

# The FURNACE CREEK

508 MI.

# 508

48 HRS.

Since 1983

THE GREAT AMERICAN BIKE RACE



From one Great American Bike Race to another

Back to the Future

2011/ Vol. 37



1982



2010

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## BACK TO THE FUTURE

Minutes before the start, the four racers in the 1982 Great American Bike Race eagerly awaited the biggest challenge of their lives. They didn't know what to expect. No one did. This was the first non-stop bicycle race across the United States and the four men would race 2,876 miles from the Santa Monica Pier to the Empire State Building in New York City. All four competitors would finish. ABC Wide World of Sports would tell this story to millions of viewers. "Ultra cycling" became a new sport and the world as we know it was officially underway. Within a year, legions of cyclists were inspired to become "ultra cyclists" and new races were created to develop the sport, including the John Marino Open, the predecessor to Furnace Creek 508.

I began cycling in February of 1982, inspired by Sheldon Jackson, a schoolteacher colleague of my parents who had bicycle toured across America the previous summer. He had regaled us with his cycling stories shortly after my parents, brother, and I had returned from a one-year sabbatical involving 25,000 miles of road tripping through 20-some countries in Europe and Egypt. Having skipped the eighth grade to learn about the world up close and personal, I dreamed of seeing more of the world under my own power. Only 14 and therefore without a driver's license, my bicycle gave me the freedom to roam, and to head for any horizon which intrigued me. My first ride, the day after I bought my dream bike (a copy of Sheldon's), was 50 miles to Mt. Baldy and back from my hometown of Glendora, CA.

I also subscribed to Bicycling Magazine and began reading about these four god-men who would be bicycle racing across America that summer. One day the phone rang and another of my parents' colleagues, Wayne Hysen, wanted to know if I "had ever heard of Lon Haldeman." I had just read all about him and the other Great American Bike Race competitors - John Howard, Michael Shermer, and Lon Haldeman - so I answered in the affirmative. Wayne said, "Well, I'm from Illinois, so when I heard about Lon attempting this race across America, I invited him and his support team to base out of our house before the race in June. Do you want to meet him?" I sure did!

Standing in the foyer of the Hysens' home that August, I looked up at this towering giant of a man with dark brown tree trunk legs, asked him for his autograph, and told him I was going to do that bicycle race across America some day, "maybe when I'm 25!" That seemed so far away, such an "old age." I was only 15, and Lon, though he seemed like such a grown man to me, was just 23.

Lon would win the race that summer and I was absolutely mesmerized by the TV coverage of the race. Lon would also win again, with the race rechristened "Race Across America," in 1983. I had been there at the starting line that year, and had followed along - by car - for the first hundred miles or so. I knew I would do that race some day; there was no doubt.



*Left to Right: Chris Kostman (age 17), RAAM director Bob Hustwit, race official Mark Straley, and John Marino working at the 1984 John Marino Open, the predecessor to Furnace Creek 508. (It was a cold night in Anza, CA; we were huddled around a log fire in that trash can.)*

Cycling events were few and far between back then and most of us enthusiasts entered any cycling event we could find, whether a criterium, a century, a road race, a bicycle rally, a time trial, or one of those rare and illusive events which so few had ridden, a "double century." I'd ridden my first double at age 16 that year, still riding in racquetball shoes as I had not yet painted my parents' house to pay for my first pair of Sidi bike shoes. Now, somehow, I had come up with the idea of riding from San Francisco to Los Angeles, non-stop, against the clock, to set a record, and, more importantly, to become - like my idols - an ultra cyclist.

Columbus Day, 1983 I was in Santa Barbara to compete in a criterium. I saw John Marino across a parking lot, running a Race Across America booth at the event's bike expo. I literally sprinted across the lot to meet this living legend. He had come in fourth out of four in the inaugural race, but nobody had suffered more. And what's more, it was his vision which had created the race in the first place, the natural progression for a man who had thrice ridden against the clock - but against no other competitors - to challenge the Guinness World Record for trans-America riding. Twice he had been successful. With those efforts under his belt, he had created a race to provide others with the same opportunity to do what I much later came to describe as "exploring the inner and outer universes."

I told John that I wanted to become an ultra cyclist and to ride from SF to LA against the clock, setting a record. He seemed curious and wrote his home phone number on the back of his Race Across America business card, offering to advise me. Not an hour later, I met Michael Shermer, who was there to compete, and he said he'd help me, too. Now I had a mission: to drum up sponsors, solicit media coverage, organize my crew, and train like a real cyclist. John helped me prepare a press release and got me into the industry-only bike show to solicit support. Shermer introduced me to potential sponsors and put the good word in for me. Lon kept letting me hang out with his support team each summer before the race and even let me lead him on training rides in the Glendora area. (When my friends saw me out on the road with him, I became a superhero in their eyes!)

By early 1984, at age 16 and 17, I was lining up to race alongside Marino, Shermer, John Howard and others in 200km, 300km, and 400km “RAAM Building Races” known as brevets. Then that April 17-18, I rode the 472 miles from SF to LA in 31 hours, 13 minutes, setting the first ever record in the process. It was broken a week later, turning the fire inside me into a bonfire. A month later, Marino asked me to work on his race staff at the John Marino Open. I had a blast doing that, wanting to impress my mentors and idols, while watching a new crop of racers tackle the 715-mile race. Many of them, aware of my recent SF-LA record, asked me why I wasn’t racing with them. I was astounded; I didn’t think I was in their league. (And I surely never would have guessed that I would take over the leadership of the race just six years later.)

A year later, there I was, lining up at the start of the 1985 John Marino Open, just a few weeks before graduating from high school, and fresh off getting “my” SF-LA record back, with a time of 22 hours, 38 minutes over the 429-mile route. The top twelve at this “JMO” would qualify for the 1985 Race Across America. I managed to tie for 12th, moving from behind to ahead of much of the field by simply never giving up, something I had learned from watching the four founding fathers do so on television just three summers prior.

I was getting ready to go off to college at U.C. Berkeley, so racing across America was the furthest thing from my mind, but Marino invited me to join his Race Across America race staff. It would be my first road trip without my parents. I was just 18 and would have a front row seat to the dramatic, dark duel between Michael Secrest, the first new ultra superstar to challenge the founding four, and Jonathan Boyer, the first American to race in the Tour de France, a true pro cyclist trying his hand at this new type of bicycle racing.

It was an absolutely pivotal nine days on the road and laid the final bricks in the foundation upon which my life, purpose, and career would be based. Within two years I would also be a finisher of the Race Across America, the youngest so far at age 20. My college studies in archaeology would continue, but there was no doubt I would be an entrepreneur with a focus on human potential and that I would continue to compete as an ultra athlete for a lifetime.

