

FURNACE CREEK 508

"WHERE THE WEST IS WON!"

Furnace Creek 508 2007 Vol. 33



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adventureCORPS™

"We're Out There"



Chris Kostman

Welcome to the 24th anniversary, and 33rd 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. It's definitely "the toughest 48 hours in sport."

The 508 was created in 1983 by John Marino, the godfather of ultramarathon bicycle racing and founder of the Great American Bike Race, 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 33rd edition after twenty-four 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 1470 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 30 of the 32 races so far; I enjoy and love it more every time!

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

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

Sincerely

Chris Kostman

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Michael Emde
Photo - Chris Kostman



Shanna Armstrong
Photo - Chris Kostman



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ENDURANCE FUELS

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Mike Red Wolf DeNoma, the final 2006 finisher with a time of 47:55:57.



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Front Cover: Shanna Dik-Dik Armstrong, 2006 women's solo champion • Inside Front Cover: 2006 solo champion Michael Alpine Ibx Emde after 25 hours and 450 miles • Inside Back Cover: 2006 race staff
 Photos by Dave Nelson and Chris Kostman.

Layout and Design by Kevin Fung, email: yuikitopia@mac.com



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Sam Beal

Totem	Year	Age	Category	Finish Time
Seal	1999	47	Solo	35:42:15
Seal	2000	48	Solo	35:39:09
Seal	2002	50	Solo	35:14:40
Seal	2004	52	Solo-Fixed Gear	39:10:38
Seal	2006	54	Solo-Fixed Gear	36:37:27



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Dan Crane

Totem	Year	Age	Category	Finish Time
Gastropod	2000	55	Four Man	28:35:01
Orager	2002	57	Two Man	29:37:56
Silver Foxes	2003	58	Two Man	29:53:01
Crane	2004	59	Solo	DNF
Crane	2006	60	Solo	33:13:11
Silver Foxes	2006	61	Two Man	33:08:16



•••••
Joe Petersen

Totem	Year	Age	Category	Finish Time
Hammerhead	1997	39	Four Mixed	24:13:38
OrCA	1998	40	Tandem	DNF
Pegasus	1999	41	Tandem	DNF
Hammerhead	2001	43	Four Mixed	24:13:38
Poodle	2002	44	Four Man	26:44:00
Pegasus	2003	45	Two Mixed	29:04:19
Hammerhead	2005	47	Four Man	24:56:10
Hammerhead	2006	48	Two Man	26:16:25

FURNACE CREEK 508

HALL OF FAME

CLASS OF 2007

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!



GENERAL INFORMATION

DATE: October 6-8, 2007.

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 8.

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.



2x Team Kitten, Wendy Gardiner and Pete Masiel, exchange their baton in California City in 2006.

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 ablution 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/

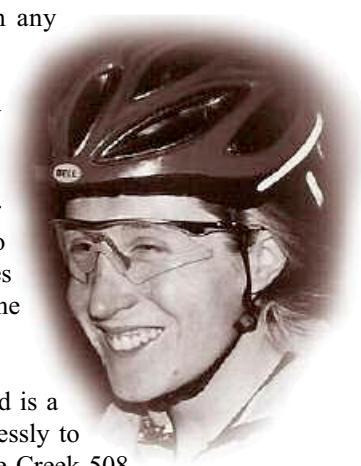
OFFICIAL FINISHER'S DISTINCTION AND AWARDS: To finish the Furnace Creek 508 is a noted accomplishment in the world of ultra endurance sports. The time limit is 48 hours for solo entrants and 46 hours for teams. All solo and team OFFICIAL FINISHERS will receive a finisher's medal at the finish line. They 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

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 month in advance. The Spring and Fall editions feature greatly varying routes, giving the adventurous cyclist two awesome opportunities to explore and enjoy one of American'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/

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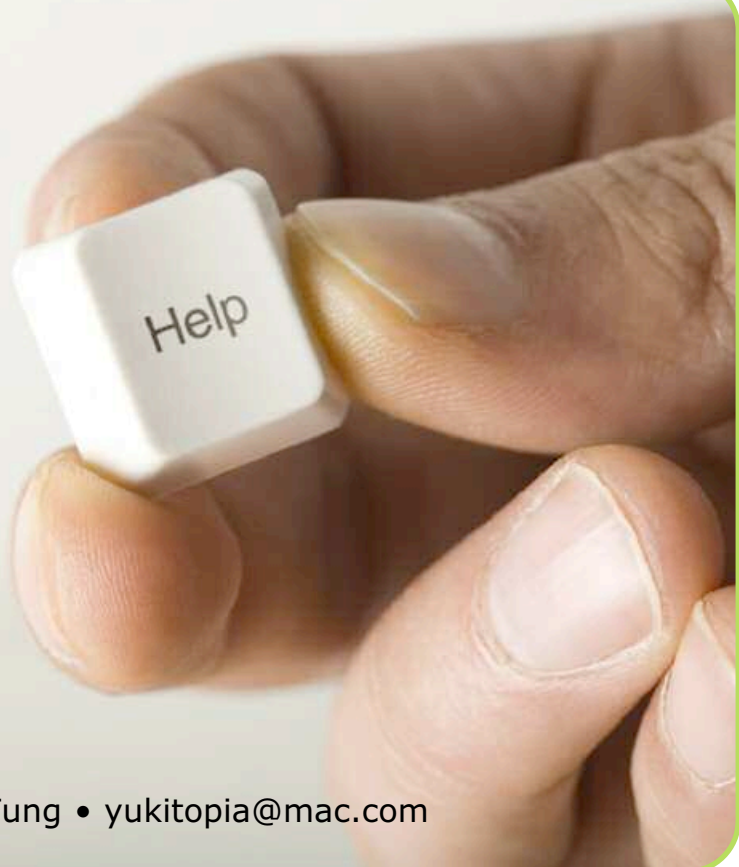


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DIVISIONS OFFERED

The 508 has a division for every kind of ultra cyclist! We offer solo, two-person relay, and four person relay, plus an eight-person tandem relay division. There's an epic racing opportunity and spiritual odyssey to be experienced in each division! 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, '06, 36:37:27 (Overall Men's Fixed Gear Record).

Men's 30+ Recumbent (Stock Category), Michael Flicker Wolfe, '06, 35:49:13.

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

Men's 40+ Recumbent (Superstock Category), Timothy Werewolf Woudenberg, '06, 31:50:35 (Overall Recumbent 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.

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OFFICIAL CHARITIES OF ADVENTURECORPS

AdventureCORPS is pleased to celebrate and support these three charitable organizations.



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 \$10 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 and 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.majortaylorassociation.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 and 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. Caravaning is **ABSOLUTELY PROHIBITED**, under all road conditions, day or night. Caravaning is when two or more vehicles follow directly behind a rider. This makes passing difficult. Additional vehicles should play "leap frog," or just drive up the road 5 to 10 miles and wait.

NIGHT FOLLOWING

- 1) The rider must be equipped with a front and rear light, plus reflectors just as if there were no pace vehicle. Moving reflectors or lights are advised, e.g. pedal/crank reflectors; leg lights; spoke reflectors; reflective vest; reflective tape on helmet, gloves, and shoes.
- 2) Always stay behind the rider at a safe following distance, unless a greater hazard is created. If traffic cannot safely pass, e.g. winding road with poor visibility to oncoming traffic, both the rider and pace vehicle should pull over and stop at the first possible place to allow traffic to pass.
- 3) If the pace vehicle has to stop for gas or food, the rider must wait. It is important to do all shopping during daylight hours.
- 4) Use low beam lights when traffic is approaching from the front. Any additional headlights should be shut off. They can be blinding to approaching motorists.
- 5) Plan rest, clothes, or food breaks around when the vehicle needs to stop during the night for fuel.

• 508



EQUIPMENT LIST FOR FURNACE CREEK 508

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

REQUIRED EQUIPMENT

Not more than one support vehicle under 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 solo 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. 2x teams operate fine with 2 or 3 crew members. 4x teams don't really need 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.

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. Visit www.hammernutrition.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.



Team Swallow, 2006 women's 4x champs, at the finish line.

Clothes

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

• 508

SPARROW HAWK
Wildlife and Nature Photography

Sparrow Hawk Photography is proud to sponsor the 2007 Furnace Creek 508 by providing wildlife and nature photographs to the winners of various categories. I will also give free shipping for any purchases made at the start and finish of the race and a special 10% discount on web orders (use discount code "508").

Here's hoping everyone has a safe and satisfying race!

719-746-3029
Paul V. Biron

photo@sparrow-hawk.org
<http://photo.sparrow-hawk.org>



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.

