**

There are two separate divisions, men's and women's, sharing the same route at the same time, as well as tandem, relay, HPV, fixed gear, and recumbent subdivisions, along with age group designations from 10+ through 70+. Below are the current categories. If you would like to enter in a new, different category, please contact the race director in advance to discuss that possibility. (See Race Rules for additional information.)

#### **Solo:**

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

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

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

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

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

*Note: All of the above have fixed gear and HPV/recumbent options.*

#### **Relay Teams:**

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

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

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

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

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

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

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

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

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

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

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

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

*Note: All of the above have fixed gear and HPV/recumbent options.*

### **SOLO COURSE RECORDS:**

**Men's 10+**, Yoni Nazarathy, '91, 38:17:28.

**Men's 20+**, Justin Panda Peschka, '97, 28:42:02.

**Men's 30+**, Michael Alpine Ibex Emde, '05, 27:49:07.

**Mens' 40+**, Kenny Fast Truck Gecko Souza, '05, 27:15:21 (Overall Solo Record).

**Men's 50+**, David Mudcat Holt, '05, 30:33:40.

**Mens' 60+**, Dan Crane Crain, '05, 33:13:11.

**Men's 70+**, Charles Honey Bee Hanson, '00, 73:40:37 (Honorable Mention ; Unofficial).

**Women's 20+**, Laura Stern, 1989, 32:48:00.

**Women's 30+**, Seana Hoopoe Hogan, '95, 28:46:34 (Overall Women's Record).

**Women's 40+**, Seana Hoopoe Hogan, '02, 35:06:03.

**Women's 50+**, Carol Chickadee Chaffee, '05, 33:14:58.

**Women's Fixed Gear 20+**, Emily Archaeopteryx O'Brien, '05, 44:24:27 (Overall Women's Fixed Gear Record).

**Men's Fixed Gear 30+**, Barley Boar Forsman, '04, 38:24:00 (Overall Men's Fixed Gear Record).

**Men's Fixed Gear 40+**, Jeff Parrot Bauer, '04, 44:01:05.

**Men's Fixed Gear 50+**, Sam Seal Beal, '04, 39:10:38.

**Men's 30+ Recumbent** (Superstock category), Eric Hedgehog House, '94, 35:24:29.

**Men's 40+ Recumbent** (Superstock category), James Shrike Kern, '03, 33:43:15, Overall Record.

**Men's 50+ Recumbent** (Superstock category), Ron Banana Slug Bobb, '00, 42:32:56.

**Men's Tandem**, (30+ or 40+?) Tandem Wolves, Wolfgang Erhart and Franz Kasserer, '98, 29:58:18, (Overall Record).

**Mixed Tandem**, (40+) Tandem Relucent Phoenix, Craig Robertson and Jennie Phillips, '05, 31:26:51.

**TEAM COURSE RECORDS** (*Note: the stage race / fixed relay format was introduced in 2004, so many records have yet to be set:*)

#### **Two Rider Team:**

**Men's 30+ Two Rider Team**, Team Addax, 2005: 34:32:40.

**Men's 40+ Two Rider Team**, Team Red Kangaroo, 2005: 31:13:29.

**Mens' 50+ Two Rider Team**, Yak, 2004: 30:43:07

**Mens' 70+ Two Rider Team**, Leatherback Turtles, 2004: 39:55:55.

**Mixed 40+ Two Rider Team**, Mongolian Wild Asses, 2004: 38:49:25.

**Women's 40+ Two Rider Team**, Team E.Coli, 2005: 32:39:28.

**Women's 50+ Two Rider Team**, Team Chupacabra, 2005: 32:39:46.

**Four Rider Team:**

**Men's 40+ Four Rider Team**, Team Hammerhead, 2005: 24:56:10.

**Men's 50+ Four Rider Team**, Team Yak, 2005: 26:45:34.

**Women's 40+ Four Rider Team**, Serval, 2004: 39:27:05.

**Mixed 30+ Four Rider Team**, Velociraptor Mindseye Multisport, 2004: 30:27:33.

**Mixed 40+ Four Rider Team**, Team Zorilla, 2005: 33:07:31.



**Challenge Athletes Foundation**

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 \$8 million – allowing the Foundation to satisfy thousands of funding requests from challenged athletes in all 50 states and 10 countries.

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

At the 2004 Paralympic Games in Athens, Greece 45 of the 235 participating U.S. athletes (almost 20 percent) were supported by CAF. More recently at the 2006 Winter Paralympic Games in Torino, Italy, CAF supported 23 of the 56 (41 percent) participating U.S. athletes.

We are pleased to recognize CAF as the Official Charity of AdventureCORPS.

More info at [www.challengedathletes.org](http://www.challengedathletes.org) and [www.adventurecorps.com/caf/](http://www.adventurecorps.com/caf/)



**Major Taylor Association**

The Major Taylor Association was formed by residents of Worcester, Mass., who became intrigued with the story of the 1899 world champion bicycle racer from Worcester who overcame racial prejudice to become the first internationally acclaimed African-American sports star.

The organization's mission is to memorialize Major Taylor with a statue on public land in Worcester, in recognition of his athletic achievements and strength of character -- his sportsmanship, concern for those less fortunate, devotion to God, and personal struggle for equality. Further, the Major Taylor Association aims to create a living memorial to Taylor by conducting good works in his name and educating people about his life and legacy.

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

At AdventureCORPS, we are pleased to sponsor MTA each year.

More info at [www.majoraylorassociation.org](http://www.majoraylorassociation.org)



**Juvenile Diabetes Research Foundation**

Founded by parents of children with type 1 juvenile diabetes, Juvenile Diabetes Research Foundation has always focused on a single goal—accelerating research progress to cure diabetes and its complications. To that end, their research management process is unique—they're organized as a diabetes cure enterprise. They take informed risks, continuously monitor the global diabetes research landscape, and make research investments strategically, to ensure that resources are effectively directed to research with the greatest impact leading to a cure as soon as possible.

This unwavering dedication has led JDRF to award more money for diabetes research than any other charitable organization—more than \$900 million since our founding in 1970, including over \$98 million in FY 2005 alone. More than 80 percent of JDRF's expenditures directly support research and research-related education. In FY2005, JDRF funded 500 centers, grants, and fellowships in 19 countries. In addition, their advocacy has spurred government, especially the National Institutes of Health, to increase its investment in type 1 diabetes research to unprecedented levels.

At AdventureCORPS, we are pleased to produce the biannual Death Valley Ride to Cure Diabetes on behalf of JDRF.

More info at [www.jdrf.org](http://www.jdrf.org) and [www.adventurecorps.com/jdrf/](http://www.adventurecorps.com/jdrf/)



### HINTS ON SUPPORTING A CYCLIST

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

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

There are two ways to support a rider:

- 1) By playing "leap frog" with the rider, e.g. driving ahead, stopping and offering support as a pedestrian, then repeating the process.
- 2) By following directly behind the cyclist, at the speed of the rider, and giving support from a moving vehicle.

#### HOW TO PLAY LEAP FROG

- 1) Use this method when there are many cyclists in close vicinity, for example at the start of any ride or race, or when two or more riders are within a close proximity where following becomes a hazard to traffic and to the pace vehicle itself.
- 2) Use this method in heavy day-time traffic when following directly behind creates a bigger danger for motorists trying to pass, e.g. narrow two-lane winding roads where passing is difficult, or when three or more vehicles are stacking up behind and there doesn't look like the road ahead will provide an opportunity for passing.
- 3) When driving on the roadway, always travel the speed of traffic, not the speed of the rider. Use turn indicators and arm signals at least 200 FEET prior to stopping or turning. Signaling your intent with your left arm is useful in addition to signaling with your lights.
- 4) When parked or stopped, always display your emergency flashers.
- 5) When parking or stopping, do so completely OFF the roadway, and make sure the rider has enough room to pass without having to ease out into traffic.

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

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

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

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

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

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

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

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

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

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

16) Post a sign on the back of the pace vehicle that 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.

5) 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/passers. 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 vehi-

cles will generally be permitted providing a greater hazard isn't being created. Police departments interpret direct following differently. The bottom line is safety to all traffic.

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

### **NIGHT FOLLOWING**

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

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

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

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

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

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### EQUIPMENT LIST FOR FURNACE CREEK 508

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

#### REQUIRED EQUIPMENT

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

Minivans such as the Dodge Caravan, Ford Aerostar, and VW Van are popular, although almost any vehicle less than 78" wide is legal. Recreational vehicles are prohibited, as are Hummers and Ford Excursions. Bigger is not better because they're a rolling roadblock. A rack for storing the bikes, extra wheels, and mounting the flashing lights is highly recommended.

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

These are mounted on the rear of the roof. You can get turn signal lights and wire them into the vehicle's rear flashers. Mars lights (rotating lights) can be used, but the front must be covered; the lights must be visible only from the rear. The two most common methods for securing and setting up these lights are as follows:

- Buy amber lights, wire, cigarette lighter plug, and relay (a small electrical unit that pulses the electricity to make the lights blink) at an auto supply store and assemble them yourself.
- Buy yellow strobe lights (which already blink and thus don't need a relay), wire, and cigarette lighter plug at Radio Shack and wire them up. The Radio Shack strobes are light enough to be duct-taped to the upper corners of your rear hatch or roof. Note: The dome of the lights must point straight back, not UP. They are \$20 each, palm-sized, and come in a red box (but hard to find nowadays, apparently).

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

Commercial signs and the triangle are available or make your own. The Caution Bicycles Ahead signs may be ordered in advance from the race office for \$30 per set, as may the triangle for \$20 each (specify magnetic, sticky 'one-time use,' or PVC plastic for either item). Make sure

the sign is neatly lettered with a white background and red or orange reflective lettering and is visible from a distance.

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

Most riders prefer to have three crew members so that one person can sleep or work while the other two share driving and doing hand-offs. You will need more people if you have two vehicles. Relay teams don't really crew members.

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

Be sure to make any equipment changes many weeks before the race, and make sure the bike is in top condition. Also, for night riding, the bike must be equipped with legal lights, front and back, and as many reflective materials as possible. I highly recommend the taillights and reflective gear (and their identity products) offered by [www.RoadID.com](http://www.RoadID.com).

#### SUGGESTED EQUIPMENT

##### **Food**

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

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

Set a goal of drinking at least one big water bottle an hour; sometimes, up to three bottles is needed to beat the heat. Ice is available in Santa Clarita, Mojave, Trona, Shoshone, and Baker during normal business hours.

##### **Health supplies**

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

##### **Bicycle parts**

Don't count on finding bike shops (there is one in Mojave). In addition to tires, tubes, spokes, chains, lube, rags, and cables, remember to bring tools to change, fix, pump up, or

adjust the parts you bring. For saddle sores, a comfortable saddle and a padded cover is a good idea. Most racers bring two bikes and as many spare wheels as possible.

### Clothes

Bring suitable clothes for everything from 90-100° days to 30-40° nights. In daylight, pay particular attention to sun exposure. When it gets cooler, leg warmers, arm warmers, and jackets help you add and remove layers quickly. Booties and a good jacket may be useful, especially for cold downhill. Rain is rare, but it has happened. It's a good idea to change shorts every 100-200 miles. Don't forget extra socks and gloves. Injinji "Tsoks" are great for ultra-cycling: visit [www.injinji.com](http://www.injinji.com) for more info.

### Miscellaneous gear

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

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*Hall of Famer Joe Petersen of 4x Team Hammerhead charges out on Stage One of the 2005 race.*



# THE INSIDER'S GUIDE TO FURNACE CREEK 508

4x Team Sasquatch is about to pass the baton in Trona during the 2004 race.