This spring, 29 years after that original Great American Bike Race, I pitched Marino on the idea of the four founding fathers

competing together as a four-man team in Furnace Creek 508, a race I have organized since he turned it over to me 21 years ago. Marino loved the idea and pitched it to Shermer. He figured he could just squeeze it into his schedule as the head of the Skeptics Society. Amazingly, Haldeman and Howard also both agreed. Lon would fly in for the race just hours after finishing leading one of his transcontinental PAC Tour events. Howard would make it happen between coaching engagements and setting more national or world records in one form of competitive cycling or another. They’ve all been training like crazy and making plans via email and cell phone.



*Chris Kostman at age 17 in 1984 at Los Angeles City Hall, after cycling 472 miles in 31 hours, 13 minutes from San Francisco City Hall.*

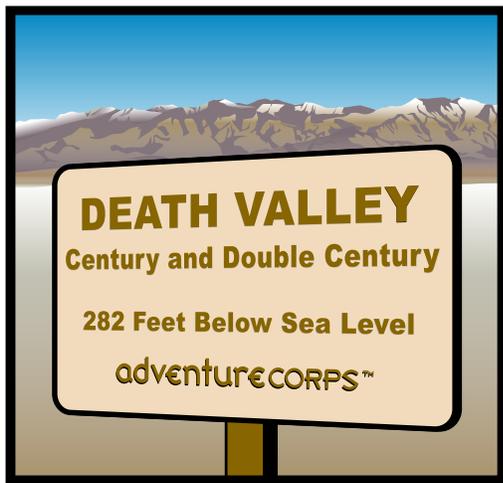
It will be an absolute honor to share the roads with all 224 competitors in this year’s race, along with all the support crews, and the absolutely amazing race staff. None of us would be here if it weren’t for the vision, and pure sense of adventure, that Lon Haldeman, John Howard, Michael Shermer, and John Marino all displayed during the summer of 1982. After inspiring me on my own ultra path – as a competitor, as an event promoter, and as a human being – I am absolutely ecstatic to have them compete in this year’s 508. I am equally humbled, for I can think of no greater tip of the hat for my idols to offer than to enter this race which I love so much and which they begat. And for everyone in the race this year, I offer the solemn observation that you never know who YOU are going to inspire with your own efforts “out there” on the fabled Furnace Creek 508 race course. May we all roll so well and for so long as the founding four have done, and do.

Life has come full circle.

- Chris Kostman  
Oak Park, CA

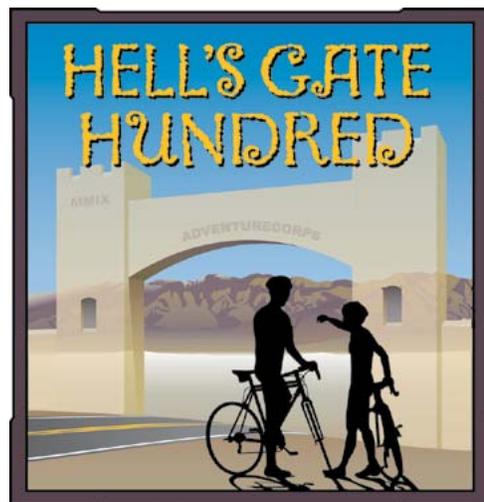
*Special thanks to Patsy Inouye, a fellow cyclist who is a librarian, for finding and sending me scans of many of the historic articles reprinted in this race magazine, as well as to two-time 508 finisher Bob Corman of Infinity Press for printing this special edition of the race magazine, and to Marcus Edvalson for creating the whole new suite of Furnace Creek 508 logos featured on and in this magazine, on the race website, and on the 2011 race gear and clothing. The spirit of the Great American Bike race lives on in this great American bike race!*

# adventureCORPS Presents



The Spring Edition of our Death Valley Century, Ultra Century, and Double Century is held annually in March, providing incredible, one-of-a-kind, 105-, 150-, and 196-mile cycling routes past Badwater and over the passes to Shoshone and back. Limit 400 riders.

**March 3, 2012**



Hell's Gate Hundred includes locations and sights that are not visited in any other one-day cycling event, including Artist Drive, Daylight Pass, and the ghost town of Rhyolite. The 100-mile route features 8500 feet of elevation gain, while a 65-mile version is also offered.

**March 31, 2012**



Mount Laguna Bicycle Classic features 101 miles with nearly 11,000 feet of climbing and three different ascents of San Diego County's Mount Laguna. There are just three stop signs and NO traffic lights on this incredible route which starts and finishes just 50 miles east of San Diego in Pine Valley, CA.

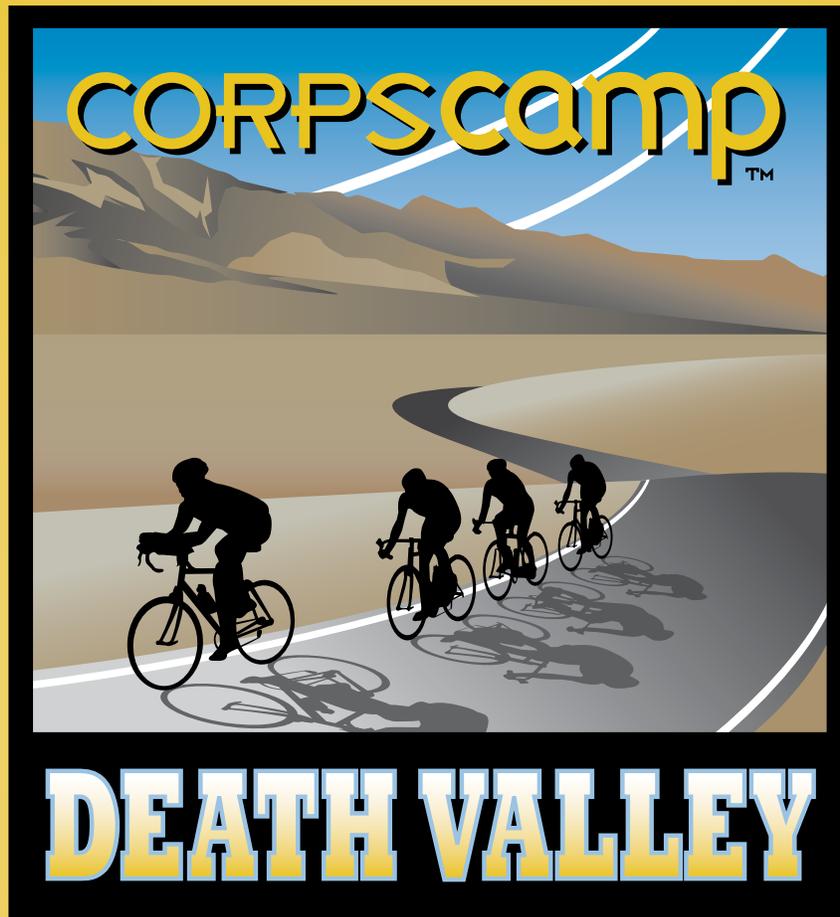
**April 21, 2012**



The Fall edition of our Death Valley Century, Ultra Century, and Double Century is held annually in October, providing incredible, one-of-a-kind, 108-, 144- and 197-mile cycling routes to Scotty's Castle, Ubehebe Crater, and Hell's Gate. Limit 400 riders.