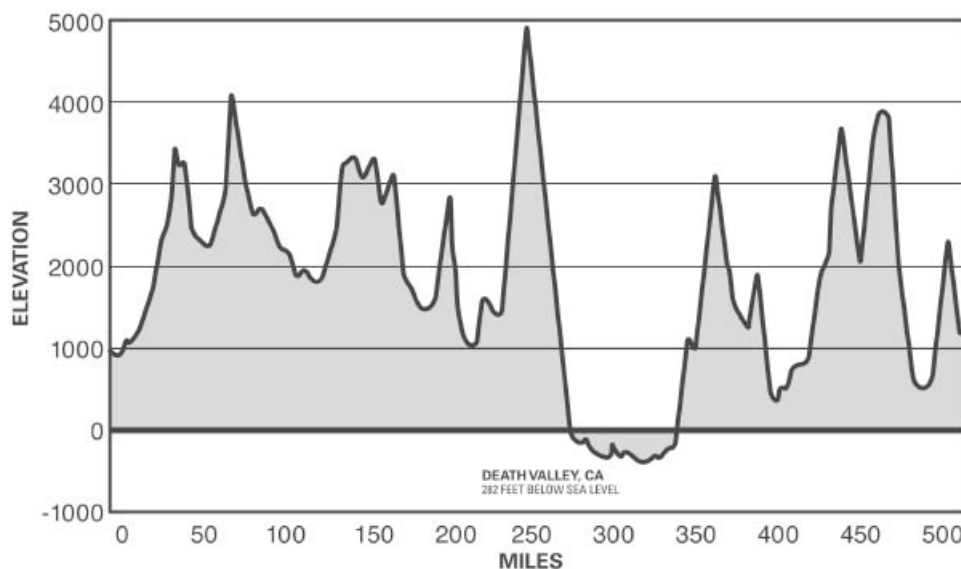
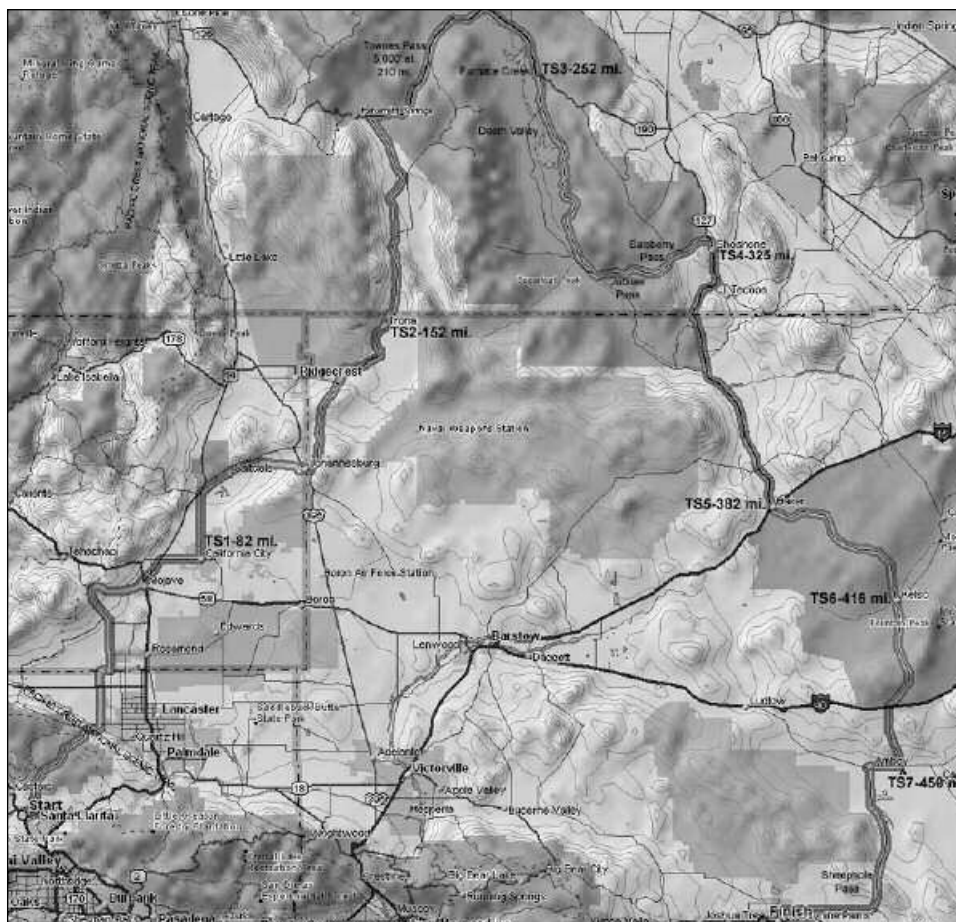
• 508



Tim Werewolf Woudenberg, 2006 recumbent champion and record-setter, with his crew in 29 Palms.

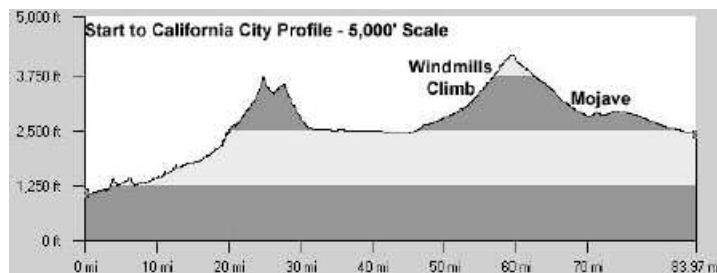
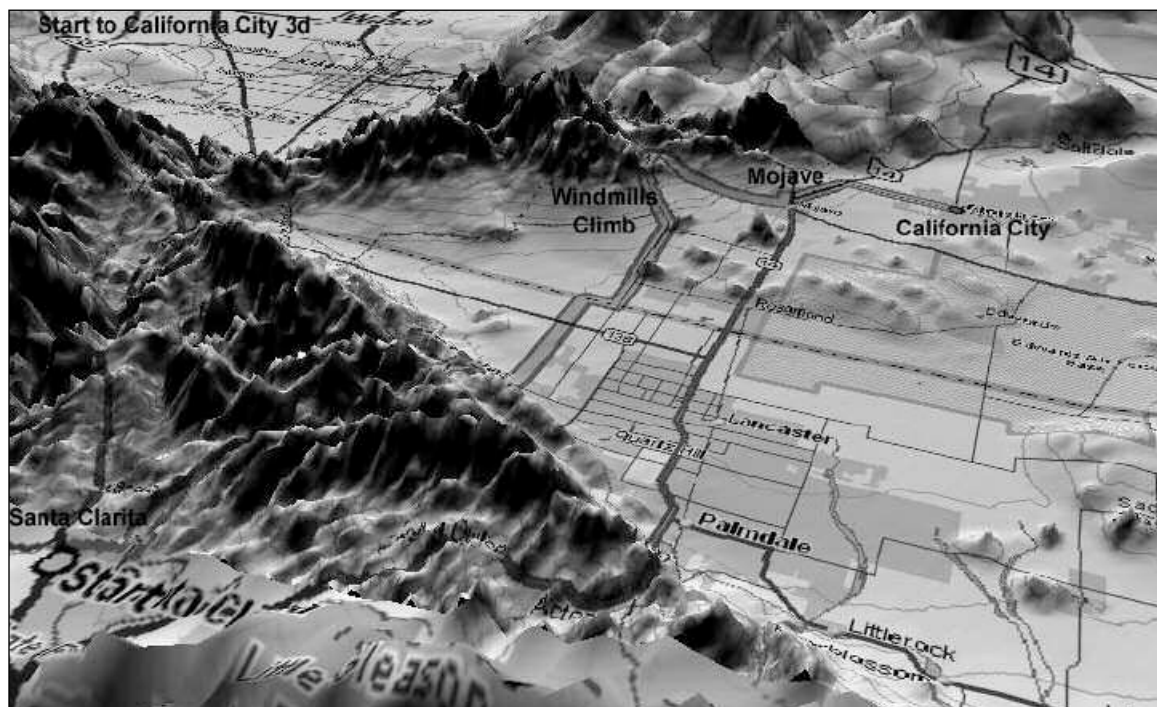
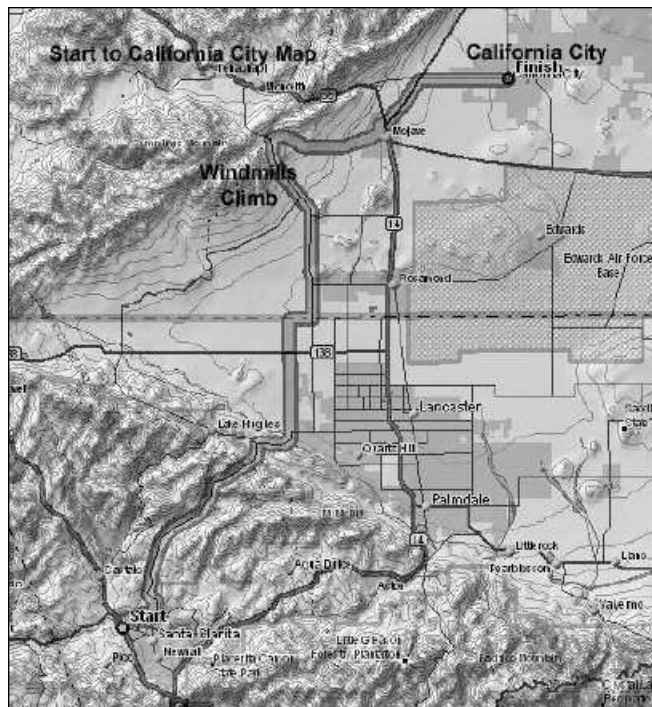
COURSE MAPS, ELEVATION PROFILES, AND ROUTE

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.