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

## The Course

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

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

After the first time station in California City you will head to Mojave then Randsburg, your first experience with the hot desert climbs. You will wonder why you are going so slowly and whether you made a good decision to enter this

race. . . and then there is a great descent into Trona. Keep rolling over the Trona bump and through the Panamint Valley as the sun starts to get low. The road? It's rough. Be light on the bike if you can. You'll do this section in daylight, with your crew doing leap-frog support.

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

After the summit, the other side is quite fast and pretty scary in the dark - you can easily go 50 mph. You will roll through Death Valley eventually descending to several

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

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

### **Clothing and Equipment**

There is only one very steep climb on the course, but the rest can be demoralizing. I have measured about 28,000 feet of climbing on the course. (Many others have measured as much as 36,000 feet.) No, the desert is not flat. I have used a 39/28 for the climbs and recommend it on Townes Pass. The desert wears you down. Some people bring a spare bike in the unlikely event of a major breakdown. Having a climbing bike and a flat land bike may also make sense. I just ride one bike and bring an extra set of wheels. You will want to carry a tube and a pump as far as Townes Pass, while your crew is leap-frogging you. At Townes Pass you can dump the pump but will need to put on lights. A simple LED rear light will last the night, and a 2.5 watt head light will work fine for all your night riding with a following vehicle except for descending Townes Pass. You want as much light power as you can get for the descent. I have used a 20-watt system for the descent, and I have used my 2.5-watt light. More watts are better if you can get it.

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

### **Pacing**

I know you are pretty fast but you need to consider this: You need to get to Twenty Nine Palms to finish. If you look at the past races you will find that about half the people who start the race finish. Pacing will be the most important aspect of the race. You must pace yourself, especially early

in the race. Trust me. You need to get to Townes Pass feeling good, not sick or cramped up. You will pass many riders late in the race if you stay on the bike and don't over do it. A heart rate monitor will help you stay honest.

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

Let's look at why people drop from Furnace Creek. Most of the time it is related to stomach problems. Riding in the heat will put a huge load your body, so you will need to keep yourself well fed and hydrated. This is how your crew can help you. Hydrated means more than drinking water. You are losing a lot of electrolytes so make sure you replace them. Consider high salt food or salt tablets. You won't believe how good a cup of soup tastes at the top of Townes Pass. Liquid foods work well for lots of people. They are convenient and it is easy for the crew to determine your calorie intake. A good target calorie intake for me is around 400 per hour. Your crew can help you determine if you are getting too far behind. You may not feel like eating or drinking but you must if you plan to finish. Bring a variety of things like individual servings of fruit, fruit drinks, pastas, cookies, pop tarts, soups and different electrolyte drinks. If you get sick, you may not want your standard "preferred" cycling food. On a hot day in Baker my crew brought me a hot cup of soup. It was exactly what my body wanted.

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

### **Crew**

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

Good cycling friends or family members make good crew. You will want to pick people who will help you finish and not get bored following you for 30 or 40 hours. You can use a car or even a pick-up truck as the following vehicle, but a van is ideal. To be legal you will need to have flashing lights mounted on the roof, a "CAUTION BICYCLE AHEAD" sign and a slow moving vehicle triangle. It is pretty easy to set these up. The "CAUTION BICYCLE AHEAD" sign is on the rear of the vehicle throughout the race. The triangle is displayed and the overhead flashers are on only when the vehicle is following directly behind you. Additionally, you can put on an external speaker so the crew can talk to you and maybe play some inspiring music. This probably won't make much difference in your performance but it will make you feel like the other more experienced racers.

The veterans know some of the little secrets of Furnace Creek. These are not race winning secrets, but they do help. First, the crew should start off with a pretty full load of ice. If it is hot you will feel smart. If it is not hot you have spent a couple of extra bucks. Once you are into Mojave, the crew can send you down the road alone while they stop at Subway's on the way out of town and pick up crew food and maybe more ice and bottled water. Don't count on bottled water in Trona or Stovepipe Wells. By the time the tail-enders come through, there will be none left. The crew can

get good burritos at the time station in Trona. The last place for fast foods before the finish is in Baker. The trip would not be complete without a stop at The Mad Greek. They do have some great soup (even for breakfast), and other food suitable for crew. This will be the last real town until you get to Twenty Nine Palms, so buy what you need. During the day on this course, rider can take off and not worry about getting lost while the crew stocks up on gasoline and foods. Don't run out of gasoline. There are few places to pull over and tank up out in the desert. Fill up in Trona, which will get you through the night, and then fill up again in Baker.

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

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

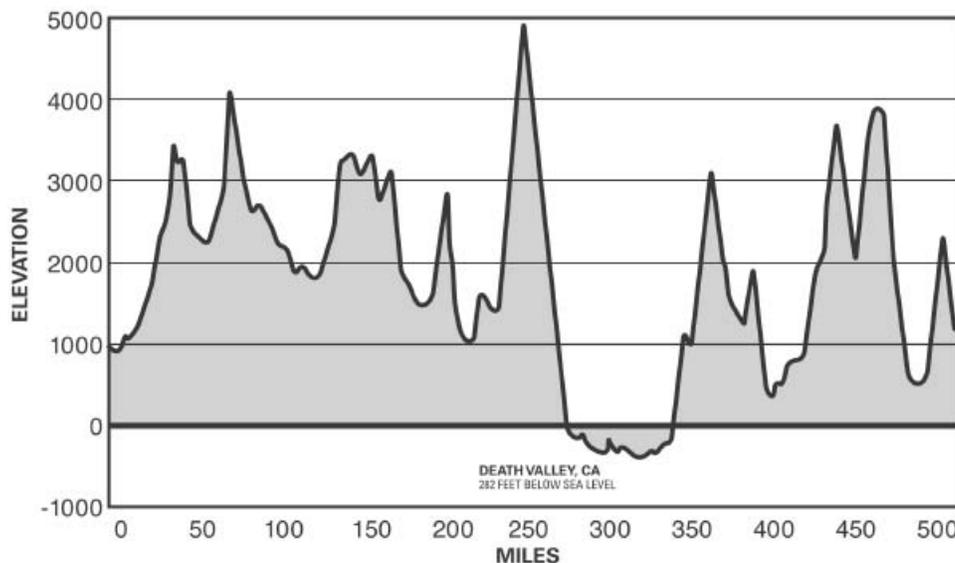
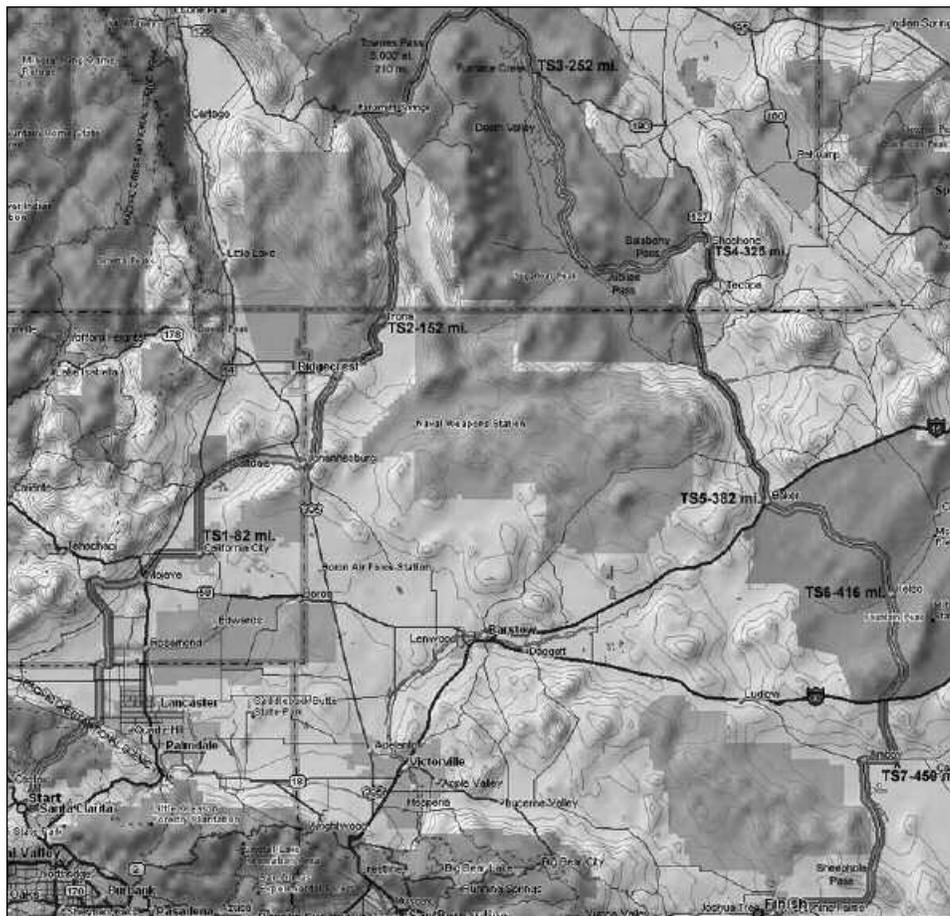
• 508

*Paul "Muddy Mudskipper" McKenzie receives a perfectly executed bottle hand-off from his Clif Bar Crew.*



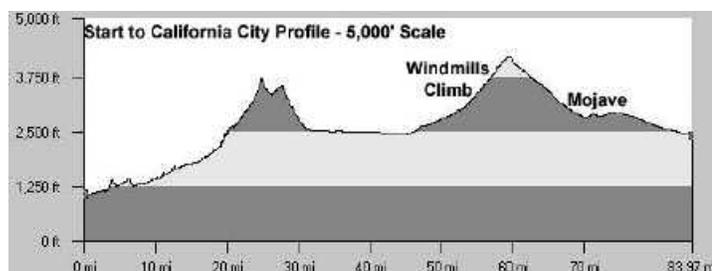
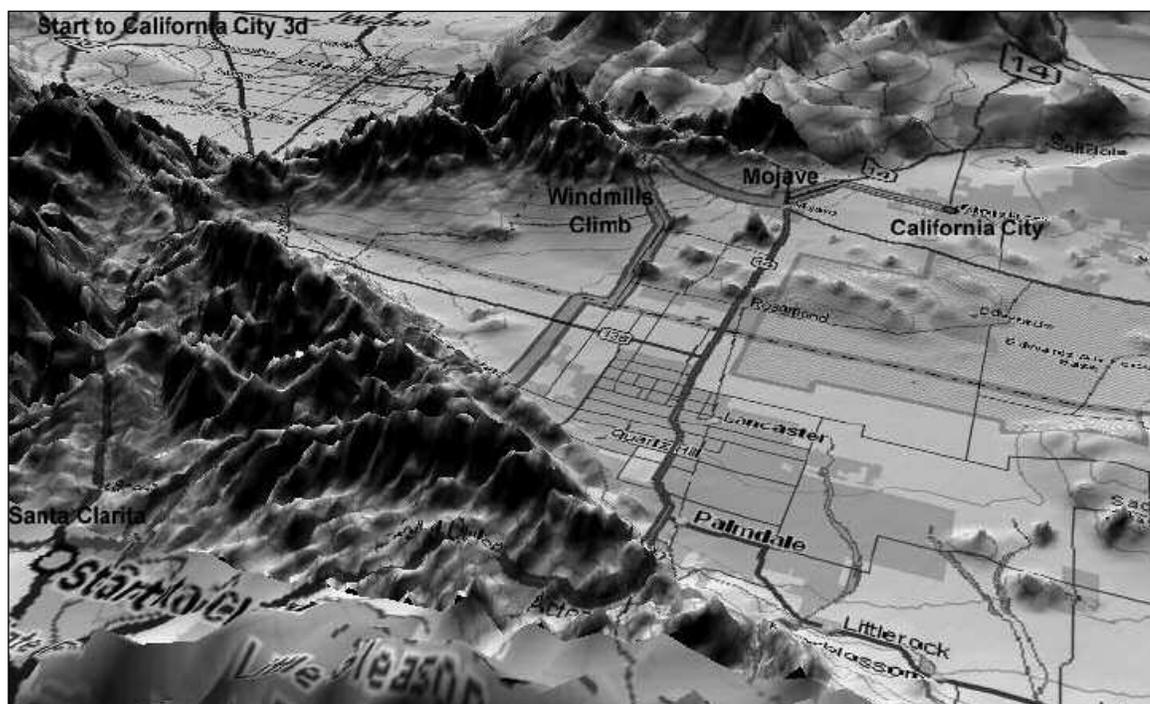
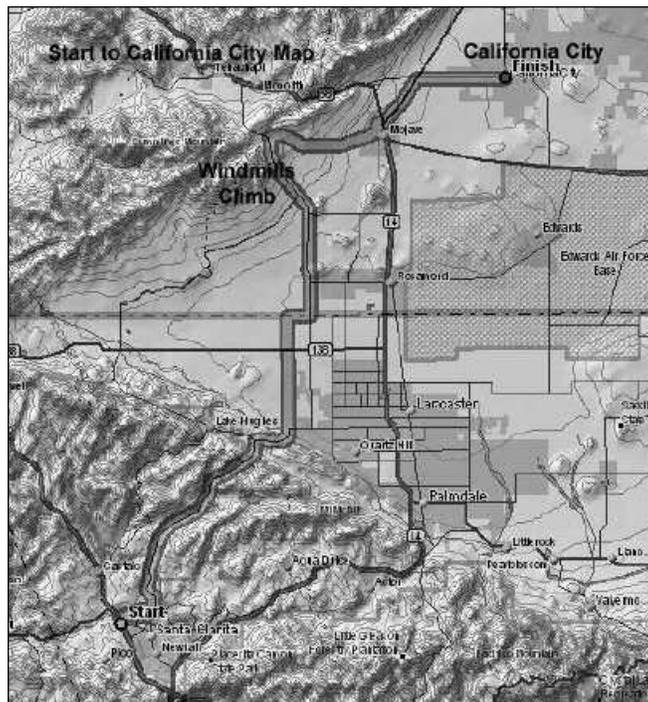
**COURSE MAPS, ELEVATION PROFILES, AND ROUTE**