**October 27, 2012**

**Check out [www.adventurecorps.com](http://www.adventurecorps.com) for registration and information!**



**March 27 - 31, 2012**

**Includes participation in Hell's Gate Hundred!**

CORPScamp Death Valley is our annual cycling lifestyle training camp hosted in Furnace Creek and featuring up to 300 miles of epic, one-of-a-kind cycling in and around "Mother Nature's Greatest Sports Arena," Death Valley National Park. It concludes with participation in our Hell's Gate Hundred, our classic one-day cycling event in Death Valley National Park which features Artist Drive, Hell's Gate, Daylight Pass, and the ghost town of Rhyolite..

We've been producing events in Death Valley since 1990 and never tire of sharing one of the world's most dramatic, inspiring, and unusual landscapes. From desert flowers to snow-capped mountains, we'll see it all by bicycle. Come join the folks at AdventureCORPS and fellow athlete-adventurers from around the globe for five fabulous days of cycling and camaraderie in beautiful, one-of-a-kind Death Valley! Includes daily afternoon yoga classes, two group dinners, optional hikes, and more!

**Check out [www.adventurecorps.com](http://www.adventurecorps.com) for registration and information!**



*Chris Kostman with Bob Corman and Jay Kilby of Two-Man Team Spike the Wonder Dog at the 2010 finish line.*

**W**elcome to the 28th anniversary, and 37th edition, of the spiritual odyssey known as Furnace Creek 508, the world's premier ultramarathon bicycle race. Our 508-mile course serves as a dramatic forum for bicycle racing, personal achievement, and self-discovery. Some call it a "trans-personal experience," while others call it "the hell of the west." We think it's heaven on earth. Everyone agrees it's "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 winners of the inaugural race were Michael Secrest and Kitty Goursolle. In the Fall of 1985, the race was moved to the roads between Tucson and Flagstaff in Arizona, where its first champion was Scott Fortner. It was also held twice a year for a number of years, which is why we are now celebrating our 37th edition after twenty-eight years.

Since 1989, The 508 has been held on the world-famous Death Valley course that we use today. Its first champion was John Hughes and 2255 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 34 of the 36 races so far; I enjoy and love it more every time!

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

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

Sincerely,

*Chris Kostman*

Race Director and Chief Adventure Officer

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Steve “Giant Water Bug” Gray, the final 2010 finisher, with a time of 47.29.19.

## adventureCORPS™

“Out There Since 1984”



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Front Cover: (Top) Start line of the 1982 Great American Bike Race (L-R): Jim Lampley and Diana Nyad (ABC commentators), Lon Haldeman, John Howard, Michael Shermer, and John Marino. (Bottom): Finish line of the 2010 Furnace Creek 508 (L-R): 4-man team champions Paul Harris, Marcus McKinnon, Chad Smith, and Kurt Pickle of Team Bloodhound. Inside Back Cover: 2010 women’s solo champ Leah Mighty Mouse Goldstein. Photo by Chris Kostman. Outside Back Cover: 2010 men’s solo (and 50+, and classic bike) champ Terry Chesapeake Bay Retriever Lentz at the finish line with his support crew and the stainless steel bike which he built himself for the race to meet the “Classic Bike” division requirements. Photo by Chris Kostman.

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

# GENERAL INFORMATION / SCHEDULE OF EVENTS

**DATE:** October 8-10, 2011.

**ROUTE:** The Official Route for the Furnace Creek 508 is included in the Race Magazine and on the website. The 508 mile course covers 35,000 feet of cumulative elevation gain while passing through Santa Clarita, Mojave, Randsburg, Trona, Panamint Valley, Death Valley National Park, Stovepipe Wells, Furnace Creek, Badwater, Shoshone, Baker, Mojave National Preserve, Amboy, and Twentynine Palms, the entrance to Joshua Tree National Park.

**STARTING LOCATION:** 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:** 11:00AM to 4:30PM, Friday, inside the Hilton Garden Inn. Check-in must be done Friday afternoon, BEFORE the Pre-Race Meeting. All athletes (not just crew) must check in, preferably altogether as we shoot "mug shots" of all racers.

**VEHICLE AND BICYCLE INSPECTION:** 11:00AM to 4:30PM, Friday, at the Hilton Garden Inn parking lot. All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangle, roof lights, and comprehensive first aid kits.

**PRE-RACE MEETING (NEW LOCATION):** 5:00 - 6:00PM, Friday. The meeting is a fun and exciting event for everyone. 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. ALL ARE ENCOURAGED TO ATTEND! The meeting will be held at the Performing Arts Center at the College of the Canyons at 26455 Rockwell Canyon Road, Santa Clarita, CA 91355-1899 (just two miles from the Hilton). Directions: Take 1-5, or The Old Road, south one mile, go east on Valencia Blvd, take the third right onto Rockwell Canyon Road, and the Performing Arts Center will be on the right. IMPORTANT: Park in Lot Six (not Lots 1, 2, or 3) and purchase a \$2 parking permit!

**BIKE SHOP SUPPORT AT THE START LINE AND BIKE SHIPPING:** Bicycle John's of Burbank (with additional lo-

cations in Agoura Hills, Lancaster, Northridge, and Santa Clarita) will be on hand at the host hotel on Friday to assist with last minute (and basic) bicycle repairs, as well as last minute product needs and purchases. Also, they will have a neutral support van on the course on Saturday morning for the first 25 miles of the race (when your support teams are already up the road, waiting for you).

**START TIMES:** 7:00AM, Saturday for Solos and 9:00AM, Saturday for Relay Teams. We will begin the race in the Hilton Garden Inn's front main parking lot, under the hotel entrance overhang. All racers must be present at the start 30 minutes prior to their start time for pre-race instructions and photos.