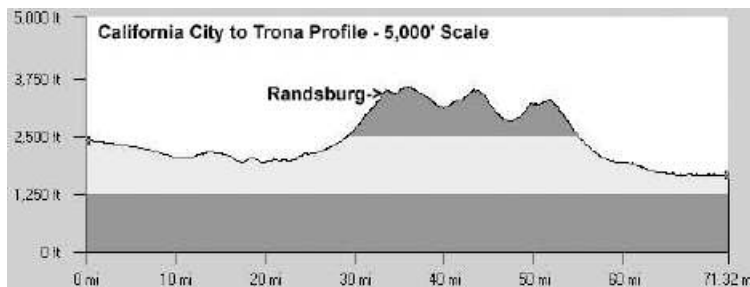
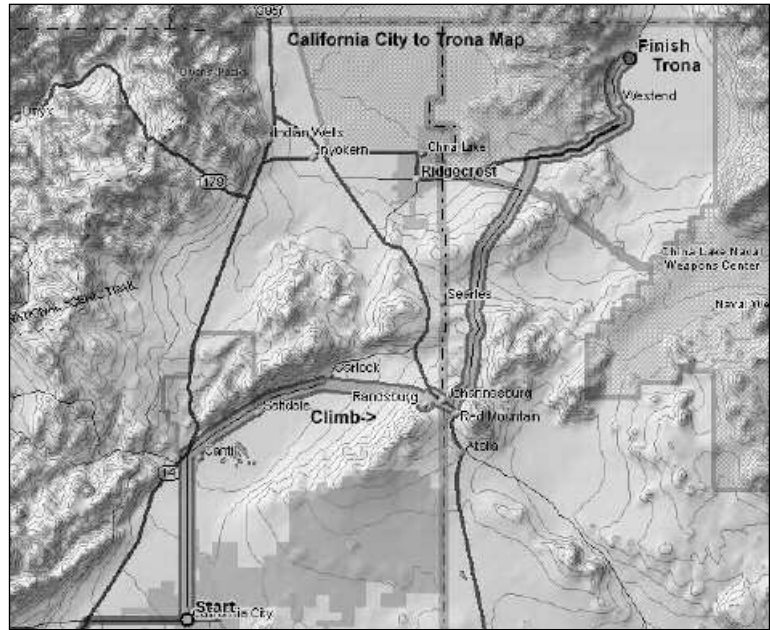


Continued: Stage One: Santa Clarita to California City, 82.25 miles

After	Description	Stage One	City	Services	MTNT	MTF	MTG
	Start at Hilton Garden Inn, Valencia, CA (El 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
2.40	X McBean Pkwy (TL) (Official Race Start - End Yellow Zone)				0.70	4.00	504.50
0.60	Left San Francisquito Canyon Rd. (El 1360 ft.) Warning: dangerous turn; oncoming traffic does not stop!				6.00	4.60	503.90
5.40	Ranger Station on right (El 1560 ft.): Start Mountain Section One				0.60	10.30	498.20
0.30	Right San Francisquito Canyon Rd (SS, L-Int)				10.00	10.60	497.90
7.10	False summit (El 2520 ft.)				2.90	17.70	490.80
2.90	Stay Left Spunky Canyon Rd. (SS/Oblique T-INT) (El 2930 ft.)				3.00	20.60	487.90
2.30	Summit (El 3740 ft.)				0.70	22.90	485.60
0.70	Left Elizabeth Lake Rd (SS/T-INT) (EL 3400 ft.)				0.70	23.60	484.90
0.80	Right Johnson Rd. (SS/T-Int) (El 3330 ft.) (All support vehicles wait here for rider to pass, then begin leapfrog support)				14.00	24.40	484.10
1.30	Johnson Summit (El 3535 ft.): End Mountain Section One				12.70	25.70	482.80
4.70	X Ave "I" (SS) (El 2500 ft.) You're on 110th St / Cross traffic no stop				8.00	30.40	478.10
5.00	X Ave. 'D' / Hwy 138 (SS) (El 2500 ft.) Cross traffiic no stop				3.00	35.40	473.10
3.00	Right Ave 'A' (SS, T-int) (El2490 ft.) Cross traffic no stop				2.03	38.40	470.10
2.10	Left 90th St. West (SS) (El 2430 ft.) Cross traffic no stop				17.17	40.50	468.00
3.00	X Rosamond Blvd. (SS): Start Mountain Section Two - Cross Traffic No Stop 90th St. West becomes 'Teh Will Springs Rd.'			R	14.17	43.50	465.00
6.00	X Backus Rd. / Hwy114 (El 2900 ft.) Begin Climb to 4150 ft. at mile 56.9 by the windmills				8.08	49.50	459.00
8.10	Right Oak Creek Rd.: End Mountain Section Two (El 4060 ft.) ### CAUTION - GRAVEL POSSIBLE IN TURN ON DESCENT ###				10.08	57.60	450.90
10.10	Left Holt St. (SS)				0.88	67.70	440.80
0.80	Right Arroyo Ave. (L-Int)				0.40	68.50	440.00
0.40	Left Business Route 58N (SS, T-int) (El 2756 ft.)				14.70	68.90	439.60
3.30	X over 58 Freeway		Mojave	A	11.40	72.20	436.30
3.60	X over 14 Freeway and continue straight to California City (El 2850 ft.)			G/M	7.80	75.80	432.70
7.80	Left Neutralia Rd. (SS/Flash) (El 2375) (Note 76 Gas on right) TS #1 on right in vacant dirt lot just after turning on Neutralia Rd.		California City	G/M/R	12.90	83.60	424.90

Stage Two: California City to Trona, 70.25 miles.

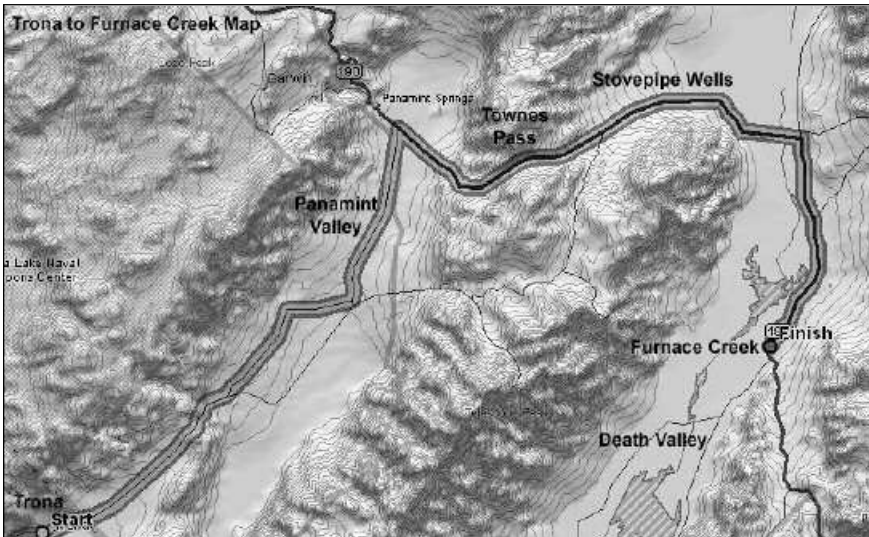
From California City, head north over flat desert terrain to the Johannesburg climb at mile 110 (Mountain Section Three). You'll climb 1500 feet in seven miles; the desert climb is steeper than it looks and grows progressively steeper. Drink plenty; each year some riders overheat here. After Jo'burg, 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.



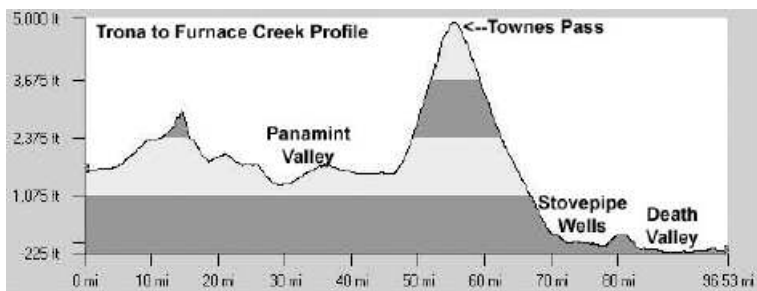
Continued: Stage Two: California City to Trona, 70.25 miles.

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

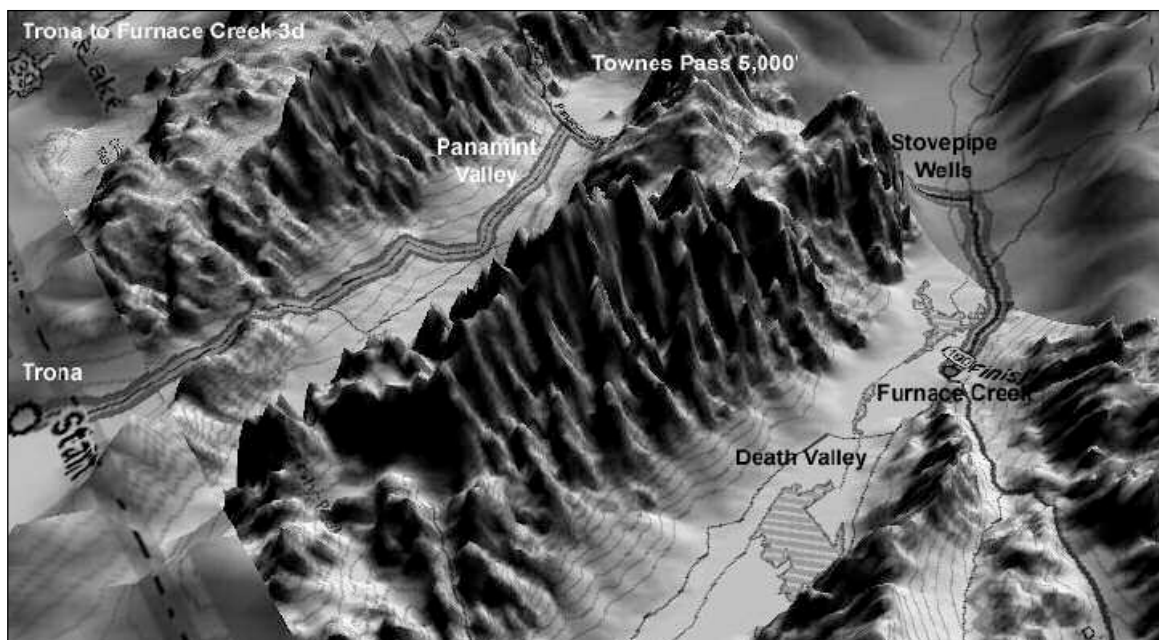
Stage Three: Trona to Furnace Creek, 99.2 miles.