All graphics by Doug Dog Sloan; route by Chris Kostman



## Stage One: Santa Clarita to California City, 82.25 miles

After a 5-mile group ride across town, the race starts up San Francisquito Canyon (Mountain Section One). In the next 15 miles, you will climb 2,500 feet. The climb is generally moderate; the climb before the turn to Elizabeth Lake is short and steep. A windy flat section through the Mojave Desert leads to the windmill climb at mile 44 (Mountain Section Two). Over seven miles, you'll climb 1000 feet, probably into a stiff headwind. Another fast descent takes you down to the town of Mojave with a couple of quick turns. There is a shopping center and Subway on the right before you leave town where the crew can grab food. Then it's a fast shot into Cali City.

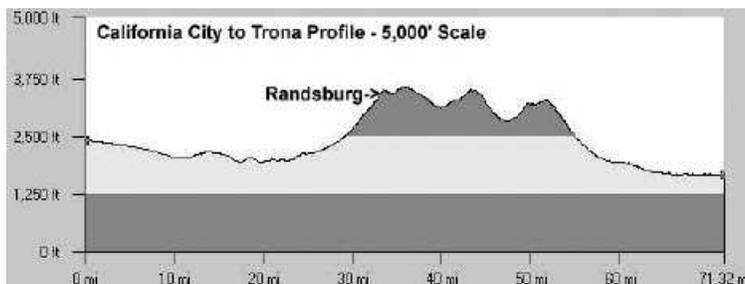
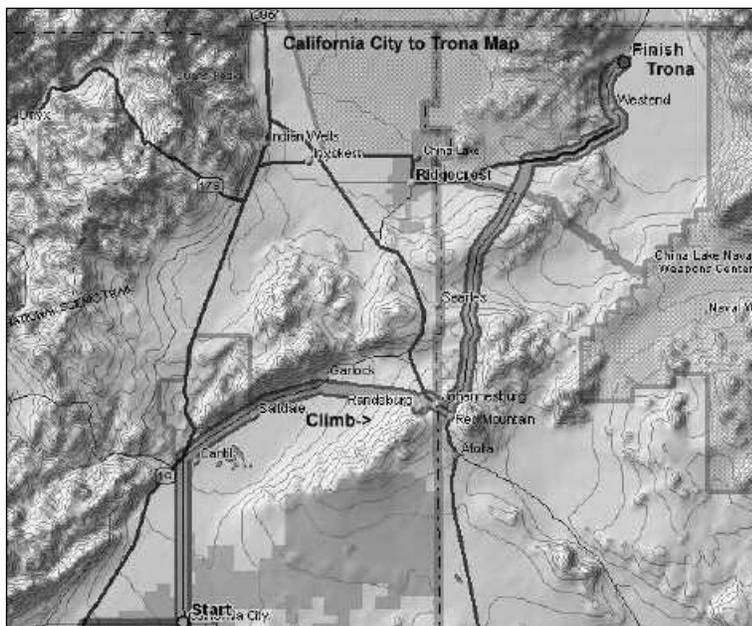


**Continued: Stage One: Santa Clarita to California City, 82.25 miles**

After	Description	Stage One	City	Services	MTNT	MTF	MTG
	Start at Hilton Garden Inn, Valencia, CA (EI 1100 ft.)						
0.00	Right exit from Hilton parking lot onto The Old Road, north			A	0.50	0.00	508.50
0.50	Right Rye Canyon (TL)				4.20	0.50	508.00
1.10	X Newhall Ranch (TL) - becomes Copper Hill				3.10	1.60	506.90
2.60	X McBean Pkwy (TL)				0.50	4.20	504.30
	<i>(Official Race Start - End Yellow Zone)</i>						
0.50	Left San Francisquito Canyon Rd. (EI 1360 ft.)				19.15	4.70	503.80
	<i>Warning: dangerous turn; oncoming traffic does not stop!</i>						
3.30	"Angeles National Forest" sign on right				15.85	8.00	500.50
2.50	Ranger Station on right (EI 1560 ft.): Start Mountain Section One				13.35	10.50	498.00
1.60	Straight roadway with climb and large shoulder				11.75	12.10	496.40
5.75	False summit (EI 2520 ft.)				6.00	17.85	490.65
2.95	Stay Left Spunky Canyon Rd. (SS/Oblique T-INT)				3.05	20.80	487.70
2.30	Summit (EI 3740 ft.)				0.75	23.10	485.40
0.75	Left Elizabeth Lake Rd (SS/T-INT)				0.75	23.85	484.65
0.75	Right Johnson Rd. (SS/T-Int) (EI 3330 ft.)				14.00	24.60	483.90
	<i>(All support vehicles wait here for rider to pass, then begin leapfrog support)</i>						
1.30	Johnson Summit (EI 3535 ft.): End Mountain Section One				12.70	25.90	482.60
4.69	Ave "I" (SS) (EI 2400 ft.)				8.01	30.59	477.91
	<i>You're on 110th St / Cross traffic no stop</i>						
4.99	Ave. 'D' / Hwy 138 (SS)				3.02	35.58	472.92
	<i>Cross traffic no stop</i>						
3.02	Right Ave 'A' (SS, T-int)				2.03	38.60	469.90
	<i>Cross traffic no stop</i>						
2.03	Left 90th St. West (SS)				17.17	40.63	467.87
	<i>Cross traffic no stop</i>						
3.00	X Rosamond Blvd. (SS): Start Mountain Section Two			R	14.17	43.63	464.87
	<i>90th St. West becomes 'Teh Will Springs Rd.'</i>						
6.09	X Backus Rd. / Hwy114				8.08	49.72	458.78
	<i>Begin Climb to 4000 ft.</i>						
8.08	Right Oak Creek Rd.: End Mountain Section Two				10.08	57.80	450.70
	<b>### CAUTION - GRAVEL POSSIBLE IN TURN ON DESCENT ###</b>						
10.08	Left Holt St. (SS)				0.88	67.88	440.62
0.88	Right Arroyo Ave. (L-Int)				0.40	68.76	439.74
0.40	Right State Hwy 58 (SS, T-int) (EI 2756 ft.)				0.15	69.16	439.34
0.15	Left 14 North / Bishop / Reno (TL)		Mojave	A	5.15	69.31	439.19
	<i>Car must activate left turn sensor</i>						
5.15	Right California City Blvd. / 'To California City' (SS) (EI 2850 ft.)			G/M	7.79	74.46	434.04
7.79	Left Neutralia Rd. (SS/Flash) (EI 2375		California City	G/M/R	12.90	82.25	426.25
	<i>TS #1 on right in vacant dirt lot just after turning on Neutralia Rd.</i>						

## Stage Two: California City to Trona, 70.25 miles.

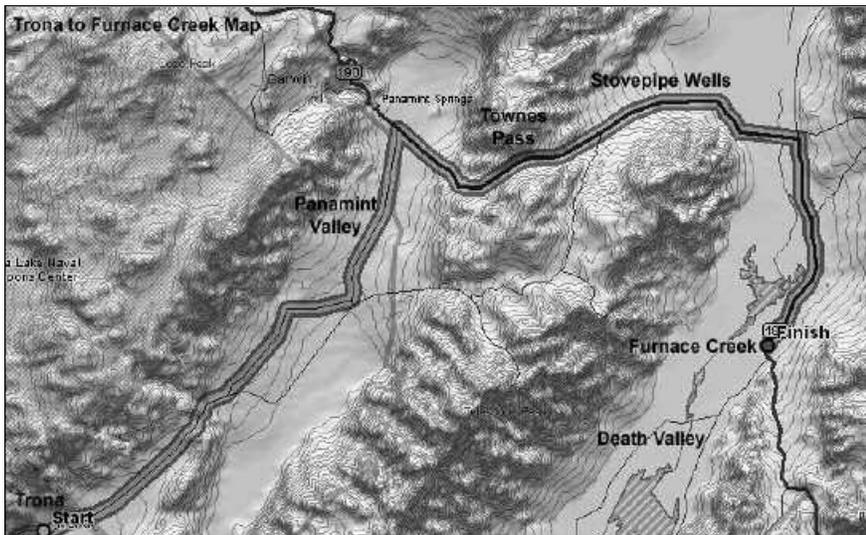
From California City, head north over flat desert terrain to the Johannesburg climb at mile 110 (Mountain Section Three). You'll climb 1500 feet in seven miles; the desert climb is steeper than it looks and grows progressively steeper. Drink plenty; each year some riders overheat here. After Jo'burg, you'll ride over a series of pesky rollers before a long fast descent to the road to Trona. The crew must gas the vehicle and get ice and drinks in Trona as there is no gas overnight until Shoshone and no services until Baker.