**FINISH LINE HOTEL:** Best Western Gardens Motel, 71487 Twentynine Palms Highway, Twentynine Palms, CA 92277, 760-367-9141. This is a very nice hotel located literally at the finish line of the race on the main drag (Hwy 62). All racers and crew, after you finish, plan on hanging out at the finish line to greet other finishing riders, which will help everyone get to know one another better and make the weekend more fun.

**RACE HEADQUARTERS:** The race voicemail is 888-917-1117. You may leave important messages, updates, or DNF calls at that number. Please speak slowly, clearly, and be sure to identify yourself fully. If a rider drops out of competition, call Race Headquarters AT ONCE! State why and where you or your rider dropped out. For emergencies, call 911. From Sunday morning onwards, Race HQ is located at the finish line hotel at (760) 367-9141, Room 508.

**AWARDS:** All solo and team OFFICIAL FINISHERS will receive a finisher's medal and an OFFICIAL FINISHER'S jersey, produced by Hincapie Sports, at the finish line.

**POST RACE BREAKFAST:** 7:00 to 9:00AM, Monday morning at "Headquarters," a restaurant / sports bar / pool hall located at 5864 Adobe Road, Twentynine Palms, CA 92277 (3.6 miles from the race finish line; see the Stage Eight map). We (AdventureCORPS) are paying for all the costs of breakfast. Racers, crew, and staff, please plan on staying to enjoy the breakfast before you hit the road on Monday morning. A video synopsis of the race will be shown on the big screen; you don't want to miss it! See you there!

• 508

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Photo - Chris Kostman



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# COURSE RECORDS

### SOLO COURSE RECORDS

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

### FIXED RELAY TEAM COURSE RECORDS, 2004 to the present

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

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

### Four Rider Tandem Team

Men's 40+ Two Tandem Team, Team Scarab, '09, 31:25:12.  
Mixed 40+ Two Tandem Team, Team Mustangs, '10, 32:42:03.  
Mixed 50+ Two Tandem Team, Team Foo Dogs, '09, 38:48:03.

### Four Rider Team

Men's 20+ Four Rider Team, TwoCan-JDRF, '10, 35:47:13.  
Men's 30+ Four Rider Team, Team Mongrel Dogs, '06: 27:59:15.

Men's 40+ Four Rider Team, Team Hammerhead, '05: 24:56:10. (Overall 4x Record).  
 Men's 50+ Four Rider Team, Team Yak, '05: 26:45:34.  
 Men's 60+ Four Rider Team, Team Yak, '10, 32:22:49.  
 Men's 70+ Four Rider Team, Team PAC Rats, '07, 43:15:25.  
 Men's 20+ Fixed Gear Four Rider Team, Team Bonobo, '06: 32:23:35.  
 Men's 40+ Fixed Gear Four Rider Team, Team Missing Lynx, '08, 32:57:25.  
 Men's 50+ Recumbent Four Rider Team, Team Raven Lunatics, '10, 33:08:01.  
 Women's 20+ Fixed Gear Four Rider Team, Team Blue Footed Booby, '08, 32:28:05.  
 Women's 30+ Four Rider Team, Team Swallow, '06: 33:25:02.  
 Women's 40+ Four Rider Team, Team Hammer Frogs, '09: 32:39:33.  
 Women's 50+ Four Rider Team, Team Hammer Frogs, '10, 33:43:22.  
 Mixed 20+ Four Rider Team, Team Wild Burros, '10, 36:45:39.  
 Mixed 30+ Four Rider Team, Team Sphinx, '07: 30:27:15.  
 Mixed 40+ Four Rider Team, Team Kites, '07: 32:21:06.  
 Mixed 50+ Four Rider Team, Team Kites, '08, 32:15:16.

**Eight Rider Tandem Team**

Men's 40+ Four Tandem Team, Team TwoCan – JDRE, '09, 34:28:19.  
 Mixed 40+ Four Tandem Team, Team Mighty Millipede, '07, 28:11:04.

**OPEN RELAY TEAM COURSE RECORDS, 1993-2003**

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

**Two Rider Team**

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

**Four Rider Team**

Men's 30+ Four Rider Team, Team Action Sports Buffalo, '95, 21:47:12 (Overall 4x Record).  
 Men's 50+ Four Rider Team, Team Bicycling Magazine Peacock, '95, 23:07:58.  
 Men's 60+ Four Rider Team, Team Whippet, '00, 31:37:38.

Women's (20+ or 30+?) Four Rider Team, Team TS Technical Bat, '95, 27:31:10 (Overall Record).  
 Women's 40+ Four Rider Team, Team Red Rockettes, '00, 29:50:17.  
 Women's 50+ Four Rider Team, Team Bakersfield Black Widows, '01, 30:21:55.  
 Mixed 30+ Four Rider Team, Team Kern Hammerhead, '97, 24:13:38.  
 Mixed 40+ Four Rider Team, Team Quail, '97, 25:53:24.  
 Mixed 50+ Four Rider Team, Team Saluki, '03, 29:38:34.

**Four Rider Tandem Team**

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

**Eight Rider Tandem Team**

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

• 508



*Two Tandem Team Mustangs set a record in 2010.*



**Jim "Gyrfalcon" Swarzman: February 27, 1964 - April 10, 2011**

Above: Jim at the 2010 Furnace Creek 508 finish line, after completing the 508-mile race in 38:57:50 in the Classic Bike Division. He was killed by a hit-and-run driver during the San Diego 600km Brevet this year. An incredible athlete and cyclist, Jim is one of the nicest, friendliest, most life-loving people we have ever known. More about Jim on our blog: [www.xo-1.org](http://www.xo-1.org)

LOS ANGELES COUNTY  
BICYCLE 2011 COALITION

# JIM SWARZMAN

MEMORIAL MEMBERSHIP DRIVE

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**Los Angeles County Bicycle Coalition and AdventureCORPS Announce  
the Jim Swarzman Memorial Membership Drive**

**Join, renew, or donate and LACBC will receive twice the amount you give  
via AdventureCORPS' \$10,000 pledge!**

Fellow cyclist Jim Swarzman, age 47, was killed by a hit-and-run driver in a large pick-up truck, possibly intentionally, while cycling in an unsupported 600km long-distance cycling event called a "brevet" early on April 10, 2011 in Leucadia (part of Encinitas, in San Diego County). The driver later turned himself in, plead not guilty, but was found guilty and is awaiting sentencing. The maximum sentence is four years for the crime for which he was charged. Meanwhile, Jim is gone and the lives of his fiancé, friends, and family have been shattered.

I believe it is crucial that we do something to honor Jim's life and legacy, and to help insure that this kind of senseless, unnecessary tragedy never happens again. Please join in that effort, and read on.