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.

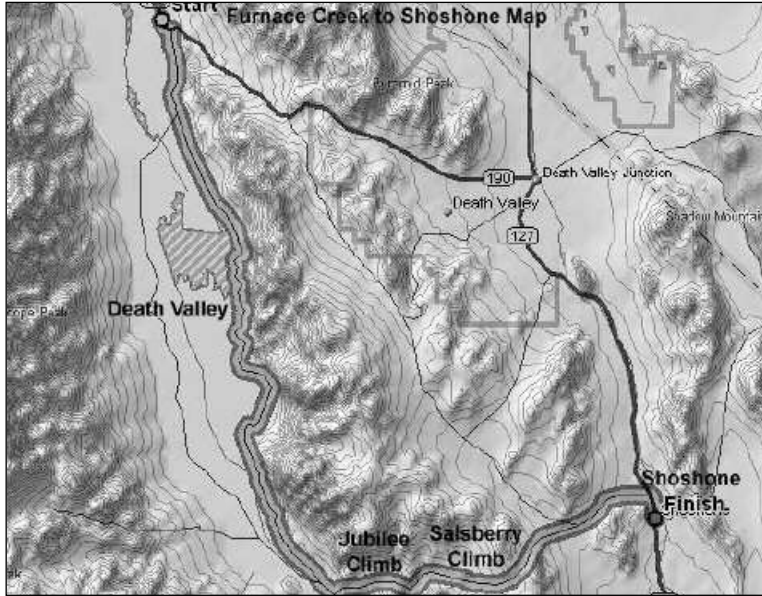


Continued: Stage Three: Trona to Furnace Creek, 99.2 miles.

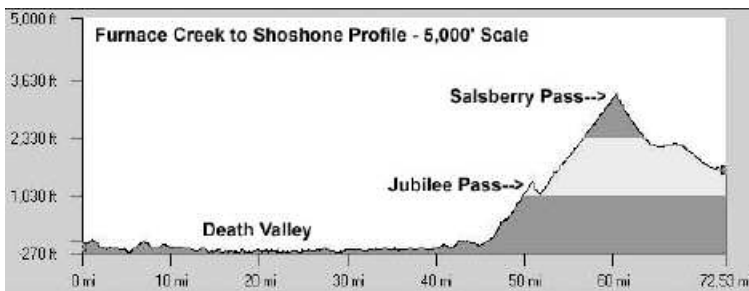


After	Description	Stage One	City	Services	MTNT	MTF	MTG
3.62	Misc. often abandoned buildings on left				29.20	156.15	352.35
	Start Mountain Section Four about four miles later						
12.38	Summit (El 2800 ft.) End Mountain Section Four				16.82	168.53	339.97
3.57	Nadeau Rd. / Onyx Mine				13.25	172.10	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.



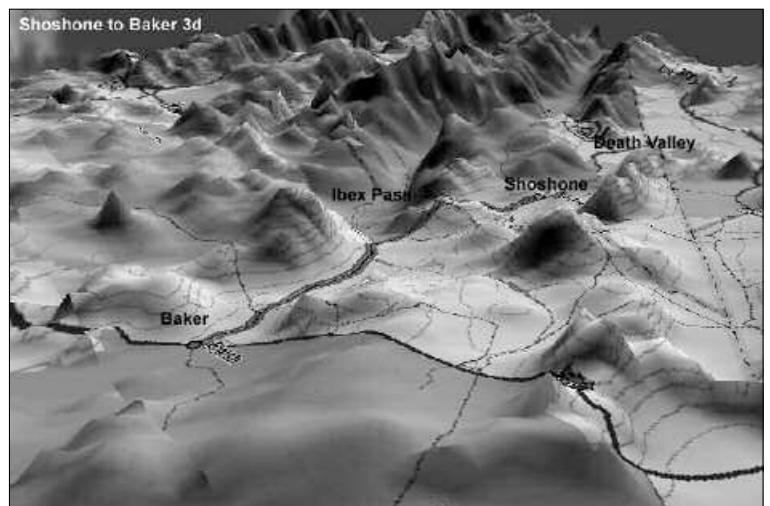
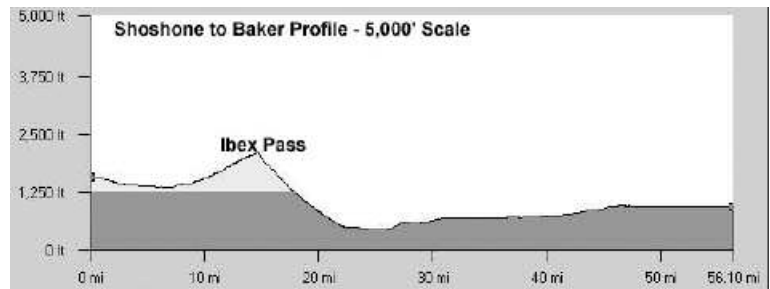
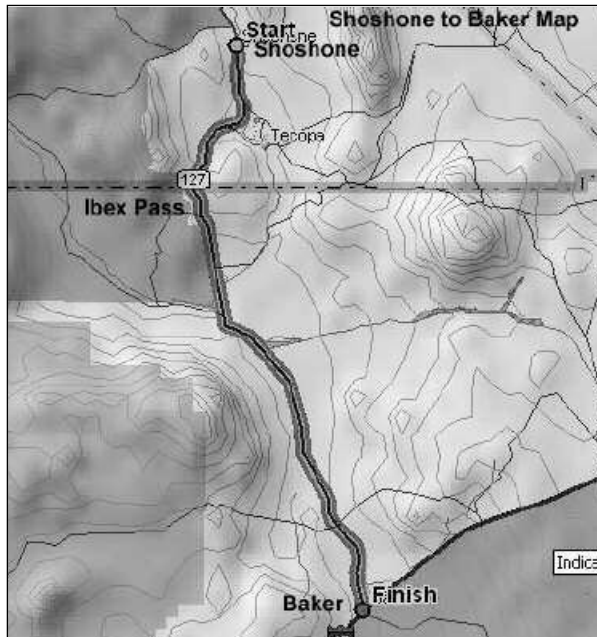
South through Death Valley, the alluvial fans are invisible in the dark, but you climb and descend several thousand feet through Badwater (El -282') to the base of the exit passes (Mountain Section Six). The first climb starts at mile 300 and climbs about 1000 feet in five miles to Jubilee (El 1285'). 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.

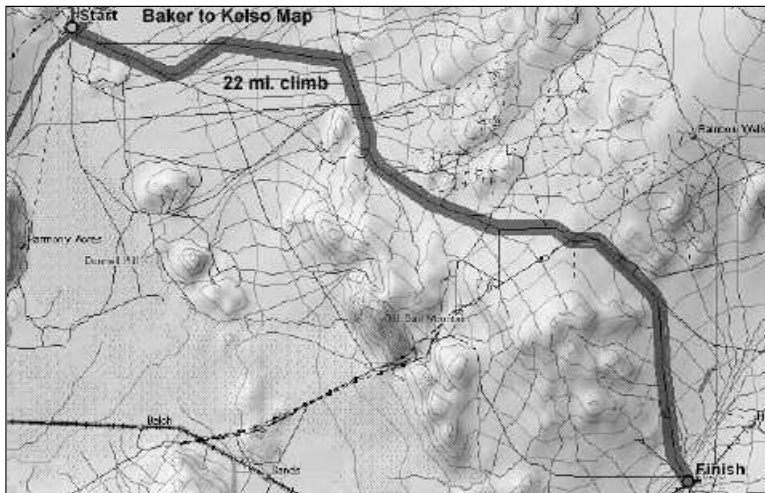


After an easy 750 feet climb up Ibx pass (Mountain Section Seven), there's a killer, long downhill, then the road to Baker is mostly flat and straight. Watch for Baker's world-famous, world's largest thermometer in the distance. The crew should stock up on gas, ice and food in Baker as no supplies are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

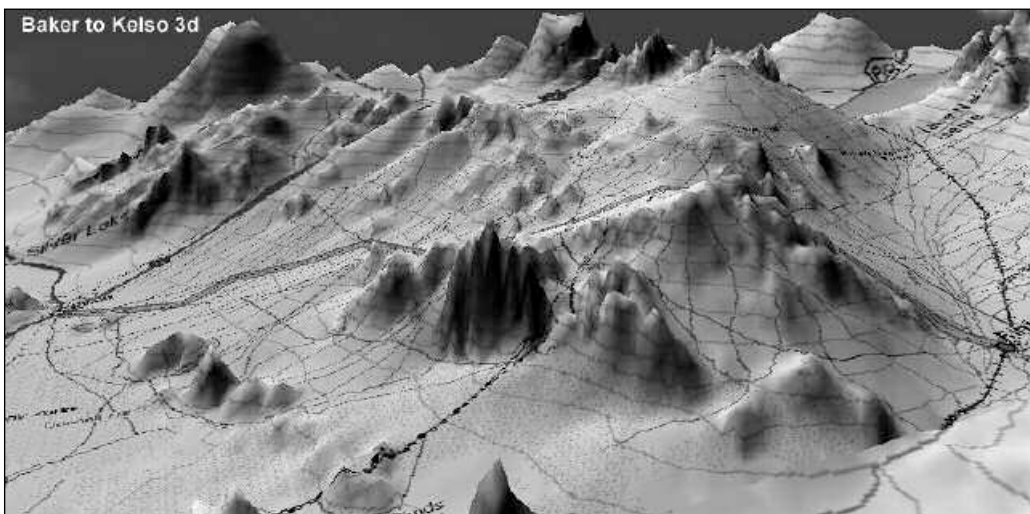
Continued: Stage Five: Shoshone to Baker, 56.3 miles.