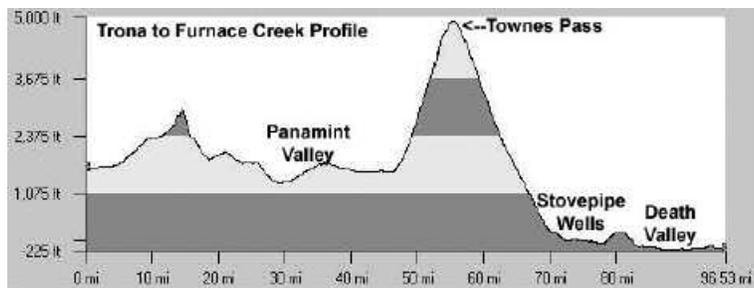
**Continued: Stage Two: California City to Trona, 70.25 miles.**

After	Description	Stage One	City	Services	MTNT	MTF	MTG
12.90	Right Red Rock / Randsburg Rd. (SS/T-Int) <i>Rolling terrain next 12 miles (El 2100 ft.)</i>				12.08	95.15	413.35
12.08	Stay Right to Johannesburg / Randsburg on Redrock / Rand Rd. (El 2100 ft) <i>Start Mountain Section Three</i>				8.45	107.23	401.27
8.45	Left Butte Ave. (T-int) (El 3523 ft.) <i>Randsburg Fire - 760-374-2455-65</i>		Randsburg	G/M	1.07	115.68	392.82
1.07	Right Three Flags Highway / Hwy. 395 (SS/T-int) <i>### CAUTION Heavy traffic next 1.9 miles ###</i>				1.89	116.75	391.75
1.08	Gas station and mini-mart (El 3536) <i>End Mountain Section Three</i>		Johannesburg	G/M	0.81	117.83	390.67
0.81	Left Trona Rd. / Trona				21.17	118.64	389.86
3.41	Begin rolling climbs (El 3120 ft.)				17.76	122.05	386.45
4.52	Begin 3 mile descent (EL 3500 ft.)				13.25	126.57	381.93
3.17	RR Crossing (El 2800 ft) <i>Begin climb in 1 mile</i>				10.08	129.74	378.76
2.21	Rolling terrain (El 3250 ft.) <i>After 2.3 miles begin 6 mile descent</i>				7.86	131.95	376.55
7.86	Right Hwy. 178 / Trona (SS/T-Int) (El 2000 ft.)				45.55	139.81	368.69
12.72	TS#2 on right, opposite Texaco Gas Station on left (El 1659 ft.) <i>### No night services next 228 miles ###</i>		Trona	A	32.83	152.53	355.97

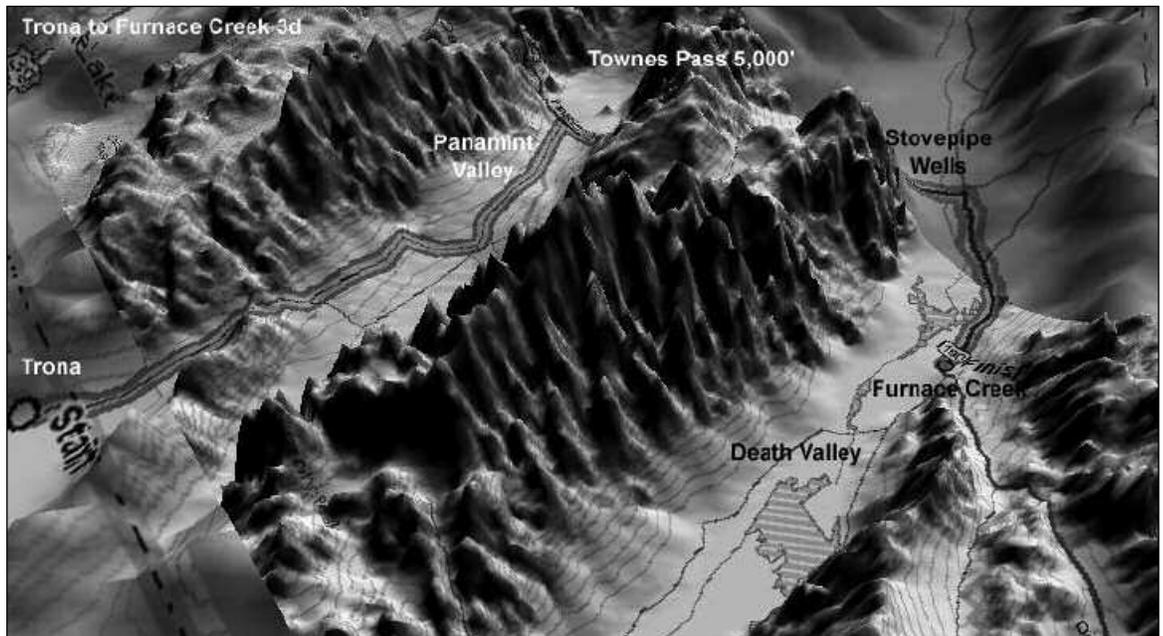
**Stage Three: Trona to Furnace Creek, 99.2 miles.**



Just north of Trona (mile 160) there is a 1000 foot climb up the Trona Bump (Mountain Section Four); the descent from there into the Panamint Valley is winding and may be fast with a tailwind. Some of the road ahead is very rough, but it used to be much worse. At mile 200 you'll begin the 13 mile, 3800 feet climb up Townes Pass (El 4956') (Mountain Section Five). The climb up to 2000 feet is gentle, then there are steep grades of 10-13% to 4000 feet; the last few miles are gradual. It will be chilly at the top and you have a fast 17-mile, 5000 foot descent to Stovepipe Wells, where it may be hot! Desert rollers take you to Furnace Creek.



**Continued: Stage Three: Trona to Furnace Creek, 99.2 miles.**

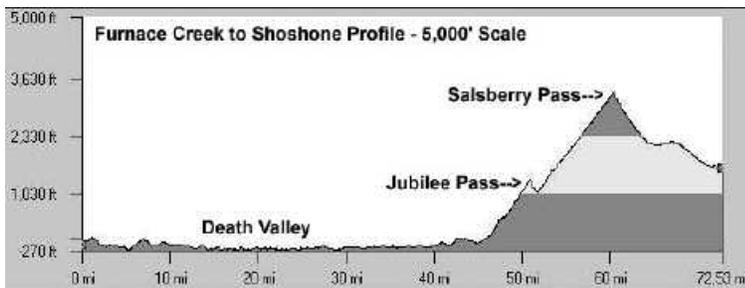


After	Description	Stage One	City	Services	MTNT	MTF	MTG
3.62	Misc. often abandoned buildings on left				29.20	156.15	352.35
	Start Mountain Section Four about four miles later						
12.38	Summit (El 2800 ft.) End Mountain Section Four				16.82	168.53	339.97
3.57	Nadeau Rd. / Onyx Mine				13.25	172.10	336.40
	<i>You're on Trona Wildrose Rd.</i>						
3.82	Ballarat Rd. (El 1300 ft.)				9.44	175.92	332.58
9.44	Left Panamint Valley Rd. (El 1286 ft.)				13.93	185.36	323.14
	<i>Head for Death Valley via 190 / Panamint Springs</i>						
13.93	Right 190 E / Furnace Creek (SS/T-Int) (El 1580 ft.): Start Mountain Section Five				53.71	199.29	309.21
	<i>After 1.6 miles begin 10 mile climb mostly 6-10% up to 13%</i>						
7.62	Scenic Point				46.09	206.91	301.59
	<i>Radiator water</i>						
3.65	Townes Pass (El 4956 ft.), Entrance to Death Valley: End Mountain Section Five				42.44	210.56	297.94
	<i>### Absolutely no external sound or music next 45 miles</i>						
7.55	Pass Trona turnoff (El 2200 ft.)			C	34.89	218.11	290.39
	<i>Continue straight on 190 ### Campground / Quiet Zone ###</i>						
0.38	Rest area on left and right				34.51	218.49	290.01
	<i>(Death Valley information / phone / water / bathrooms)</i>						
8.82	Motel, Gas, and Mini-Mart - mostly closed at this hour! (El 5 ft.) Stovepipe Wells			A	25.69	227.31	281.19
7.26	Beatty / Scotty's Castle turnoff (El 151 ft.)				18.43	234.57	273.93
16.69	Furnace Creek Campground on right (El -178 ft.)			C	1.74	251.26	257.24
	<i>### Campground / Quiet Zone ###</i>						
0.50	Death Valley Visitor Center		Furnace Creek	A	1.24	251.76	256.74
0.04	TS #3 on right immediately before Chevron (760) 786-9901				1.24	251.8	256.7
	<i>### No services next 75 miles ###</i>						

**Stage Four: Furnace Creek to Shoshone, 73.6 miles.**



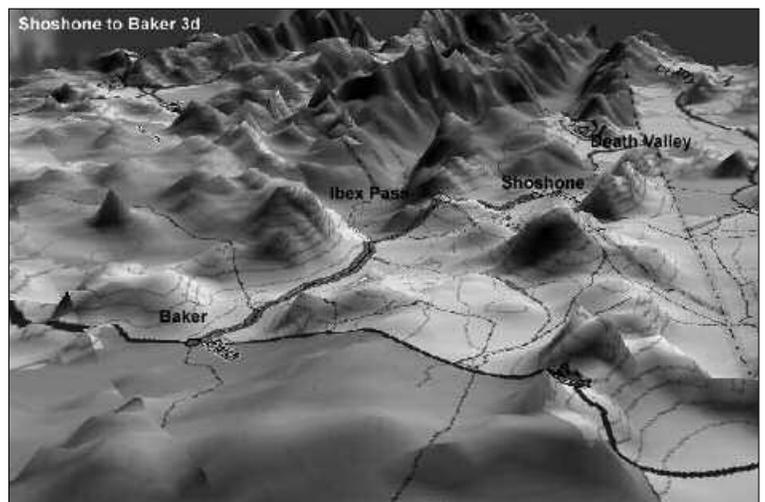
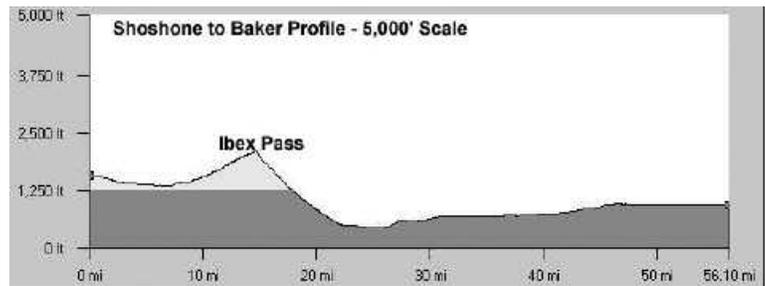
South through Death Valley, the alluvial fans are invisible in the dark, but you climb and descend several thousand feet through Badwater (El -282') to the base of the exit passes (Mountain Section Six). The first climb starts at mile 300 and climbs about 1000 feet in five miles to Jubilee (El 1285'). A one-mile descent leads to the next climb, about 2300 feet in 9.5 miles to Salsberry (El 3315'). Each climb has sustained sections of 5-5% grade and usually poor road surface; in fact, all of the road is terrible after you pass Badwater.