Jim Swarzman was a really great guy, and had recently become engaged to another long distance cycling enthusiast, Nicole Honda. They had been planning to move

into their new home together the weekend after Jim was killed, and they also had planned to ride Paris-Brest-Paris this summer on their honeymoon.

Jim and Nicole have both raced Furnace Creek 508 on a two-person team in 2009, and then Jim raced solo in the "classic bike" division in 2010. (Nicole was inducted into the Furnace Creek 508 Hall of Fame in 2010, following her five official finishes.)

Personally, I really, really liked Jim and we connected on many levels. We talked about all kinds of things while cycling, but never about work. I don't even know what his career was; we were friends beyond those mundane things. I thought it was very cool that he had been president of a Porsche Car Club for many years. I believe he told me that he had owned as many as six Porsches at one time. But in recent years he had become a much bigger fan of collecting,

and riding, bikes. More importantly, he was collecting happy memories with his lovely fiancé, in cycling and in life.

Jim had been a bike racer back in the 80s, had got away from cycling for about twenty years, then recently rediscovered it with a passion, meeting Nicole in the process. When I first rode with him, I could tell that he had old school, classic style, because of his position on the bike and smooth pedaling form. I loved watching him ride and had the pleasure of riding the San Diego 200km brevet with him earlier this year, plus a few hours of the LA 300km brevet a few weeks later. Even after 20 years away from the sport, he truly rode like a pro, gracefully, strongly, with a relaxed, but precise style and posture. He had really gotten into cycling with a vengeance at this point in his life, riding brevets, double centuries, Furnace Creek 508, plus creating epic rides to go do with friends. He was 100% my kind of guy, on and off the bike.

---

Jim was living life to the fullest, was very fit, good looking, and in Nicole Honda had found an amazing cyclist, and lovely, bubbly, outgoing, and extremely positive life partner. They were a match made in heaven, truly.

Jim was riding with Nicole, along with fellow distance cyclist Chris Hanson, when he was struck by the hit-and-run driver on April 20, 2011. He was airlifted to a nearby hospital, but passed away a few hours later.

There was a huge turn-out at the tribute to Jim and his life at Mount Sinai Memorial Park on April 14. Many fellow cyclists rode there, quite a few in cycling jerseys, to pay tribute to Jim and to show their solidarity as fellow cyclists. After Jim's father, sister, and best friend spoke, Nicole spoke last. It was heart-wrenching, but yet empowering and motivating to hear everyone speak of Jim's tireless energy, zest for life, and unquenchable thirst for adventure, and for sharing it with other people.

Nicole wrapped up her words about Jim by saying "Many of you have asked what you can do to show your respect for Jim and support of me. I have two things which I'd ask: One, pay attention while driving. Don't text, don't fish behind the seat for your purse, don't put on make-up while driving. Pay attention; your life or somebody else's may depend on it. And two, please join the Los Angeles County Bicycle Coalition. Jim was an LACBC supporter and this organization needs more members and more support, because they are our voice, fighting to make streets safer and laws more just for cyclists."

By chance, I was sitting behind Jennifer Klausner, the executive director of the LA County Bicycle Coalition, during the memorial and I saw her jaw literally drop as she heard Nicole's plea to support LACBC as a tribute to Jim and his life. It was in that moment that I knew

I would do something to amplify that special request from Nicole.

Although I have been a member of LACBC for several years, and have ridden in their signature event, The LA River Ride, I didn't really know that much about LACBC, what they do, and how important they are. Here they are in a nutshell, from their website: [la-bike.org](http://la-bike.org):

*The Los Angeles County Bicycle Coalition is a nonprofit organization with over 1,000 members that engages cyclists through advocacy, education and outreach across the county. Founded in 1998 by bicycle advocates Joe Linton and Ron Milam, LACBC brings together the diverse bicycling community in a united mission to improve the bicycling environment and quality of life for the entire region. Despite Los Angeles' reputation as a car-centric region, LACBC has emerged as one of the most innovative and wide-reaching bicycle advocacy non-profits in the country. They have played a major role in the growing cycling movement here in LA. Their vision is to improve the built environment in Los Angeles, so that all cyclists--low-income, commuter, recreational, families, and women--can safely navigate LA County streets. Through the help of a strong volunteer network, LACBC accomplishes this vision in their campaigns to increase bicycle infrastructure throughout the 88 cities in Los Angeles County.*

In meeting with Jen Klausner, I was stunned to learn that the sole organization in this giant county of ten million people which represents and furthers cyclists' rights and needs has barely over a thousand members! Eleven hundred members, out of ALL those LA area cyclists??? I was stunned, and appalled. Knowing how critical a collective voice

is to gaining, and then keeping, our rights to safely ride on the roads of Los Angeles County is, I believe that everyone who rides a bike in LA County should be a member of the LACBC! (Even those living outside LA County should consider supporting LACBC, because they have become a role model organization for promoting cycling in large metropolitan areas.)

To that end, through AdventureCORPS, we are sponsoring the Jim Swarzman Memorial Membership Drive. As such, AdventureCORPS will match all memberships and contributions to LACBC in Jim's honor, up to \$10,000. So when you join, renew, or donate, LACBC will receive twice the amount you give. We ask that you please encourage your friends to become members now - whether they are new or long-time cyclists, whether you knew Jim personally or have been touched by hearing about his story.

This Membership Drive will come to a close soon. Please join, renew, or donate today! Your contribution will have TWICE the impact in helping us create safer streets for all cyclists!

**Yours in sport,  
Chris Kostman,  
Chief Adventure Officer  
and Race Director  
AdventureCORPS, Inc.**

*Special thanks is extended to fellow cyclist Marcus Edvalson for creating the logo for this effort, as well as the "Remember Jim" patches which are featured on each 508 entrant's 2011 duffel bag. More info: [www.getgoodnatured.com/](http://www.getgoodnatured.com/)*

*Please read more about Jim, and this effort, on my blog at [www.XO-1.org](http://www.XO-1.org)*

• 508

## ABOUT LACBC

The Los Angeles County Bicycle Coalition (LACBC) is a nonprofit organization that engages cyclists through advocacy, education, and outreach across the county. Founded in 1998, LACBC brings together the diverse bicycling community in a united mission to improve the bicycling environment and quality of life for the entire region.



## OUR VISION



LACBC envisions a new Los Angeles County that is a great place for everyday, year-round cycling; with healthier, more vibrant communities; where the air is cleaner, streets are safer and quieter; where people of all ages can safely and easily bicycle to meet their daily needs.

## MEMBERSHIP

LACBC is a member-supported organization that works for you. Become an LACBC member today and be part of the change!