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 ###						

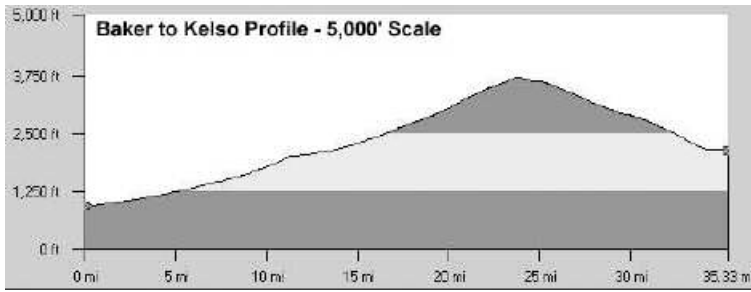
Stage Six: Baker to Kelso, 34.90 miles.



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.

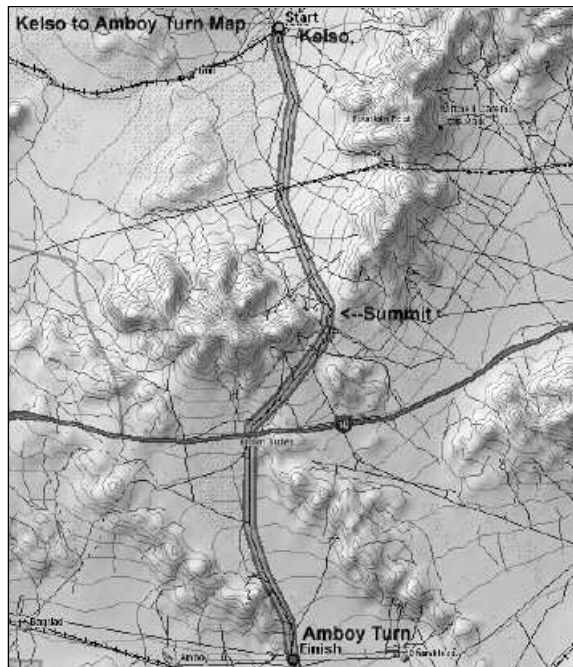


Continued: Stage Six: Baker to Kelso, 34.90 miles.

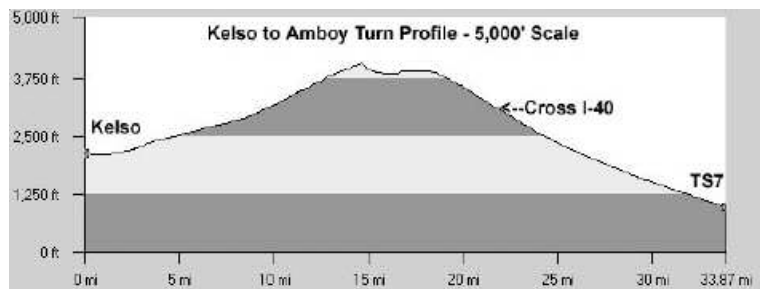


After	Description	Stage One	City	Services	MTNT	MTF	MTG
0.42	X Baker Blvd. (SS) ### Last Chance for Gas until Finish ##				68.70	381.60	126.90
0.07	Jct. I-15 / Go over I-15 / Enter Mojave National Preserve				68.63	381.67	126.83
	<i>Rough pavement next 4 (40?) miles / End quiet zone</i>						
2.14	Cattle 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.



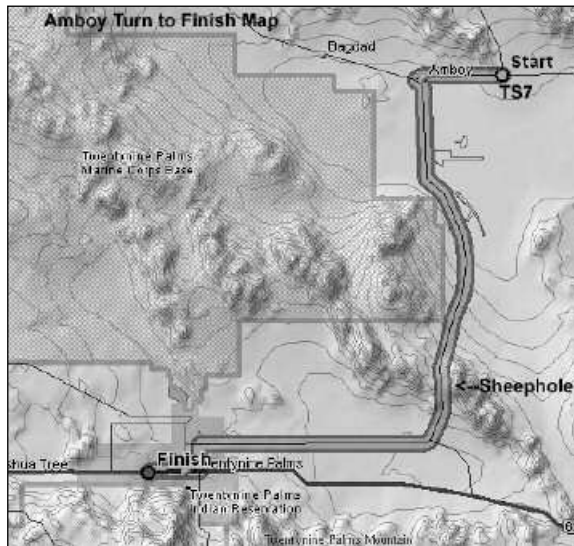
Compared to the just completed Baker Grade, you now head up a slightly steeper climb: 2000 feet in 12 miles to the top of the Granite Mountains (El 4000') (Mountain Section Nine). The downhill to the outskirts of Amboy is fast and long; watch out for cattle guards.



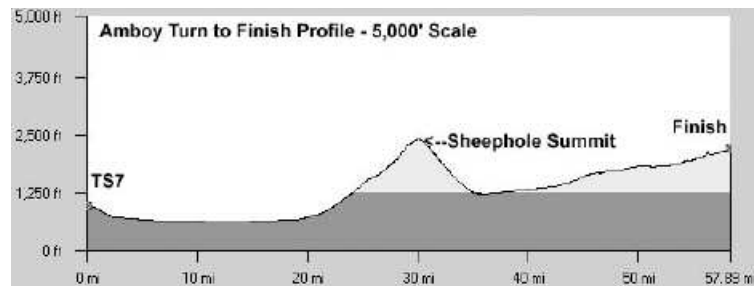
Continued: Stage Seven: Kelso to Almost Amboy, 33.8 miles.

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

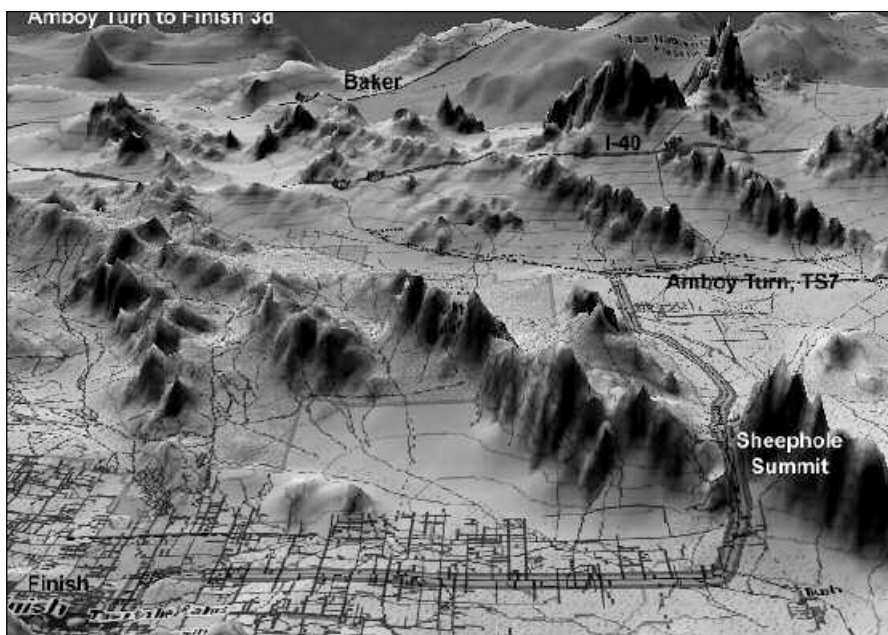
Stage Eight: Almost Amboy to Twenty Nine Palms, 58.2 miles.



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	Stage 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!!! ##						

DEATH VALLEY CUP



For more info on Badwater
Ultramarathon, visit
www.badwater.com

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 Sakura
36, Nagoya, Japan

- 2000 Badwater, 27:52:14, 3rd place
2000 Furnace Creek, 32:31:56,
2nd place
=60:24:10 total time*



Monica Scarlett Fairy Cup Scholz,
39, Jerseyville, Ontario, Canada

- 2006 Badwater, 32:07:01, 1st female,
8th overall
2006 Furnace Creek, 40:00:02, 2nd
female, 27th overall
=71:07:02 total time*
- 2004 Badwater, 29:22:29, 1st female,
3rd overall
2004 Furnace Creek, 44:29:15, 2nd
female, 27th overall
=73:51:44 total time

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

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, 43

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, 56

1999 Badwater, 36:58, 1st place
1999 Furnace Creek, 43:46:40, 3rd place
=80:44:40 total time

Steve Desert Duck Teal, Phelan, CA, 41

2006 Badwater, 42:29:16, 32nd place
2006 Furnace Creek, 41:24:06, 29th place
=83:53:22 total time

David Jackass Jackson, Lexington, KY, 43

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, 52

1997 Badwater, 48:16, 13th place
1997 Furnace Creek, 42:15:26, 10th place
=90:31:26 total time

Charlie Lizard Liskey, Somis, CA, 40

1996 Badwater, 58:26, 14th place
1996 Furnace Creek, 39:32:08, 17th place
=97:58:08 total time



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 and all crew 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. All traffic laws must be followed by all racers and all crew members at all times. This includes a FULL, legal stop at all stop signs, at all red traffic lights, and activated railroad crossing signals. To be clear, a "FULL, legal stop" means "the complete cessation of all forward movement." - TP or DQ

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

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

J. The Race Director has the authority, at any time, to overrule any rule or invent a new rule based on extenuating, unforeseen, and/or unusual circumstances and/or to maintain the integrity and fair play necessary for the successful completion, and continuation, of the race. The Race Director has ultimate authority in regards to all rules, their interpretation, and their enforcement. There is no "appeals committee" nor an "appeals process." All entrants in the race, and their support crews, willingly acknowledge this fact, as well as all other race rules, by attending the race in any capacity.