**Continued: Stage Four: Furnace Creek to Shoshone, 73.6 miles.**

After	Description	Stage One	City	Services	MTNT	MTF	MTG
1.24	Right Badwater / 17 miles (El sea level) ### No services next 75 miles ### <i>External sound OK 2 miles after turn</i>				45.65	253.00	255.50
10.96	Devil's Golf Course turnoff				34.69	263.96	244.54
5.55	Badwater turnoff (bathrooms) <i>Lowest elevation (-280 ft.) in Western Hemisphere</i>				29.14	269.51	238.99
27.13	Ashford Mills Historic Ruins turnoff				2.01	296.64	211.86
2.01	Stay Left Shoshone / Baker: Start Mountain Section Six				25.17	298.65	209.85
4.73	Jubilee Pass (EL 1285 ft.) <i>Descend 1 mile to 1050 ft.</i>				20.44	303.38	205.12
9.66	Salsberry Pass (El 3315 ft.): End Mountain Section Six				10.78	313.04	195.46
10.78	Stay Right 178 / Shoshone at Jct. 127 (SS) ### Quiet Zone Next Seven Miles### <i>You're on 178 East / 127 South</i>				1.67	323.82	184.68
1.18	City sign (El 1572 ft.)		Shoshone	A	0.49	325.00	183.50
0.33	Chevron - open 8am/9pm every day, but has 24 hour Pay-at-the-Pump TS #4 on right immediately after Gas / General Store (760) 852-9903				0.16	325.33	183.17
	### No services next 50 miles ###						

**Stage Five: Shoshone to Baker, 56.3 miles.**



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

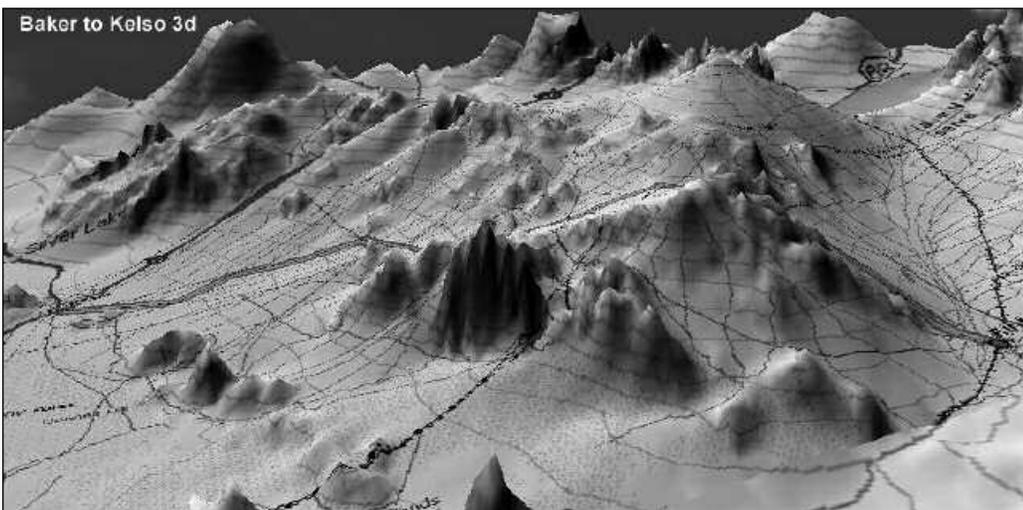
**Continued: Stage Five: Shoshone to Baker, 56.3 miles.**

After	Description	Stage One	City	Services	MTNT	MTF	MTG
0.16	Continue straight on 127 South, passing Jct. 178 East / Pahrump				124.81	325.49	183.01
	### No services next 50 miles ###						
5.22	1st Hot Springs / Tecopa turnoff / End quiet zone				119.59	330.71	177.79
2.95	2nd Hot Springs / Tecopa turnoff: Start Mountain Section Seven				116.64	333.66	174.84
6.47	Ibex Pass (El 2090 ft.): End Mountain Section Seven				110.17	340.13	168.37
	5% downgrade next 3 miles - descend 8 miles total						
7.57	Dumont Dunes on left (El 400 ft.)				102.60	347.70	160.80
4.12	Henry Wade Historical Monument on right				98.48	351.82	156.68
	Gradual up/down terrain between 600-1000 ft. next 29 miles						
28.21	Baker Airport				70.27	380.03	128.47
	### Quiet Zone Through Town ###						
1.15	City sign (El 923 ft.)		Baker	A	69.12	381.18	127.32
0.42	TS #5 on right at Baker Blvd. (SS), opposite Mad Greek on Left				68.70	381.60	126.90
	### No services next 76 miles ###						

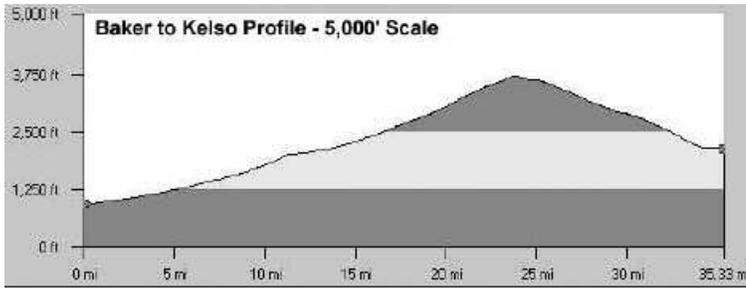
**Stage Six: Baker to Kelso, 34.90 miles.**



Leaving Baker, you climb a gradual but relentless 2500 feet in 20 miles (Mountain Section Eight). It may be heating up, so drink plenty. A long descent leads to Kelso at mile 418.

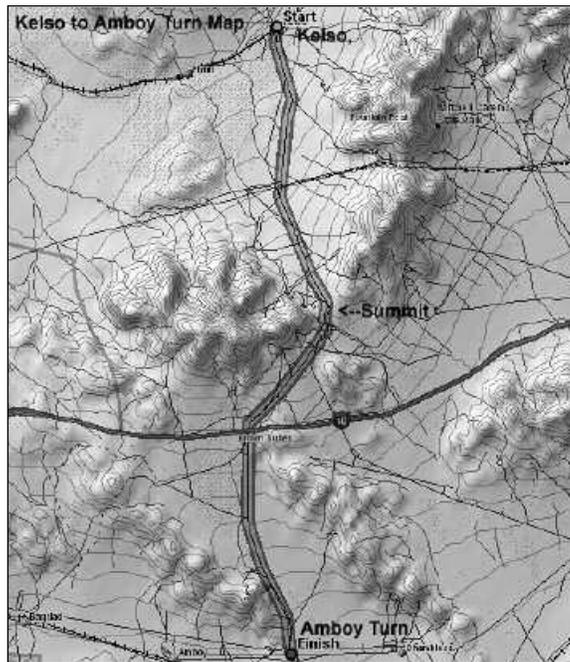


**Continued: Stage Six: Baker to Kelso, 34.90 miles.**

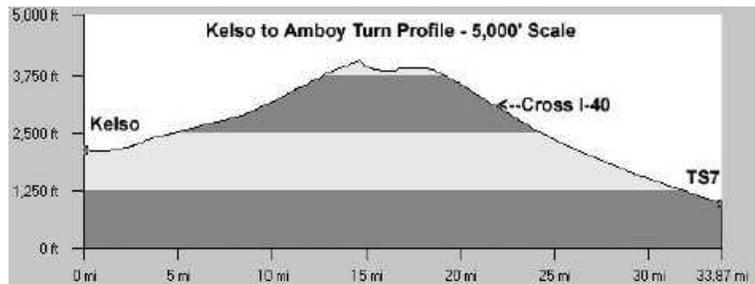


After	Description	Stage One	City	Services	MTNT	MTF	MTG
0.42	X Baker Blvd. (SS) ### Last Chance for Gas until Finish ##				68.70	381.60	126.90
0.07	Jct. I-15 / Go over I-15 / Enter Mojave National Preserve				68.63	381.67	126.83
	<i>Rough pavement next 4 (40?) miles / End quiet zone</i>						
2.14	Cattle guard: Start Mountain Section Eight				66.49	383.81	124.69
	<i>Average 2.4% grade for next 21.4 miles - some dips</i>						
21.14	Cattle guard / Summit (El 3600 ft.): End Mountain Section Eight				45.35	404.95	103.55
	<i>Begin 11 mile descent after one mile</i>						
9.28	Cattle guard				36.07	414.23	94.27
	<i>### Quiet zone on descent ###</i>						
2.22	Pass Kelso - Cima Rd. on left / Quiet zone		Kelso		33.85	416.45	92.05
	<i>Stay straight Kelbaker Rd. / no services</i>						
0.04	X RR Multiple Tracks (El 2125 ft.)				33.81	416.49	92.01
	<i>### Caution - high speed train crossing ###</i>						
0.01	TS#6 immediately after tracks on right				33.80	416.50	92.00

**Stage Seven: Kelso to Almost Amboy, 33.8 miles.**



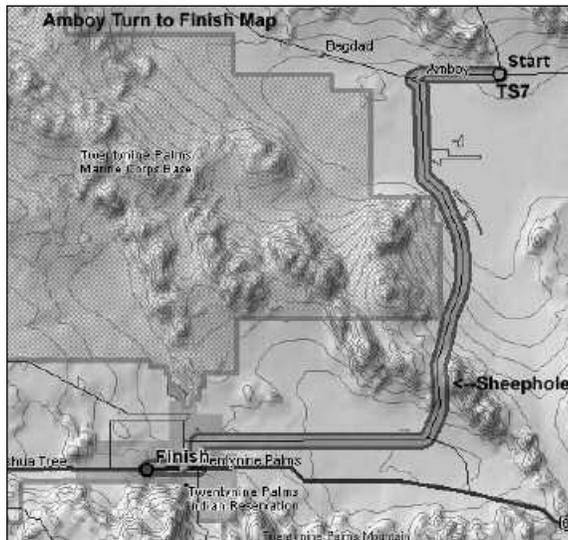
Compared to the just completed Baker Grade, you now head up a slightly steeper climb: 2000 feet in 12 miles to the top of the Granite Mountains (El 4000') (Mountain Section Nine). The downhill to the outskirts of Amboy is fast and long; watch out for cattle guards.



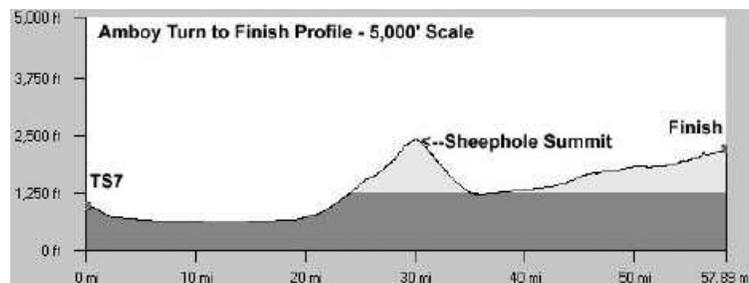
**Continued: Stage Seven: Kelso to Almost Amboy, 33.8 miles.**

After	Description	Stage One	City	Services	MTNT	MTF	MTG
0.65	Cattle guard / end quiet zone: Start Mountain Section Nine <i>12.3 mile climb</i>				33.16	417.14	91.36
7.14	Kelso Dunes Rd.				26.02	424.28	84.22
5.05	Historic site of the old dirt road section and former TS#6				20.97	429.33	79.17
1.61	Cattle guard / Microwave tower <i>Granite Pass (unmarked El 4024 ft.) End Mountain Section Nine</i>				19.36	430.94	77.56
2.19	"Soft Shoulders" sign <i>Begin 20 mile descent</i>				17.17	433.13	75.37
5.63	Cattle guard / Leaving Mojave National Preserve				11.54	438.76	69.74
0.08	X under I-40				11.46	438.84	69.66
0.13	Cattle guard				11.33	438.97	69.53
11.33	TS#7 on right at National Trails Highway (SS/T-Int)				0	450.30	58.20

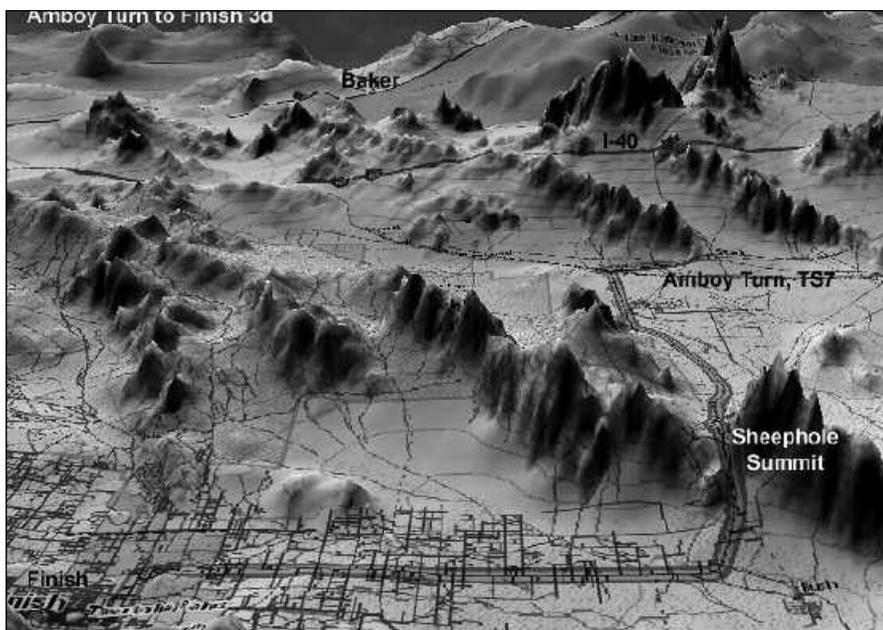
**Stage Eight: Almost Amboy to Twenty Nine Palms, 58.2 miles.**



After you pass through the funky throw-back hamlet of Amboy (where you can not count on any services), you cross the valley and at mile 472 begin the last climb: 1500 feet in 10 miles to Sheephole Summit (Mountain Section Ten). The climb begins gradually and gets steeper near the top. The shoulder is very sandy; the crew should be careful with the vehicle. A quick descent leads to the rough road and rolling slight uphill to the finish line.