To join or renew your membership, please use this form or visit:

[www.la-bike.org/membership](http://www.la-bike.org/membership)

### All membership levels include:

- Membership Card - (ID for discounts)
- Up to 15% off at participating bike shops and other local businesses
- Discounts on rides, workshops, and special events like the L.A. River Ride
- Invitations to members-only rides and events
- LA County bikeways map
- LACBC Bike Resource Guide
- Informative e-newsletter and updates
- Being a part of the bicycle movement



## OUR MISSION



## Become a member of LACBC today!

Name \_\_\_\_\_ E-Mail \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

How did you hear about LACBC? \_\_\_\_\_

Yes, I'm interested in volunteering

Please do not share my information

### Choose a membership level:

- \$15 (for students)
- \$35
- \$70 (includes T-Shirt)
- \$100 (includes T-Shirt and Bike Bell)
- \$250 (includes T-Shirt, Bike Bell, and invitation to donor recognition banquet)

T-Shirt Size (for donations \$70 or more):  S  M  L  XL

Additional donation: \$ \_\_\_\_\_

**Total Payment:** \$ \_\_\_\_\_

Check  Visa  MC  Amex Card # \_\_\_\_\_

Exp. \_\_\_\_\_

Signature: \_\_\_\_\_

Mail to: 634 S. Spring Street, Suite 821, Los Angeles, CA 90014 Phone: 213-629-2142



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## Cross-Country Challenger: JOHN MARINO

*John Marino*

ERIC HEIDEN:  
BEST

THE RAPID  
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BRAKES  
BEST

FOOD  
FOR YOU



TOURING THE  
PROMISED  
LAND





# The Man to Beat

## John Schubert

Some folk are cheerful, all smiles and easy to like. John Marino is one of them. Everyone who meets him is charmed by his easygoing manner, and gentle demeanor.

When Marino attends bicycle industry trade shows on behalf of his sponsor, Cycles Peugeot, he regularly finds himself talking to a half-dozen people at once. Inches away, a videotape machine recreates his historic record-breaking arrival at New York's City Hall on a Peugeot PX-10LE (after crossing the continent in record time in August 1978). Another half-dozen people are crowded around to see the video image.

*Left: After a valiant effort to beat his record last year, a weary, sunburned Marino rests in the motor home. Below: Marino is a believer in thousands of training rides before a record attempt. Here Marino is on a final preparatory ride before leaving Santa Monica. Right: Marino pedals past a collection of signs in Indiana which, from the photographer's viewpoint at least, were bound to confuse.*



**Many Cyclists Will Challenge John Marino's Cross-Continent  
Cycling Record in the Coming Years. He's Giving It a  
Formidable Challenge Himself This Summer**



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## I was surprised to see a tiny black box on the dashboard of Marino's car.

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A lesser man might not handle the situation so gracefully. But Marino easily shrugs it off with a bashful smile. Could this low-key fellow be the same man who saw both oceans in 13 days, one hour and 20 minutes, five hours faster than the previous (unofficial) record? Could this be the same self-described frustrated jock, the former semi-professional baseball player who was forced out of the game by a back injury but still wanted to prove himself? Could this be the man who, with no competitive cycling experience, made this record his goal — to prove the merits of his vegetarian diet?

It's hard to reconcile the smiling man at the trade shows with the exhausted, gaunt figure in the saddle. Marino was delirious from fatigue at the end of both his cross-continent rides. (His 1979 attempt to break his own record was foiled by day-in, day-out rains and by a poor choice of route through Pennsylvania's hills. He ended that trip in Phillipsburg, New Jersey.)

There are many agonies in a cross-continent ride, but one paints an especially graphic picture in my mind. When I rode with Marino towards the end of his 1979 attempt, he was constantly twitching his behind, shifting his position in the saddle, searching in vain for a new, not-yet-sore place to sit. The record-breaking rump knew no peace.

Marino's third record attempt this June will be far better planned and organized than the previous two. He hopes the planning will pay off with a 12-day cross-continent ride.

In February, Marino drove the entire cross-continent route, checking route details each day and training on his rollers in motel parking garages each night.

"It's really been a worthwhile trip," he said, showing me pages of his notes.

Marino had logged the exact length of each hill, the location of service stations, the distance of each stretch of route and precise, block-by-block routes through and/or around urban areas.

Marino next showed me a map of his travels through southwestern Pennsylvania's craggy hills. Three routes, each squirming and irregular, were outlined in red. Each was slightly longer than 100 miles.

"I drove all of these," Marino said. "I measured the length of each hill on each route. And I think I know what the best route is." He smiled. The hills had been his undoing last year, but this year that wouldn't be a problem.

There will be other improvements this year, too. A masseuse will join Marino's road crew. Marino will have Gore-Tex® rainwear for the first time. Dietary advice from Rodale Press's Anita Hirsch should ensure that Marino doesn't run short of carbohydrates like he did last year. He'll insist that the Pacer 2000 he trains with daily is installed on his bike this time, not left in the motor home like last year. Road crew members will be better-trained and better-organized. The ride will be in June, which is cooler than August.

I was surprised to see a tiny black box on the dashboard of Marino's car. I didn't think he would be one for illegal motoring. "Is that a radar detector?" I asked.

"No, it's a negative ion generator," he explained. "Russian and East German athletes live in negative-ion environments.

"Negative ions stimulate the pituitary gland to produce a hormone that increases your ability to consume oxygen. You feel better and you perform better."

Marino further explained that there are no long-term ill effects to negative ions, and that positive ions — which sap your strength — are a product of industrial society.

"Negative ions come from morning dew, the air before a rainstorm and the ocean," he said. "Positive ions come from pollution and fluorescent lights.

"I'll have a negative ion generator in the motor home and another on the handlebars of my bike," he commented.

What about his training?

"I had been riding about 40 miles per day this winter," Marino said. "Now . . . I'm cycling my ass off — 100 miles per day." Marino sometimes joins local southern California club rides in his training.

Marino trains like many of us: he uses medium gears and spins and spins, working to get his race cadence above last year's figure of 90. He swears by Nautilus training equipment and fixed-gear cycling.

"I plan to use a fixed gear on much of the trip," he pointed out. "It helps me stay smooth and get over the hills more evenly."

Should Marino be successful this time, he hopes the resulting fame will help him in his developing career as a promoter of holistic health. He's currently working on a book and a film promoting health awareness. He doubts he'll ever return to teaching physical education.