2. BICYCLE REGULATIONS

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

B. The Race Director or a Race Official may disallow any unusual bicycle or component before or during the race. Conventional bicycle components which are aerodynamically or otherwise designed in some unique and unusual manner are subject to approval by the Race Director before the race. -DQ

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

D. Recumbents and HPVs compete in their own divisions and must enter in one of the standard categories, as outlined on the race website.

E. Fixed Gear Division: Bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Bike frames shall be steel, traditional double diamond design (forks are unrestricted) and 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 multi-speed bike in the "open" division, then complete the race on the multi-speed 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 multi-speed bike.

F. Tandems. Tandems must at all times be ridden by the same two riders, and may never proceed with only one rider. For tandem teams, the same two riders shall remain together in sequence for each respective stage of the course. -DQ

3. ACCOMPANYING RIDER RULES

A. Drafting and/or riding together are never allowed, except for the first few miles during the neutral zone. -DQ

B. No racer or support vehicle will attempt to block or impede the progress of another racer or support vehicle. -DQ

C. 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 constant on, not flashing, and visible from 300 feet, and the rear light, which may be flashing, from 500 feet. Riders must have full lights and reflective gear 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 support vehicle: 12 meter split (three car lengths) from another cyclist or vehicle. -TP

2) When riding with a support 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 support vehicle at a time. -TP

7. SUPPORT VEHICLES

A. Vehicles wider than 78" may never be used for any reason. The ideal support 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 support vehicles, even if they are less than 78" in width. -TP or DQ

B. Hummers (any model), Ford Excursions, fifteen passenger vans regardless of width, and motorhomes are not allowed for any purpose by anyone involved with the race. -DQ

C. 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 vehicles or family/friend cheering squads are not allowed.

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 all driver (and all riders) to be familiar with all laws. A violation by a crew member will be assessed against the racer. -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. Support 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 support 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 or pre-ordered from the race office (see entry form) for pick-up at the race. -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 totem must be visible and easily legible (in words, not only pictures) on all four sides of the support vehicle. Lettering must be 6 inches high. Do not block windows. Solo signage should not use the word "TEAM." Signage for 2x teams must state "2X" and signage for 4X must state "4X."

8. FOLLOWING YOUR RACER

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

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 completely off the road and stop, get out of vehicle and listen for racer's request. Obtain necessary items in vehicle, drive ahead of racer, pull completely off the road and get out, then pass off the requested supplies.

B. All racers must always be followed literally, directly, and as closely as safety permits, by an appropriate support vehicle at night, as defined below. Racers may not ride at night for even one second without an appropriate support vehicle directly behind them, except as outlined in Rule 8I below. As such, "night" is defined as the time between 6:00PM and 7:00AM. Thus, it is MANDATORY that racers must have full lights and reflective gear on, and be followed directly by their support vehicle, between 6:00PM and 7:00AM on both Saturday and Sunday nights. -DQ

C. Support vehicles shall not be allowed to travel in front of a racer within 50 meters except briefly when leap-frogging during the day. -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 other crews or any cyclist. -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 support vehicle disregard traffic to the rear when traveling alongside their racer. -TP or DQ

G. A support vehicle may not 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 support vehicle safely, the support vehicle must pull over to the right, when possible, and allow traffic to pass. If there is nowhere to pull over and the support 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

J. Either prior to or immediately after the start of the race, support vehicles shall proceed to safely pass the racers and then stay well ahead of the racers, at normal safe road speeds, and stay ahead of all of the racers until the first point in the course designated for providing racer support.

Crew should be prepared to begin driving before or immediately after the start of the race. Racers should be prepared to make their own repairs during this segment of the race; however, limited neutral support may be provided, as may be announced prior to the race. - TP

9. NIGHT DRIVING

A. Support 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. (We encourage never using the brights.) -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 while the vehicle is in motion. -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 with the intention 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 and/or inattentive drivers.?
- Obey all traffic laws.
- Watch for traffic approaching from the rear.?
- Be extra cautious at all turns and stops.

D. If you see another rider or crew behaving in an unsafe or unsporting 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. 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 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 a racer in any manner at any time during the

race (not counting race staff who "assist" all entrants by doing their job). 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 as they can crew for themselves. -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 prior to joining the crew. -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. In the spirit of sportsmanship, any support crew may offer assistance to any racer or crew at any time.

J. 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 during the day). -TP

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

L. 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. All racers and crews are required to make their presence known at each Time Station. At night hours, neither the racer nor the vehicle has to stop, but the crew should have their windows down and sound systems / radios off in order to receive information from the Time Station as they pass. Relay teams must stop at each Time Station to facilitate rider switches. See relay rules below. -TP

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

14. TEAM DIVISION RULES

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

A. Relay team members will ride one stage at a time, from time station to time station. Thus, two 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 occurs during the race and which precludes the rider in question from completing his or her assigned stage. Note: "Being tired" or entering the race with a pre-existing injury or other problem are not suitable reasons for utilizing this rotation exception. Proof of the necessity of using this exception must be given and documented.-DQ

Ci. Exception for either two or four rider teams: If a rider is physically 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 physically 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 physically 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, or two in the case of tandems, must finish. This means that the rest of the racers may drop out.

15. TIME PENALTIES

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

1st offense: 15 minutes total

2nd offense: 30 minutes total

3rd offense: Any penalty up to being 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. If any member of a team is penalized, the entire team must serve the penalty. An entire team can be penalized or disqualified because of the actions of any one team or crew member. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone.

16. IMPORTANT NOTES ON TRAFFIC LAWS, CHEATING, AND RULES IN GENERAL

A. The FURNACE CREEK 508 uses public roads, requiring the observance of all event rules, traffic laws and the motor vehicle code. This includes, but is not limited to, stopping appropriately for traffic lights, stop signs, trains across the road, riding as far to the right as is practicable, and the like. Racers disregarding stop signs, traffic lights, and traffic laws have a very damaging effect on the race in general, significantly more than "running" a light during a training ride. These violations are considered cheating, unsportsmanlike, unsafe, and can be the reason for authorities not granting permission for races. -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 cheating and as you would drafting, holding onto a vehicle, or being driven up the route. Cheating will not be tolerated! -DQ

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

OFFICIAL RULES

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 submitted to the race office. This information will remain confidential. Our medical advisors will review the type of substance used and the reasons involved and a written response will be sent to the racer. -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



2006 men's 4x champs Team Mongrel Dogs.

Solo Racers

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Alpine IbeX	Emde	Michael	Spokane	WA	37	30+	M	Veteran
Arab Horse	Harper	David	Clermont	FL	44	40+	M	Veteran
Aye-Aye	Adams	Deanna	Prescott	AZ	19	10+	F	Rookie
Bear	Baierl	Gary	Lake Forest	CA	40	40+	M	Veteran
Black-Capped Chickadee	Baum	Todd	Fayetteville	NY	49	40+	M	Rookie
Blue Cookie Monster	Adams, Jr.	Bruce D.	French Camp	CA	60	60+	M	Rookie
Brittlestar	Bradshaw	Dana	Tahoe City	CA	44	40+	M	Veteran
Canadian Turtle	van den Bulk	Caroline	Huntsville	ONT	40	40+	F	Rookie
Caretta Caretta	Cook	Christopher	Cooperstown	NY	34	30+	M	Rookie
CCI Pup	Levy	Doug	Willow Grove	PA	53	50+	M	Rookie
Collared Lizard	Bridschge	Mike	Coolidge	AZ	43	40+	M	Veteran
Coot	Cover	Jack	Summerland	CA	51	50+	M	Rookie
Crow	Cuddihy	Sean	Long Beach	CA	38	30+	M	Veteran
Dall's Porpoise	Gapay	Hugh	Cornelius	OR	43	40+	M	Rookie
Desert Duck	Teal	Steve	Phelan	CA	42	40+	M	Veteran
Desert Rat	Schrank	Ric	Virginia City	NV	42	40+	M	Veteran
Devil Grasshopper	McIntosh	Scott	Chicago	IL	37	30+	M	Veteran
Dog	Sloan	Doug	Fresno	CA	47	40+	M	Veteran
Donkey	Jones	David A.	Canoga Park	CA	61	60+	M	Veteran
Dung Mite	Zelhof	Andrew	Carlsbad	CA	38	30+	M	Veteran
Emperor Dragonfly	Longwell	Mark	Acton	MA	47	40+	M	Rookie
Emperor Moth	Davidson	Brian	El Segundo	CA	29	20+	M	Veteran
Empress Penguin	Smith-Batchen	Lisa	Victor	ID	47	40+	F	Rookie
Fast Truck Gecko	Souza	Kenny	San Marcos	CA	42	40+	M	Veteran
Flamingo	Finrock	Reed	Springville	CA	61	60+	M	Veteran
Gallus Gallus	Kristensen	Martin	Copenhagen		33	30+	M	Rookie
Godzilla	Atehortua	Karta	Palo Alto	CA	30	30+	M	Rookie
Golden Dragon	Honda	Nicole	San Mateo	CA	41	40+	F	Veteran
Golden Jackal	Bradley	Bill	Santa Rosa	CA	47	40+	M	Rookie
Gorilla	Geser	Greg	Sisters	OR	54	50+	M	Veteran
Gray Hawk	Yango	Ely	Scottsdale	AZ	34	30+	M	Rookie
Hare	Jacobson	Rick	Reseda	CA	49	40+	M	Veteran
Hellhound	Brazell	Ryan M.	Allston	MA	25	20+	M	Rookie
Hippogriff	Walsh	Bryce	Chicago	IL	36	30+	M	Veteran
Holstein	Haase	David	Fond du Lac	WI	39	30+	M	Rookie
House Mouse	Preihs	Franz	Graz	Styira	29	20+	M	Rookie
Ischyodus	Irwin	Mavis	Salt Lake City	UT	26	20+	F	Rookie
Jaxartosaurus	Lindquist	Jack	Los Angeles	CA	26	20+	M	Rookie
Komodo Dragon	van de Werken	Bram	Arvada	CO	50	50+	M	Rookie
Lapp Dog	Saarinén	Markku	Paimio		51	50+	M	Veteran
Loch Ness Monster	Lees	Bob	Prince George	BC	52	50+	M	Veteran
Makaira	Profeta	Randy	Sharpsburg	CA	53	50+	M	Veteran
Mako	Armstrong	Karen	Spokane	WA	47	40+	F	Rookie
Maltese	McFadden	Linda	Modesto	CA	45	40+	F	Veteran
Medicine Horse	Long	Jenn	Fawnskin	CA	33	30+	F	Veteran
Merlin	Lester	Greg	Cazadero	CA	52	50+	M	Veteran
Muddy Mudskipper	McKenzie	Paul	Richmond	CA	53	50+	M	Veteran
Nutria	Newsome	Mark	Corvallis	OR	47	40+	M	Veteran
Nyala	Thunselle	Bob	Casper	WY	49	40+	M	Rookie
Pekingese	Bonk	Jeffrey	Sioux Falls	SD	29	20+	M	Rookie
Picachu	Ignacio	Francis-Marion	Duarte	CA	40	40+	M	Veteran
Polarbear	Patterson	Doug	Orange	CA	47	40+	M	Veteran
Protoceratops	Barnes	Steven P.	Rimforest	CA	50	50+	M	Veteran
Retriever	Rice-McDonald	Nicholas	Santa Clara	CA	26	20+	M	Rookie
Rook	Phillis	Douglas P.	Cincinnati	OH	48	40+	M	Rookie
Saluki	Stevenson	Jeff	Solvang	CA	61	60+	M	Veteran
Silly Goose	Matherly	Greg	Encinitas	CA	44	40+	M	Veteran
Smokey Bear	Masiel	Pete	El Cajon	CA	48	40+	M	Veteran
Snow Goose	Frick	Keith	Casper	WY	50	50+	M	Rookie
Southern Vole	Sothorn	Joel	Laguna Niguel	CA	49	40+	M	Rookie