**Continued: Stage Eight: Almost Amboy to Twenty Nine Palms, 58.2 miles.**



After	Description	Stege One	City	Services	MTNT	MTF	MTG
	Right National Trails Highway / Amboy (SS/T-Int)				6.58	450.30	58.20
5.40	City sign (El 639 ft.)		Amboy	variable	1.18	455.70	52.80
	### Quiet Zone through town ###						
0.79	X Multiple RR tracks				0.39	456.49	52.01
	End quiet zone						
0.39	Left Amboy Rd. '29 Palms / Yucca Valley'				45.86	456.88	51.62
	### Caution sandy shoulders ahead ###						
13.52	Start Mountain Section Ten				32.34	470.40	38.10
	Climb begins gradually - gets steeper						
8.63	Former location of TS#7 in large pullout on left				23.71	479.03	29.47
1.37	Sheep Hole Summit (El 2368 ft.): End Mountain Section Ten				22.34	480.40	28.10
	Begin 5.5 mile descent ### Quiet Zone to Finish ###						
14.76	Wonder Valley West Fire Station and Community Center on right				7.58	495.16	13.34
7.58	Left Utah Trail ("Joshua Tree National Park" sign) DO NOT MISS!!!				2.00	502.74	5.76
1.00	X Two Mile Rd. (SS) (El 1800 ft.)		29 Palms	A	1.00	503.74	4.76
0.25	X Joe Davis Dr.				0.75	503.99	4.51
0.75	Right 29 Palms Hwy / SR62 (SS/Flash Red)				3.76	504.74	3.76
1.00	X Adobe Rd. (TL)				2.76	505.74	2.76
	Arco Gas on far right						
1.00	X Mesquite Springs Rd.				1.76	506.74	1.76
1.00	X Morongo Rd.: All teammates may get on bikes together.				0.76	507.74	0.76
0.50	X Encelia Ave. at Burger King				0.26	508.24	0.26
	Watch on left up ahead for Best Western						
0.25	Left Panorama Ave. (Sprint Finish Line)				0.01	508.49	0.01
	Turn just before Best Western						
0.01	Right into Best Western Driveway				0.00	508.50	0.00
	## Finish at Best Western (760) 367-9141. Congratulations, crew and racer!!! ##						

# The Death Valley Cup



*Monica Scholz breaks the tape at the 2004 Furnace Creek 508*

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

## Current Death Valley Cup Record Holders

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

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

**Monica Scarlett Fairy Cup Scholz**, 37, Jerseyville, Ontario, Canada  
2004 Badwater, 29:22:29, 1st female, 3rd overall  
2004 Furnace Creek, 44:29:15, 2nd female, 27th overall  
=73:51:44 total time\*

## Death Valley Cup Finishers

**Patrick Golden Eagle Candé**, Tahiti, French Polynesia, 48  
2005 Badwater, 34:13:21, 7th place  
2005 Furnace Creek, 36:52:12, 37th place  
=71:05:33 total time

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

**Jean Michel Manta Ray Monot**, Tahiti, French Polynesia, 45  
2005 Badwater, 36:51:12, 11th place  
2005 Furnace Creek, 36:53:48, 31st place  
=72:45:00 total time

**Steve Desert Duck Teal**, Phelan, CA, 40  
2005 Badwater, 43:56:20, 34th place  
2005 Furnace Creek, 35:39:52, 29th place  
=79:46:12 total time

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

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

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

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

For information on Badwater Ultramarathon, visit: [www.badwater.com](http://www.badwater.com)



### **FURNACE CREEK 508 OFFICIAL RULES AND REGULATIONS**

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

#### **1. GENERAL RULES**

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

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

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

D. To be declared an OFFICIAL FINISHER in the race, all entrants must complete the course within the following limits: 48 hours for solo entrants; 46 hours for relay teams.

E. Divisional racers start simultaneously (all solo at 7am and all relay at 9am). The fastest time for each division will be declared the winner, e.g., the first person to arrive at the finish wins.

F. The clock will not stop for any reason.

G. A racer may not receive any type of push-off from a person or vehicle. -TP

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

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

#### **2. BICYCLE REGULATIONS**

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

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

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

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

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

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

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

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

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

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

F. Fixed Gear Division: Bikes must use the same fixed gearing (ring/cog) for the entire event. Bike frames shall be

steel, traditional double diamond design (forks are unrestricted) and wheels (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 identical or essentially identical to the failed wheel. Bike switches are not permitted. Riders may not coast with feet off the pedals. Riders must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter.

Fixed gear division riders may abandon that division and switch to a multispeed bike in the "open" division, then complete the race on the multispeed bike, provided that they or their crew notifies an official as soon as possible; they will then be treated as having ridden the entire event on the multispeed bike.

### **3. ACCOMPANYING RIDER RULES**

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

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

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

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

### **4. BICYCLE LIGHTING**

A. While riding at night (defined as between 6:00PM Saturday and 7:00AM Sunday and between 6:00PM Sunday and 7:00AM Monday), each bicycle must be equipped with a legal front and rear lighting system and this system must be ON at all times. The front light (which may be helmet-mounted, rather than bike-mounted) must be visible from 300 feet and the rear light from 500 feet. (Using Valencia as a reference on Oct 8, Civil Twilight begins at 6:29AM and Sunrise is at 6:54AM, while Sunset is at 6:28PM and Civil Twilight ends at 6:54PM.) Riders must have full lights and reflectors on, and be followed directly by their pace vehicle, between 6:00PM Saturday and 7:00AM Sunday and between 6:00PM Sunday and 7:00AM Monday.) We highly recommend the taillights and reflective gear (and the identity products) offered by www.RoadID.com. -TP

B. While riding at night, racers must have significant amounts of reflective material on their bike and/or body, facing in all four directions. We suggest wrapping reflective tape around both crankarms, the forks, rear stays, and helmet at the minimum. We highly recommend the taillights and reflective gear (and the identity products) offered by www.RoadID.com. -TP

### **5. CLOTHING FOR RACERS**

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

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

### **6. DRAFTING / SPACE RULES**

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

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

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

### **7. SUPPORT VEHICLES**

A. Vehicles wider than 78" may never be used to follow the racer. The ideal pace vehicle is a small car, minivan, or small size SUV. Due to their height, camper vans, supersize SUV's, supersize pickups with large shells, and the like are very strongly discouraged as follow vehicles, even if they are less than 78" in width. -TP or DQ

B. Hummers, Ford Excursions, fifteen passenger vans regardless of width, and motorhomes of any kind are not allowed for any purpose by anyone involved with the race. Banned "motorhomes" include large van conversions. -DQ

C. NEW FOR 2006: Solo racers, solo tandems, and two- or four-person relay teams bring ONLY ONE support vehicle for the duration of the race. Eight-person tandem relay teams may have no more than two vehicles. Note: Any vehicle associated in any way with any racer(s) is considered a "support vehicle," thus "unofficial" support vehi-

cles or family/friend cheering squads are not allowed. Sorry, but we MUST keep our presence on the roadway to a minimum. With this rule change, we are eliminating the rules known as 7D through 7G in previous years.

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

E. All vehicles (and all cyclists) must obey the vehicle code laws of California. It is the responsibility of the driver (rider) to be familiar with all laws. -TP or DQ

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

G. Pace vehicles must be equipped with the following:

i) At least two amber (not red) flashing lights mounted on the far left and right rear of the roof visible only from the rear. The pace vehicle must use the flashing roof lights at all times when following its racer. These flashing lights must be powered by the electrical system of the vehicle, not by internal batteries. These flashing lights may NOT be little bicycle lights taped to the back of your van! Go to auto supply or RV rental stores to prepare these lights. Do not wait until the last minute to do so. -DQ

ii) A sign that reads CAUTION BICYCLE AHEAD. This type of sign can be ordered through a sign shop, pre-ordered from the race office (see entry form), or homemade using white adhesive shelf paper or white heavy card stock with reflective red or orange 4 to 6 inch lettering. -DQ

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

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

## 8. FOLLOWING YOUR RACER

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

Hints during daylight support:

- Use two way radio communication.
- Use arm signals between racer and crew.
- Plan nutritional regime before the race.
- Drive ahead of racer, pull over and stop, get out of vehicle and listen for racer's request. Obtain necessary items in vehicle, drive ahead of racer, park and get out, then pass off the requested supplies.

B. All racers must always be literally and directly followed by an appropriate pace vehicle at night, as defined below. Racers may not ride at night for even one second without an appropriate pace vehicle directly behind them, except as outlined in Rule 8I. (Using Valencia as a reference on Oct 8, Civil Twilight begins at 6:29AM and Sunrise is at 6:54AM, while Sunset is at 6:28PM and Civil Twilight ends at 6:54PM.) As such, "night" is defined as the time between 6:00PM and 7:00AM. Thus, racers must have full lights and reflectors on, and be followed directly by their pace vehicle, between 6:00PM and 7:00AM.) -DQ

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

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

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

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

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

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

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

## 9. NIGHT DRIVING

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

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

C. Hand-held spotlights may not be used. -DQ

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

## 10. ROUTING / DIRECTIONS

A. Every inch of the prescribed course must be traveled by each racer 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. -DQ

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

## 11. SAFETY

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

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

C. It is the racer's responsibility to make sure that the support crew members are receiving enough sleep necessary for the safe operation of a motor vehicle. If a racer does not have the necessary manpower to safely drive the vehicles, the racer will be detained until the crew can safely support the racer. If a driver has become too sleepy, he or she must relinquish the driving responsibility. If no one is awake enough to drive, the racer must stop until a crew member has obtained adequate sleep. -TP or DQ

Crews must observe these safety hints:

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

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

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

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

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

H. Safety begins with reading, studying, and knowing the race rules in their entirety. To demonstrate that the rules have been studied completely, each entrant must bring a one dollar bill (or more) in a sealed envelope to the pre-race meeting. The racer or team totem must be written on

## OFFICIAL RULES

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the outside of the envelope and it must be hand-delivered to the Race Director when called upon to do so. It will not be returned (but will be donated to charity).

I: REMEMBER: Safety supersedes competition!

### 12. SUPPORT CREW RULES

A. A support crew member is defined as anyone who actively assists the racer in any manner on a continual basis for a given block of time. A person who is not a member of the support crew, (does not travel in the support vehicles, does not eat crew food or associate with support crew members) who aids the racer in any way without the opposition of the crew captain and/or the racer, can be considered a crew member.