Will this be the last attempt? Marino's not sure yet. He'd like to smash the record and call it quits, but many factors could change his mind. His 1980 attempt, though, is one to watch. Whether or not it's a finale, it's certainly made of the stuff of finales. □

# The Great American Bike Race:

## *How Four Top Cyclists Trained to Win*

*Tracy DeCrosta*

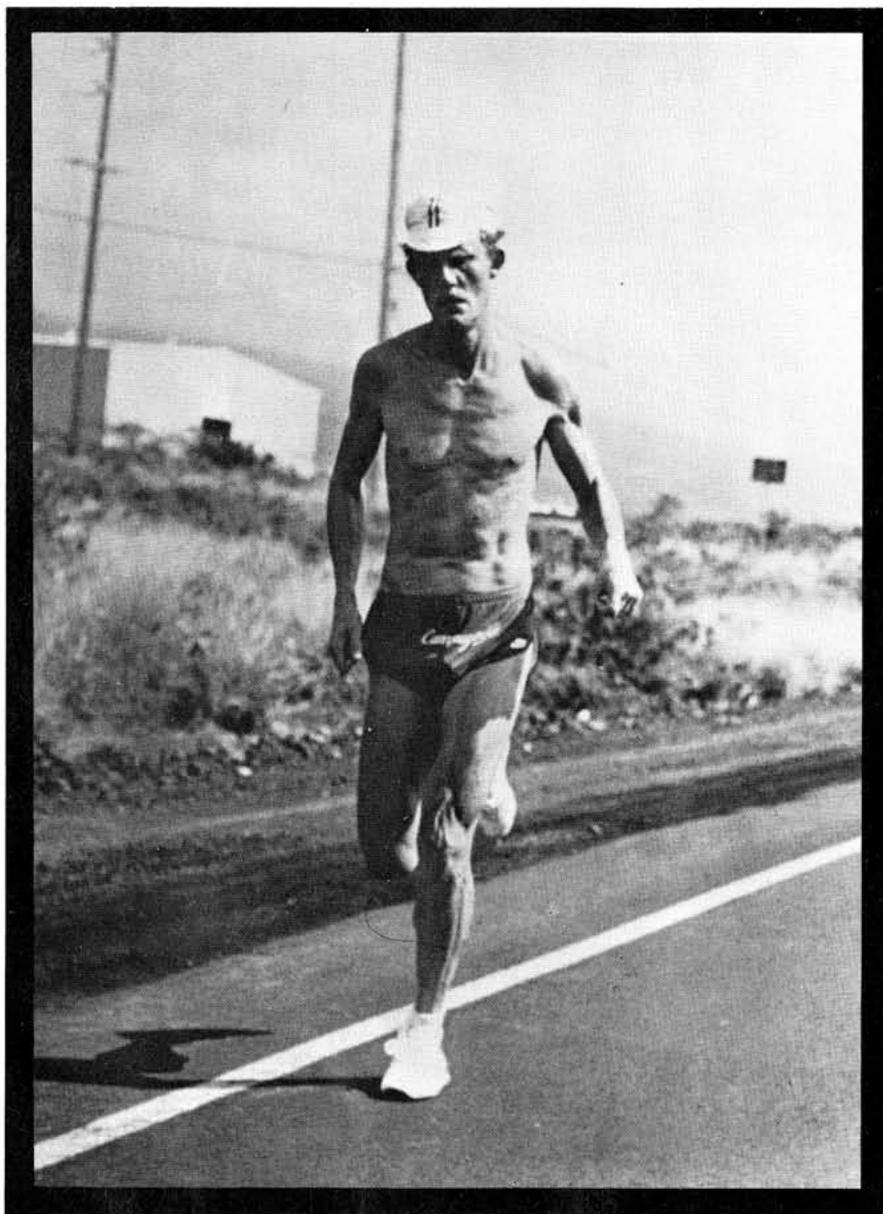
This is no ordinary race by any stretch of the imagination. On August 4, Lon Haldeman, John Howard, John Marino, and Michael Shermer, all well-known endurance cyclists, will set out from Los Angeles and forge their way to New York City's Central Park, battling heat, hills, and head winds in their trip across America. They'll spend day after day in the saddle, riding through deserts where temperatures soar above 115°F; crossing the Midwest, with its fierce head winds; and then heading to the mountains of Pennsylvania, which have crippled many a strong rider's efforts.

What's the best way to prepare for such a cross-country challenge? And a challenge it is. According to John Marino, the actual trip, based on mileage and energy-expenditure, is the physical equivalent to swimming the English Channel 20 times; or running 40 consecutive marathons; or playing both offense *and* defense in the Super Bowl. Each rider will burn 14,000 calories a day in his quest to reach New York as quickly as possible.

To prepare, the participants have spent months building up the endurance, strength, and power for such a lengthy ride, each with his own special training program, as you'll see in the articles to follow.

For those of us who don't live near the proposed cross-country route, there's still hope for seeing the race. ABC's "Wide World of Sports" will be taping it for future telecasts, and the race committee will set up a "press service" for newspapers all across the country.

And if you think you're made of the stuff necessary to win this kind of race, you, too, can take the cross-country challenge. ABC will cover this race annually for the next three years, and qualifying heats for the 1983 Great American Bike Race will be held in upcoming months. Watch *Bicycling* for more details.