OFFICIAL ROSTER**(Cont.)****Solo Racers**

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Spaniel	Jones	Owen	Medina	WA	16	10+	M	Rookie
Spider	Scharffenberg	Del	Milwaukie	OR	62	60+	M	Veteran
Sponge	Paxson	Bob	Sacramento	CA	48	40+	M	Veteran
Tabasco Turtle	Moran	Curtis	Lancaster	CA	54	50+	M	Veteran
Tasmanian Tiger	Banwell	Ian	Charlotte	NC	46	40+	M	Rookie
Thrasher	Troili	Eric	Everett	WA	48	40+	M	Rookie
Thunder Hawk	Rich	Rober	Loveland	CO	56	50+	M	Veteran
Trogon	Danhaus	Paul	Wausau	WI	58	50+	M	Rookie
Under Dog	Pals	James	Mystic	CT	35	30+	M	Rookie
Water Dragon	Engle	Charlie	Greensboro	NC	45	40+	M	Rookie
White Weasel	Berry	Rob	Bakersfield	CA	33	30+	M	Rookie
Wiener Dog	Danny	Westergaard	Rolling Hills	CA	48	40+	M	Rookie
Wild Mustang	Laird	Keith	Ventura	CA	52	50+	M	Veteran
Wild Turkey	Wilson	Michael	San Diego	CA	34	30+	M	Rookie
Wolf Bat	Desena	Joseph	Pittsfield	VT	38	30+	M	Rookie
Wolf Spider	Woolridge	Ann	Gloucester		48	40+	F	Rookie
Wolf-Bird	Hunter-Inman	David	Victorville	CA	49	40+	M	Rookie
Wolverine	Walsh	Kevin	Lancaster	CA	50	50+	M	Veteran
Yodeling Plankton	Wagoner	John	Corte Madera	CA	42	40+	M	Rookie

Solo Fixed-Gear

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Chesapeake Bay Retriever	Lentz	Terry	Templeton	CA	49	40+	M	Rookie
Red-Eye Vireo	Vargas	George A.	Encinitas	CA	42	40+	M	Veteran

Solo Recumbent

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
American Greyhound	Foote	John	Troy	OH	50	50+	M	Rookie
Werewolf	Woudenberg	Timothy	Moss Beach	CA	50	50+	M	Veteran

Solo Tandem

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Giant Water Bug	Gray	Lindsey	Henderson	NV	19	30+	F	Veteran
Giant Water Bug	Gray	Steve	Henderson	NV	45	30+	M	Veteran

Two Man

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
African Swamp Rat	Barnett	Mark	Cardiff	CA	48	40+	M	Veteran
African Swamp Rat	Grossman	Kip	Laguna Beach	CA	47	40+	M	Veteran
BoneDog	Fischer	David	Santa Barbara	CA	45	40+	M	Rookie
BoneDog	LaChaine	Steve	Atascadero	CA	40	40+	M	Rookie
Caiman	Chesser	Marshall	Amarillo	TX	32	40+	M	Rookie
Caiman	Pratt-Steele	William	Canyon	TX	53	40+	M	Veteran
Hammerhead	McNulty	Kevin	Ramona	CA	43	40+	M	Veteran
Hammerhead	Petersen	Joe	Bakersfield	CA	49	40+	M	Veteran
Horseflies	Dibb	Dan	Long Beach	CA	50	40+	M	Veteran
Horseflies	Page	Greg	Downey	CA	44	40+	M	Veteran
Iron Horse	Lieberg	Jon	Temecula	CA	54	50+	M	Rookie
Iron Horse	Yanoschik	Jim	Murrieta	CA	51	50+	M	Rookie
Mahi Mahi	Baldino	Robert	Pleasanton	CA	62	60+	M	Veteran
Mahi Mahi	Morgan	Lowell	Monument	CA	61	60+	M	Veteran
Manticore	Fiedorowicz	Leshek	Morgan Hill	CA	48	50+	M	Veteran
Manticore	Launspach	Juergen	San Jose	CA	55	50+	M	Rookie
Nutcrackers	Farinha	Joe	San Jose	CA	47	40+	M	Rookie
Nutcrackers	Duren	Paul	San Jose	CA	48	40+	M	Rookie
Ox	Hansen	Boris Sørgaard	Søborg		33	30+	M	Rookie
Ox	Nygaard	Hans Anton	Copenhagen		31	30+	M	Rookie
Prairie Dog	Kelsch	Franz	Gilroy	CA	59	50+	M	Rookie
Prairie Dog	Vlasveld	Paul	San Jose	CA	48	50+	M	Veteran

(Cont.)**Two Man**

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Rocky Mountain Goat	Richmond	Bill	San Ramon	CA	41	30+	M	Rookie
Rocky Mountain Goat	Swanson	Reid	San Ramon	CA	38	30+	M	Rookie
Sergeant Major	Skramstad	Erik	Henderson	NV	29	30+	M	Veteran
Sergeant Major	Skramstad	Jon	Salt Lake City	UT	32	30+	M	Rookie
Timber Tiger	Holt	David	Laguna Niguel	CA	55	40+	M	Rookie
Timber Tiger	Thomas	George	Hood River	OR	44	40+	M	Veteran
Whooping Cranes	Brown	Joe	Simi Valley	CA	63	60+	M	Veteran
Whooping Cranes	Crane	Dan	Irvine	CA	62	60+	M	Veteran

Two Mixed

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Black Panther	Nice	Donna	San Jose	CA	38	30+	F	Rookie
Black Panther	Pyle	Michael	San Jose	CA	40	30+	M	Rookie
Flying Fishstix	Frost	Chris	Malibu	CA	56	50+	M	Veteran
Flying Fishstix	Kennedy	Julie	San Gabriel	CA	51	50+	F	Rookie
Hammerkop	Bingo	Doris	Anaheim	CA	44	50+	F	Rookie
Hammerkop	Kibble	Greg	Lake Forest	CA	64	50+	M	Rookie
Labrador	Montoya	Elizabeth	San Diego	CA	25	20+	F	Rookie
Labrador	Montoya	Brandon	San Diego	CA	27	20+	M	Rookie
Pickled Herring	Berge	Catharina	Pullman	WA	41	40+	F	Veteran
Pickled Herring	Christiansen	Jan	Stockholm		40	40+	M	Rookie
Spirit Bear	Fisher	Bobbi	Burbank	CA	58	50+	F	Veteran
Spirit Bear	Nakai	David	Fallbrook	CA	51	50+	M	Veteran
Wrentit	Baker	Wade	Atascadero	CA	52	50+	M	Veteran
Wrentit	Drake	Isabelle	Laguna Beach	CA	54	50+	F	Veteran

Two Recumbent

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Cuckoo Bee	Lauer	John	Elk Grove	CA	44	40+	M	Veteran
Cuckoo Bee	Smith	Ron	Chula Vista	CA	39	40+	M	Veteran
Mussel	Verheul	Jim	Westlake Village	CA	42	30+	M	Rookie
Mussel	Wolfe	Michael	Portland	OR	33	30+	M	Veteran
Raven Lunatics	Bradley	David	Arcata	CA	48	40+	M	Veteran
Raven Lunatics	Spaeth	William	Arcata	CA	47	40+	M	Rookie
Sea Dragon	Carrell	Sara Kay	Hays	KS	30	30+	F	Rookie
Sea Dragon	Lieberman	Dana	North Hollywood	CA	39	30+	M	Rookie