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

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

D. There are no restrictions on the maximum number of support crew members, but at least two are required for the duration of the race for the solo and two rider relay divisions. Four rider relay teams do not need to have designated crew members. -DQ

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

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

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

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

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

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

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

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

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

### 13. STAFF AND TIME STATIONS

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

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

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

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

E. All racers and crews are required to make their presence known at each Time Station. Solo racers do not have to stop, but at least one vehicle or crew member must stop, except: At night hours, if a solo racer has only one support vehicle, 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 rider switches. See relay rules below. -TP

### 14. TEAM DIVISION RULES

The FURNACE CREEK 508 Rules and Regulations for solo racers (those above) 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 rider team members will race four stages each and four rider team members will race two stages each.

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

C.) Teams must complete the route in a fixed order which will be declared at racer check-in: Two rider teams must switch off at each time station, rotating A-B-A-B-A-B-A-B. Four rider teams must rotate A-B-C-D-A-B-C-D, except as noted in the exception explained in Ci-Ciii. This "rotation sequence exception rule" may not be used for strategic purposes. It may only be used because of injury, broken down bicycle, or some other significant, unforeseen incident which precludes the rider in question from completing his or her assigned stage. Proof of the necessity of using this exception must be given and documented.-DQ

Ci.) Exception for either two or four rider teams: If a rider is unable to complete his or her designated leg, the team must return to the previous time station and restart with the next rider in sequence. Although that rider 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 rider.

Cii.) Example for a four rider team: Rider C is unable to complete stage three. His or her team must return to Trona and restart there with rider 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.

Ciii.) Example for two rider team: Rider B is unable to complete stage four. His or her team must return to Furnace Creek and restart there with rider A, with no credit given for time lost or miles already completed. Rider B may return to the rotation on the next or any subsequent stage.

D. Each team must enter with two or four racers (or eight if it is in the eight-racer tandem category). If one or more

of the team members gets hurt or cannot ride, no substitutions or additions are allowed to their team roster. -DQ

E. Only one racer per team may ride at any time except for the last one-quarter mile of the race, at which point all members of a team may get on their bikes and ride into the finish together. However, this is not allowed if the team is intending, or likely, to attempt a sprint finish with another team. -DQ

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

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

## **15. TIME PENALTIES**

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

- 1st offense: One Hour total
- 2nd offense: Two Hours total
- 3rd offense: DISQUALIFIED

Upon observing a racer's violation of a traffic law or race rule, a Race Official will issue a time penalty or a disqualification to the crew, whose responsibility it is to inform the racer. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone.

## **16. IMPORTANT NOTES ON TRAFFIC LAWS**

A. The FURNACE CREEK 508 uses public roads, requiring the observance of all traffic laws and the motor vehicle code. This includes, but is not limited to, stopping appropriately for traffic lights, stop signs, trains across the road, 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 can be the reason for authorities not granting permission for races. -DQ

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

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

**17. BANNED SUBSTANCES**

A. 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. -DQ

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

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

**IN CONCLUSION**

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

**END RULES - HAVE FUN!!!**

• 508



# FURNACE CREEK 508

## HALL OF FAME

CLASS OF 2006

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 to:



### Andrew Blowfish Bohannon

Year	Age	Category	Status	Finish Time
1995	33	Solo	FIN	31:50:30
1997	35	Solo	FIN	32:40:30
2000	38	Solo	FIN	31:17:57
2003	41	Solo	FIN	29:19:18
2005	44	Solo	FIN	28:05:03



### Kevin Wolverine Walsh

Year	Age	Category	Status	Finish Time
1991	34	Solo	FIN	42:06:35
1993	36	Solo	DNF	
1995	38	Solo	FIN	39:44:44
1999	42	Solo	DNF	
2002	45	Solo	FIN	36:19:57
2003	46	Solo	DNF	
2004	47	Solo	FIN	39:22:17
2005	48	Solo	FIN	35:48:13

## OFFICIAL ROSTER

### Solo Racers

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Alpine IbeX	Emde	Michael	Spokane	WA	36	30+	M	Veteran
Arab Horse	Harper	David	Clermont	FL	43	40+	M	Rookie
Bear	Baierl	Gary	Lake Forest	CA	39	30+	M	Veteran
Blabber Bird	Brown	Dennis	Poway	CA	60	60+	M	Veteran
Black Foot Ferret	McManigill	Alex	Palo Alto	CA	37	30+	M	Rookie
Blue Dog	Jurczynski	John	Holderness	NH	49	40+	M	Veteran
Bongo	Head	Michael	San Mateo	CA	36	30+	M	Rookie
Bradán	Redmond	Robert	Petaluma	CA	47	40+	M	Rookie
British Red Squirrel	Martin	Oliver	Los Angeles	CA	41	40+	M	Rookie
Collared Lizard	Bridschge	Mike	Coolidge	AZ	42	40+	M	Rookie
Cookie Monster	Cook	Michael	Santa Rosa	CA	35	30+	M	Rookie
Crow	Cuddihy	Sean	Long Beach	CA	37	30+	M	Veteran
Desert Duck	Teal	Steve	Phelan	CA	41	40+	M	Veteran
Desert Rat	Schrank	Ric	Virginia City	NV	41	40+	M	Veteran
Devil Grasshopper	McIntosh	Scott	Chicago	IL	36	30+	M	Veteran
Donkey	Jones	David A.	Canoga Park	CA	60	60+	M	Veteran
Dik-Dik	Armstrong	Shanna	Lubbock	TX	32	30+	F	Veteran
Dung Mite	Zelhof	Andrew	Carlsbad	CA	37	30+	M	Rookie
Fast Truck Gecko	Souza	Kenny	San Marcos	CA	41	40+	M	Veteran
Fast Rabbit	Flenner	Jennifer	Ridgecrest	CA	31	30+	F	Rookie
Flamingo	Finrock	Reed	Springville	CA	60	60+	M	Veteran
Flying Fish	Frost	Chris	Malibu	CA	55	50+	M	Veteran
Flying Pig	Dressman	Martin	Cincinnati	OH	42	40+	M	Rookie
French Frog	Pechallat	Pascal	Lyon		42	40+	M	Rookie
Giant Water Bug	Gray	Steve	Henderson	NV	45	40+	M	Veteran
Great Dane	Sherman	Gregory D.	Chula Vista	CA	40	40+	M	Rookie
Griffin	Griffin	Kevin	Woodside	CA	52	50+	M	Veteran
Hare	Jacobson	Rick	Reseda	CA	48	40+	M	Veteran
Hoary Marmot	Maurice	John Henry	Keizer	OR	51	50+	M	Rookie
Hoodoo	Comar	Louise	Atascadero	CA	53	50+	F	Veteran
Hydra	Tan	Sze Guan	Singapore		30	30+	M	Rookie
Lapp Dog	Saarinen	Markku	Paimio		50	50+	M	Veteran
Leafhopper	White	Leighton	Steamboat Springs	CO	43	40+	M	Veteran
Lone Wolf	Hurst	Robert Kevin	Lake View Terrace	CA	47	40+	M	Veteran
Maltese	McFadden	Linda	Modesto	CA	44	40+	F	Rookie
Mammoth	Nichols	Curt	El Dorado Hills	CA	50	50+	M	Veteran
Medicine Horse	Long	Jenn	Fawnskin	CA	32	30+	F	Veteran
Monarch Butterfly	Bott	Linda	Ventura	CA	49	40+	F	Veteran
Mudcat	Holt	David R.	Laguna Niguel	CA	54	50+	M	Veteran
Muskrat	Morlock	Rob	Danbury	CT	42	40+	M	Veteran
Nautilus	Azad	Babak	Santa Monica	CA	33	30+	M	Rookie
Nudibranch	Riddle	Patty	La Jolla	CA	58	50+	F	Rookie
Picachu	Ignacio	Francis-Marion	Duarte	CA	39	30+	M	Rookie
Portuguese Man-O-War	Fithian	Lauren	Minneapolis	MN	48	40+	F	Rookie
Pound Puppy	Tortorich	Vincent	Beverly Hills	CA	44	40+	M	Rookie
Prairie Dog	Kious	Brent Michael	Los Angeles	CA	28	20+	M	Rookie
Python	Pollock	Graham	Folsom	CA	39	30+	M	Veteran
Ram	Ragsdale	Chris	Seattle	WA	29	20+	M	Veteran
Red Tail Hawk	Scheetz	Steve	King Of Prussia	PA	36	30+	M	Veteran
Red Wolf	DeNoma	Mike	Singapore		50	50+	M	Rookie
Red-Eye Vireo	Vargas	George A.	Encinitas	CA	41	40+	M	Rookie
Rocky Mountain Wolf	Kroonenberg	Stuart	Highlands Ranch	CO	38	30+	M	Veteran
Rottweiler	Jacobson	Ralph	Santa Clarita	CA	46	40+	M	Rookie
Scarlett Fairy Cup	Scholz	Monica	Jerseyville	ON	39	30+	F	Veteran
Scorpion	Winfrey	Steve	Camarillo	CA	52	50+	M	Veteran
Sea Horse	Severance	James	Driggs	ID	60	60+	M	Veteran
Silly Goose	Matherly	Greg	Encinitas	CA	43	40+	M	Rookie
Sloth	Skramstad	Erik	Henderson	NV	28	20+	M	Veteran
Snow Leopard	Trevino	Mike	San Diego	CA	31	30+	M	Rookie
Spider	Scharffenberg	Del	Milwaukie	OR	61	60+	M	Veteran
Springbuck	Schroyer	Charles C.	Morgan Hill	CA	54	50+	M	Veteran
Swift	Karanas	Jim	Lafayette	CA	52	50+	M	Rookie
Tapir	O'Keefe	Christopher	Mountain View	CA	39	30+	M	Rookie
Tarpon	Kluck	Laurence A.	Eureka	CA	58	50+	M	Veteran
Tasmanian Wolf	Lenzen	Wolfgang	Osnabrueck		60	60+	M	Rookie
Titanium Triceratops	Philbrick	Kenneth	Kezier	OR	28	20+	M	Rookie

(Cont.)

**Solo Racers**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Viper	Hiebert	Greg	San Jose	CA	46	40+	M	Veteran
Water Bear	Bunrock	Robert	Discovery Bay	CA	42	40+	M	Rookie
Wookie	Nemecek	Jason	San Jose	CA	35	30+	M	Rookie
Wren	Baker	Wade	Atascadero	CA	51	50+	M	Veteran

**Solo Fixed-Gear**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Archaeopteryx	O'Brien	Emily	Medford	MA	24	20+	F	Veteran
Seal	Beal	Sam	Mountain View	CA	54	50+	M	Veteran

**Solo Recumbent**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Flicker	Wolfe	Michael	Portland	OR	32	30+	M	Rookie
Werewolf	Woudenberg	Timothy	Moss Beach	CA	49	40+	M	Veteran

**Two-Person Relay Teams**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Addax	Babayan	Steve	Los Angeles	CA	32	30+	M	Veteran
Addax	Beauregard	Mike	Los Angeles	CA	31	30+	M	Veteran
African Swamp Rat	Barnett	Mark	Temecula	CA	47	40+	M	Rookie
African Swamp Rat	Grossman	Kip	Laguna Beach	CA	46	40+	M	Rookie
Hammerhead	McNulty	Kevin	Ramona	CA	42	40+	M	Veteran
Hammerhead	Petersen	Joe	Bakersfield	CA	48	40+	M	Veteran
Mahi Mahi	Baldino	Robert	Pleasanton	CA	61	60+	M	Veteran
Mahi Mahi	Morgan	Lowell	Monument	CA	60	60+	M	Rookie
Numbat	Irizari	Alex	Las Vegas	NV	49	40+	M	Rookie
Numbat	Landberg	Jason	Las Vegas	NV	34	40+	M	Rookie
Platypus	Dowell	Noah	Los Angeles	CA	28	20+	M	Rookie
Platypus	Heiss	John	Los Angeles	CA	26	20+	M	Rookie
Prairie Falcon	Brunk	Jack	Newbury Park	CA	50	50+	M	Rookie
Prairie Falcon	Johnson	Ashton	Camarillo	CA	54	50+	M	Rookie
Pronghorn	Lauer	John	Elk Grove	CA	43	40+	M	Veteran
Pronghorn	Paxson	Bob	Sacramento	CA	47	40+	M	Veteran
Protoceratops	Barnes	Steven P.	Rimforest	CA	49	30+	M	Veteran
Protoceratops	Pro	Bryan	Davis	CA	28	30+	M	Rookie
Red Kangaroo	Skilbeck	Paul	San Francisco	CA	43	30+	M	Veteran
Red Kangaroo	Caicedo	Andres	Lafayette	CA	36	30+	M	Veteran
Silver Foxes	Clare	John	Long Beach	CA	65	60+	M	Veteran
Silver Foxes	Crain	Dan	Irvine	CA	61	60+	M	Veteran
Tiger Shark	Highsmith	Dwayne	Fairfield	CA	48	40+	M	Veteran
Tiger Shark	Jones	Timothy M.	Fairfield	CA	49	40+	M	Veteran
Tortuga	Gordon	James S.	San Francisco	CA	45	40+	M	Rookie
Tortuga	Nevin	Willy	Pacifica	CA	46	40+	M	Rookie
Wild Rooster	Laird	Keith	Ventura	CA	51	50+	M	Rookie
Wild Rooster	Wilson	Eric	Palmdale	CA	54	50+	M	Veteran
Blandy Dragons	Bader	Blake	Turlock	CA	45	40+	M	Rookie
Blandy Dragons	Mohr-Bader	Sandy	Turlock	CA	41	40+	F	Rookie
Bumble Skipper	Berge	Catharina	Visalia	CA	40	40+	F	Veteran
Bumble Skipper	McKenzie	Paul	Richmond	CA	52	40+	M	Veteran
Gallus Gallus	Kristensen	Martin	Copenhagen		32	30+	M	Rookie
Gallus Gallus	Peick	Christina	Copenhagen		32	30+	F	Rookie
Golden Drasenji	Barge	Bernie	San Miguel	CA	46	40+	M	Veteran
Golden Drasenji	Honda	Nicole	San Mateo	CA	40	40+	F	Veteran
Gummer Bears	Peschka	Bill	Chandler	AZ	57	50+	M	Veteran
Gummer Bears	White	Carrie	Mesa	AZ	49	50+	F	Rookie
Horned Toads	Atwood	Marvin	San Diego	CA	55	50+	M	Rookie
Horned Toads	Atwood	Pamela	San Diego	CA	53	50+	F	Rookie
Kitten	Gardiner	Wendy	Acworth	GA	36	40+	F	Rookie
Kitten	Masiel	Pete	Santee	CA	47	40+	M	Rookie
Leatherback Turtles	Cherry	Lori	Fresno	CA	48	60+	F	Rookie
Leatherback Turtles	Rosenblatt	Gerd	Berkeley	CA	73	60+	M	Veteran
Skink	Cooper	Victor G.	Torrance	CA	49	50+	M	Rookie
Skink	Liner	Saralie	Santa Monica	CA	53	50+	F	Rookie

## OFFICIAL ROSTER

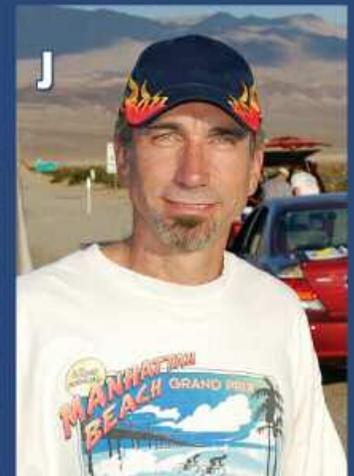
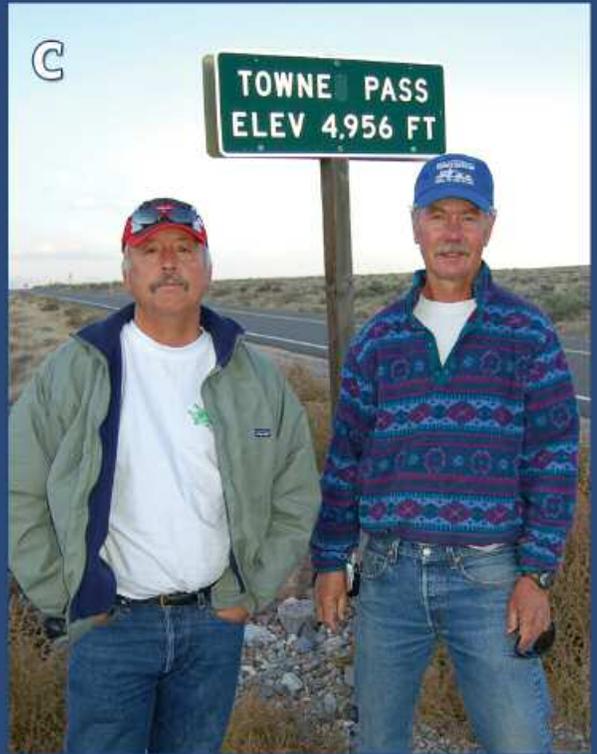
### Four-Person Relay Teams

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>M/F</b>	<b>History</b>
Alligator	Basgall	Michael	Torrance	CA	33	40+	M	Veteran
Alligator	Hemstreet	Kevin	Laguna Niguel	CA	46	40+	M	Veteran
Alligator	Stein	Joe	Laguna Niguel	CA	46	40+	M	Veteran
Alligator	Traylor	Graham	Roosmoor	CA	43	40+	M	Veteran
Baboons	Banks	Bill	So Pasadena	CA	48	40+	M	Rookie
Baboons	McHenry	Thomas	Pasadena	CA	52	40+	M	Veteran
Baboons	Padula	Joseph	So Pasadena	CA	37	40+	M	Veteran
Baboons	Pinney	William	La Canada	CA	54	40+	M	Veteran
Chinook	Fischer	David	Kennewick	WA	56	50+	M	Veteran
Chinook	Hanf	Bill	Kennewick	WA	57	50+	M	Veteran
Chinook	Hanf	Diane	Kennewick	WA	50	50+	F	Rookie
Chinook	Mclane	Kathy	Kennewick	WA	36	50+	F	Rookie
Chucker	Blanco	Arty	Ridgecrest	CA	49	40+	M	Rookie
Chucker	Graehl	Adam	Ridgecrest	CA	55	40+	M	Rookie
Chucker	Hand	Terri	Ridgecrest	CA	31	40+	F	Rookie
Chucker	Strand	Ronald	Ridgecrest	CA	41	40+	M	Rookie
Fruit Bat	Bower	Tom	Ojai	CA	52	40+	M	Rookie
Fruit Bat	Flagg	Ronald	Frederick	MD	38	40+	M	Rookie
Fruit Bat	Lucke	Justin	San Francisco	CA	32	40+	M	Rookie
Fruit Bat	Saul	Bradley	Graton	CA	28	40+	M	Rookie
Gray Fox	Martin	Barry	San Diego	CA	54	50+	M	Veteran
Gray Fox	Martini	Lance	San Diego	CA	51	50+	M	Veteran
Gray Fox	Meers	Ed	Los Angeles	CA	50	50+	M	Rookie
Gray Fox	Roberts	Chris	Playa Del Rey	CA	51	50+	M	Veteran
Great Gray Owls	Apitz	Stefan	Fremont	CA	42	40+	M	Rookie
Great Gray Owls	Erceg	Tom	Castro Valley	CA	44	40+	M	Rookie
Great Gray Owls	Jones	Russell	Union City	CA	46	40+	M	Rookie
Great Gray Owls	Wickland	Stephen	Milpitas	CA	49	40+	M	Rookie
House Flies	Carr	William	Pittsburg	CA	41	30+	M	Rookie
House Flies	Rheault	Steve	Mississauga	Ontario	46	30+	M	Rookie
House Flies	Taylor	Boyd	Pittsburg	CA	36	30+	M	Rookie
House Flies	Taylor	Joseph	San Diego	CA	33	30+	M	Rookie
Manticore	Fiedorowicz	Leshek	Morgan Hill	CA	47	40+	M	Veteran
Manticore	Hogan	Seana	Valley Springs	CA	47	40+	F	Veteran
Manticore	Launspach	Juergen	San Jose	CA	54	40+	M	Rookie
Manticore	Sheftman	Ira	San Jose	CA	45	40+	M	Rookie
Mojave Green	Granger	Timothy A.	Lancaster	CA	44	40+	M	Rookie
Mojave Green	Phillips	Ronald	Northville	MI	54	40+	M	Rookie
Mojave Green	Short	Jason	Lancaster	CA	22	40+	M	Rookie
Mojave Green	Stroup	David	Lancaster	CA	48	40+	M	Rookie
Mongrel Dogs	Herbert	Hime	Los Angeles	CA	32	30+	M	Rookie
Mongrel Dogs	Seitz	Jason	Los Angeles	CA	31	30+	M	Rookie
Mongrel Dogs	Thompson	Oscar	Los Angeles	CA	43	30+	M	Veteran
Mongrel Dogs	Wexman	Todd	Los Angeles	CA	43	30+	M	Veteran
Swallow	Appel	Vikki Leah	Pasadena	CA	36	30+	F	Rookie
Swallow	Baker	Lisette	San Dimas	CA	34	30+	F	Rookie
Swallow	Ellis	Christine Renee	Altadena	CA	24	30+	F	Rookie
Swallow	Hughes	Lisa	Glendora	CA	40	30+	F	Rookie
Western Wood Pewee	Chavez	Hector	Pacific Grove	CA	63	50+	M	Veteran
Western Wood Pewee	Wrona	Jim	Salinas	CA	55	50+	M	Rookie
Western Wood Pewee	Gilman	James	Salinas	CA	57	50+	M	Veteran
Western Wood Pewee	Zimmerman	Bill	Carmel Valley	CA	55	50+	M	Veteran
Zorilla	Huskey	Doug	Santa Cruz	CA	54	40+	M	Veteran
Zorilla	King	Marnel	Campbell	CA	49	40+	F	Veteran
Zorilla	Lynch	Patti	Campbell	CA	47	40+	F	Veteran
Zorilla	Schon	Barry	Minneapolis	MN	35	40+	M	Veteran

### Four Man Fixed Gear

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>M/F</b>	<b>Age</b>	<b>Grp</b>	<b>History</b>
Bonobo	Davidson	Brian	El Segundo	CA	28	20+	M	Rookie
Bonobo	Dean	Megan	Los Angeles	CA	22	20+	F	Rookie
Bonobo	Lucas	Maxwell	Manhattan Beach	CA	22	20+	M	Rookie
Bonobo	Ruscigno	Matt	Los Angeles	CA	28	20+	M	Rookie

# 2005 Furnace Creek 508 Race Staff



**A:** Dan Dominy; **B:** Chris Kostman and Laurie Streff; **C:** Rick Amoeba Anderson and Mike Whale Wilson; **D:** Dennis Blabber Bird Brown and Jeff Brown Bear Bell; **E:** Terry 4x Camel Hutt; **F:** L-R: Margaret Nelson, Alison Fesler, Cindi PitSnake Staiger, Tom Rabbit Rieber, CK, Dennis Blabber Bird Brown, Dave Nelson, and Jeff Brown Bear Bell; **G:** Debi Kehr and Paul Sparrow Hawk Biron; **H:** Jack Blackbird and Hannah Bochsler; **I:** Tom 4x Gastropod Parkes and CK; **J:** Eric Ostrich Ostendorff; Not Pictured: Ron 4x Sasquatch Jones, Charlie Chimpanzee Marko, Lana Corless, Glen Tebo, James Shrike Kern, and Dan Horse Dibb. Thanks to everyone for their fantastic efforts!