Two Tandem

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Basenji	Antonino	Lisa	Belmont	CA	47	40+	F	Rookie
Basenji	Barge	Bernie	San Miguel	CA	47	40+	M	Veteran
Basenji	Barnell	Brenda	Dallas	TX	42	40+	F	Rookie
Basenji	Skipper	Tim	Castaic	CA	50	40+	M	Veteran

Two Woman

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Swift Foxes	Bliss	Lisa	Spokane	WA	39	30+	F	Rookie
Swift Foxes	Boldon	Anna	Middleton	WI	37	30+	F	Rookie

Four Man

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Capybara	Culbertson	Tom	Palo Alto	CA	37	30+	M	Rookie
Capybara	Eiermann	Mindy	La Honda	CA	27	30+	F	Rookie
Capybara	Morriss	Patrick	San Jose	CA	48	30+	M	Rookie
Capybara	Thomas	Chad	San Mateo	CA	36	30+	M	Rookie
Chukar	Blanco	Arty	Ridgecrest	CA	49	40+	M	Veteran
Chukar	Graehl	Adam	Ridgecrest	CA	56	40+	M	Veteran
Chukar	Hand	Terri	Ridgecrest	CA	31	40+	F	Veteran
Chukar	Strand	Ronald	Ridgecrest	CA	41	40+	M	Veteran

OFFICIAL ROSTER**(Cont.)****Four Man**

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Oryx	Friedman	Joshua S.	Los Angeles	CA	51	40+	M	Rookie
Oryx	Garaffa	David	Snowmass Village	CO	38	40+	M	Rookie
Oryx	Pasik	Timothy S.	New York	NY	47	40+	M	Rookie
Oryx	Sandler	Nathan	Los Angeles	CA	46	40+	M	Rookie
PAC Rats	Gallo	Victor	Boulder	CO	75	70+	M	Rookie
PAC Rats	Kash	Robert E.	Monroe	OH	73	70+	M	Rookie
PAC Rats	Meyer	Lew	Berwyn	PA	73	70+	M	Rookie
PAC Rats	Smith	Joseph F.	Williamsville	NY	62	70+	M	Rookie
Prairie Falcon	Brunk	Jack	Newbury Park	CA	51	40+	M	Veteran
Prairie Falcon	Johnson	Ashton	Camarillo	CA	55	40+	M	Veteran
Prairie Falcon	Pickle	Kurt	Santa Rosa	CA	37	40+	M	Rookie
Prairie Falcon	Smith	Chad	Danville	CA	37	40+	M	Rookie
Smoking Loon	Crespo	Roberto I.	Pasadena	CA	34	40+	M	Rookie
Smoking Loon	Popinski	Andrew	Alhambra	CA	45	40+	M	Rookie
Smoking Loon	Rauhe	Bruce	Monrovia	CA	44	40+	M	Rookie
Smoking Loon	Said	Haroon	Pasadena	CA	46	40+	M	Rookie
Thorny Devils	Blanchi	Adrien	Aliso Viejo	CA	28	20+	M	Rookie
Thorny Devils	Cosyn	Eric	Irvine	CA	43	20+	M	Rookie
Thorny Devils	Lenoble	Arnaud	Irvine	CA	26	20+	M	Rookie
Thorny Devils	Villaren	Thomas	Irvine	CA	21	20+	M	Rookie
Western Wood Pewee	Clark, Jr	William West	Salinas	CA	56	50+	M	Veteran
Western Wood Pewee	Darst	Philip	Salinas	CA	64	50+	M	Rookie
Western Wood Pewee	Gilman	James	Salinas	CA	58	50+	M	Veteran
Western Wood Pewee	Zimmerman	Bill	Carmel Valley	CA	56	50+	M	Veteran
Wolf Fish	Castro	Gloria	Los Angeles	CA	37	40+	F	Rookie
Wolf Fish	Rinaldi	Mark	Whittier	CA	40	40+	M	Rookie
Wolf Fish	Trejo	Alejandro	Los Angeles	CA	44	40+	M	Rookie
Wolf Fish	Watkins	Chris	Redlands	CA	49	40+	M	Rookie

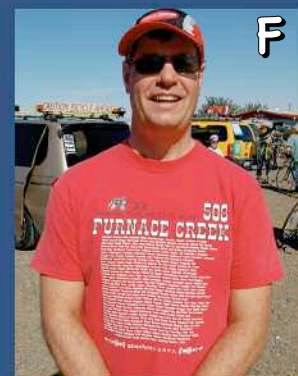
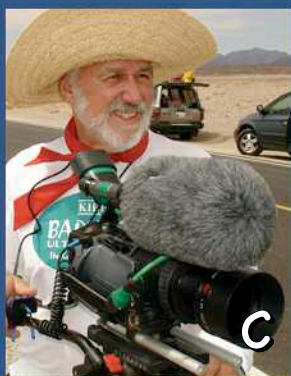
Four Mixed

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Chinook	Fischer	David	Kennewick	WA	57	50+	M	Veteran
Chinook	Hanf	Diane	Kennewick	WA	51	50+	F	Veteran
Chinook	Hanf	Bill	Kennewick	WA	58	50+	M	Veteran
Chinook	Strycula	Diane	Kennewick	WA	46	50+	F	Veteran
Kites	Grant	Joan	Sunnyvale	CA	27	40+	F	Rookie
Kites	Kraencke	Robert	San Jose	CA	51	40+	M	Rookie
Kites	Mackenzie	Leslie	Santa Clara	CA	43	40+	F	Rookie
Kites	Sauers	Dan	Sunnyvale	CA	56	40+	M	Rookie
Sphinx	Baker	Lisette	San Dimas	CA	35	30+	F	Veteran
Sphinx	Ellis	Christine Renee	Altadena	CA	25	30+	F	Veteran
Sphinx	Foster	Eric	San Diego	CA	41	30+	M	Rookie
Sphinx	Yee	Allen G.	South Pasadena	CA	42	30+	M	Rookie
Zorilla	Jump	Laura	San Jose	CA	38	40+	F	Rookie
Zorilla	King	Marnel	Campbell	CA	50	40+	F	Veteran
Zorilla	Parker	Lane	San Jose	CA	53	40+	M	Rookie
Zorilla	Schon	Barry	Santa Cruz	CA	37	40+	M	Veteran

Four Tandem

Totem	Last Name	First Name	City	State	Age	Grp	MIF	History
Mighty Millipede	Caragao	Roehl	Fresno	CA	44	40+	M	Veteran
Mighty Millipede	Cherry	Lori	Fresno	CA	49	40+	F	Veteran
Mighty Millipede	Cox	Deanna	Madera	CA	42	40+	F	Rookie
Mighty Millipede	Hoff	Richard	Sanger	CA	54	40+	M	Rookie
Mighty Millipede	Hogan	Roger	Sanger	CA	45	40+	M	Rookie
Mighty Millipede	Johnson	Jane	Fresno	CA	48	40+	F	Rookie
Mighty Millipede	Johnson	Dale	Fresno	CA	58	40+	M	Rookie
Mighty Millipede	Williams	Lisa	Fresno	CA	39	40+	F	Rookie

FURNACE CREEK 508 2006 STAFF



A: Greg Polecat Page and Dan Horse Dibb; **B:** Doug Dog Sloan, Dave Nelson, Rick Amoeba Anderson, Margaret Nelson, Linda Tebo, Glen Tebo, and Jeff Brown Bear Bell; **C:** Dan Dominy; **D:** Jo Carmichael and Jeff Jaguar Martin; **E:** Doug Dog Sloan, Chris Kostman, and Jeff Brown Bear Bell; **F:** Terry Hutt; **G:** Dave and Margaret Nelson; **H:** Candis and Charlie Marko with future 508er; **I:** Tom Parkes; **J:** Corry Feldman; **K:** Dawn Derlighter and Cindi PitSnake Staiger; **L:** Ian Parker and Anne Tournay; **M:** David White Tail Deer Heckman and Eric Ostrich Ostendorff; **N:** Rick Amoeba Anderson and Jack Blackbird Boschler; **Not Pictured:** Lana Corless, Mike Derlighter, Morgan Goat Beeby, Chris Cheung, and Gummy. *Thanks, team!*

EAT! SLEEP? BIKES!

GO!



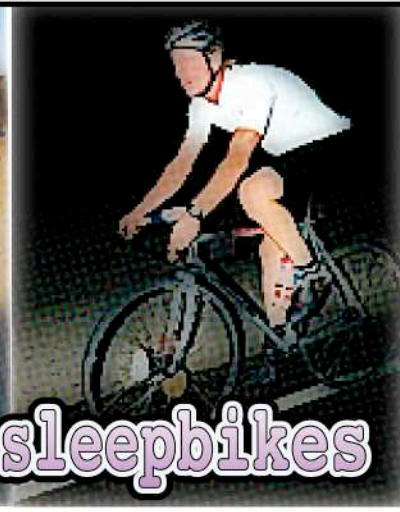
EAT!SLEEP?BIKES! FOLLOWS 4 LOS ANGELES CYCLISTS AS THEY TRADE IN THEIR MESSENGER BAGS AND U-LOCKS FOR BRAKES AND SPANDEX AS THEY ATTEMPT TO BECOME THE FIRST FIXED GEAR TEAM TO RACE THE FURNACE CREEK 508 - A NON-STOP 508 MILE BIKE RACE THROUGH DEATH VALLEY!

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