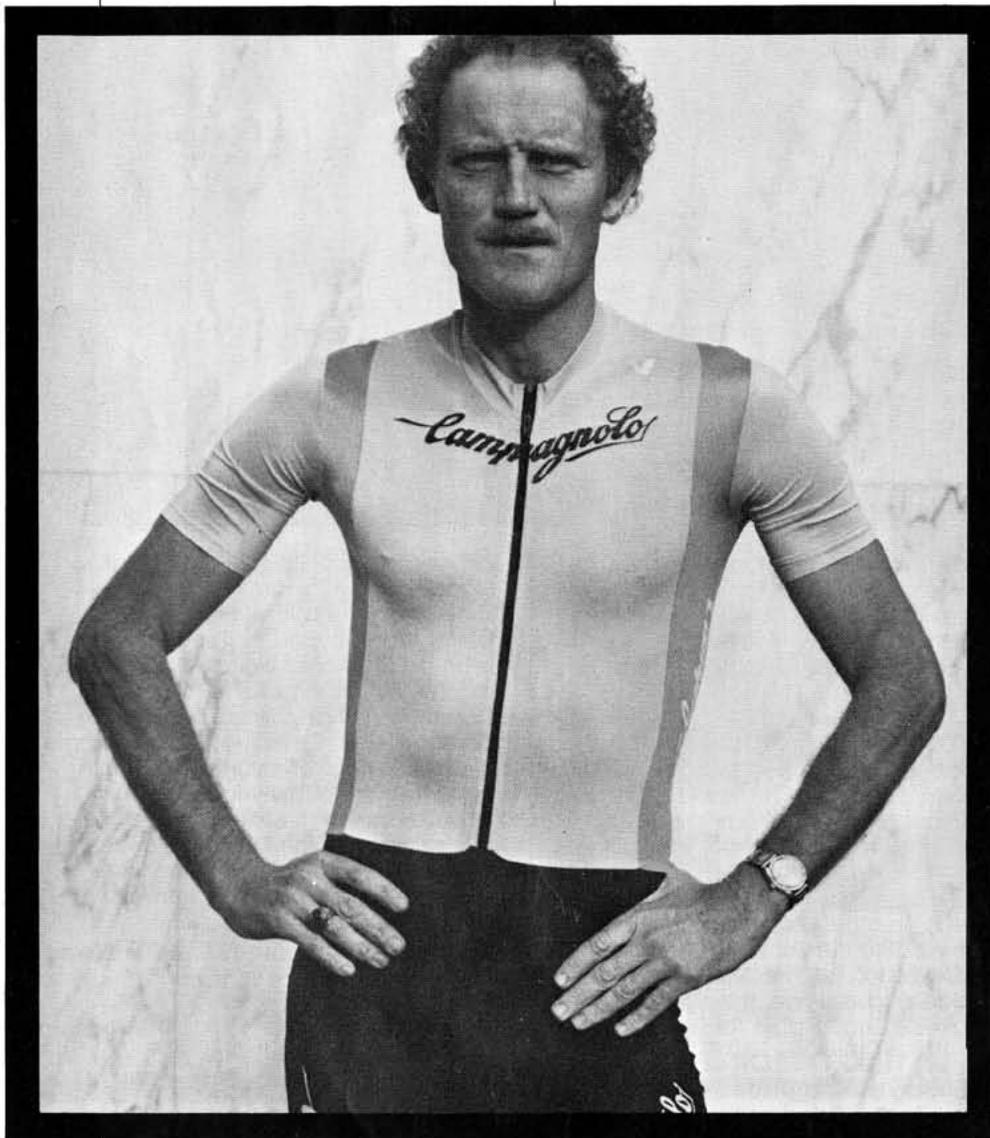


***"At times, I question my sanity," says John Howard, 1981 Hawaiian Triathlon winner and former bike champion, "especially when I consider riding 2,900 miles in one race." To help train for the GABR, Howard logs long miles on the track, the road, and in a nearby swimming pool. "Come August," he says, "I'll be ready for anything." Carol Hogan photo.***

# John Howard

*"My Bike Is  
an Iron Mistress"*

*When it comes to training, John Howard likes to do things the hard way. Rather than devote himself exclusively to cycling, John's preparing for the race by swimming and running, too. "I believe in an integrated approach to training," he says, and with good reason: John's best known for his amazing performance at the 1981 Hawaiian Triathlon, where he captured top honors. He's also known for his ability to withstand pain: in the past, he's overcome a number of injuries, including a painful foot sprain, shin splints, and even a dog bite or two, only to continue training. Here he outlines his plan to win the Great American Bike Race.*



A thick gray cloud has settled over Houston. Rain is falling as it often does at this time of the year. Inside, I am sweating over my ergometer which has become the mainstay of my training during the monsoon season. I am halfway through a two-hour workout, and it is boring.

There is someplace I'd rather be: I recall standing on Kailua Pier in Hawaii just a few months ago, waiting to present the trophy I earned last year to Scott Tinley, the 1982 Triathlon winner.

"I was impressed by your performance," I told Scott, "but I can also tell you in the same breath that I'll be back." And I will be.

Now the stage is set for another duel. I have committed myself to yet another day in hell. Through this race, I now have the chance to prove to the world and myself that this slightly over-the-hill biker is still the fittest of them all.

## More Ways Than One

I think back on my 12 years of bicycle racing, and the irony of it is that six national titles, a Pan-Am gold, and three Olympic teams meant little compared to winning the Triathlon in front of 30 million television viewers, which made me famous overnight. The people who come to hear me talk are not cyclists anymore. They are from all walks of life. Some ride bikes, but they are not enthusiasts. They fear the traffic and the mystery of equipment. Still, they believe in my philosophy of combining sports, and many yearn for the open road.

I'm a strong believer in mastering more than one sport for a very simple reason: if you train only by cycling, you'll develop only one or two muscle groups. But by participating in an additional activity such as running or swimming, you make yourself an overall better athlete.

I recall an incident in Montreal during the Olympics which changed my philosophy of training for good. At that time I was in the best condition of my life for cycling: my weight was way down, my body fat was holding below four percent, and my oxygen consumption was higher than ever. I was flying on the bike, yet I was out of shape for anything else.

One day I was caught in a sudden downpour with a flat tire only a few hundred meters from my dormitory. Rather than change the tire in the rain, I hauled the bike onto my shoulder and sprinted for cover. The next day I felt as if I had been run over by a truck. My shoulder

ached, and my calves and hamstrings were sore for a week. That convinced me to try to get in shape with sports other than just cycling.

At 34, I have ridden my best races; only my time trialing skill is still improving. Now I want to explore the gray area of endurance cycling. Perhaps it is just wishful thinking that convinces me that my knees will hold up during the strain of the race. These knees are covered with the scars of racing crashes, and I feel the pain of chondromalacia. I asked the doctor how much longer my knees would last, and he shook his head and said, "Who knows?"

### The Stage Is Set

In just a few short months, John Marino, Lon Haldeman, Mike Shermer, and I will begin the Great American Bike Race. The route is 600 miles longer than the Tour de France, and we will cover it in ten days.

The magnitude of the task sinks in. I study the players' personalities: Marino has the experience; he's crossed the country three times; he's the picture of perfection. Haldeman, the current record holder, is the mountain among us. He thrives on a lack of sleep, and his strength is awesome. Then there is Shermer, who with a strong self-discipline, also has the highest oxygen carrying capability of the four. He refuses to believe in human limitations.

Like myself, they too are human. They have their own flaws. But I won't be able to see their weaknesses until we've been on the road for days.

My training, though hampered by speaking engagements, is finally on the right track. I have been building my weekly mileage from 100 miles per week to nearly 500, with weekend racing to polish my speed. In contrast to John Marino, I will ride on a diet of All-American junk food that has served me well in the past; even the Great American Bike Race will not halt my daily dose of beer and pretzels.

How do I feel right now? I love the pressure of commitments; they force me to focus my energy on building up my body and mind. In a larger context I see the GABR as the vehicle which will carry bicycle racing into the mainstream of public thought. Our personal reasons for doing it are more complex. At times I question my sanity.

I am still working the ergometer, which now stands in a pool of sweat. My eyes are closed, and I concentrate on a clear image of victory.○

# Lon Haldeman

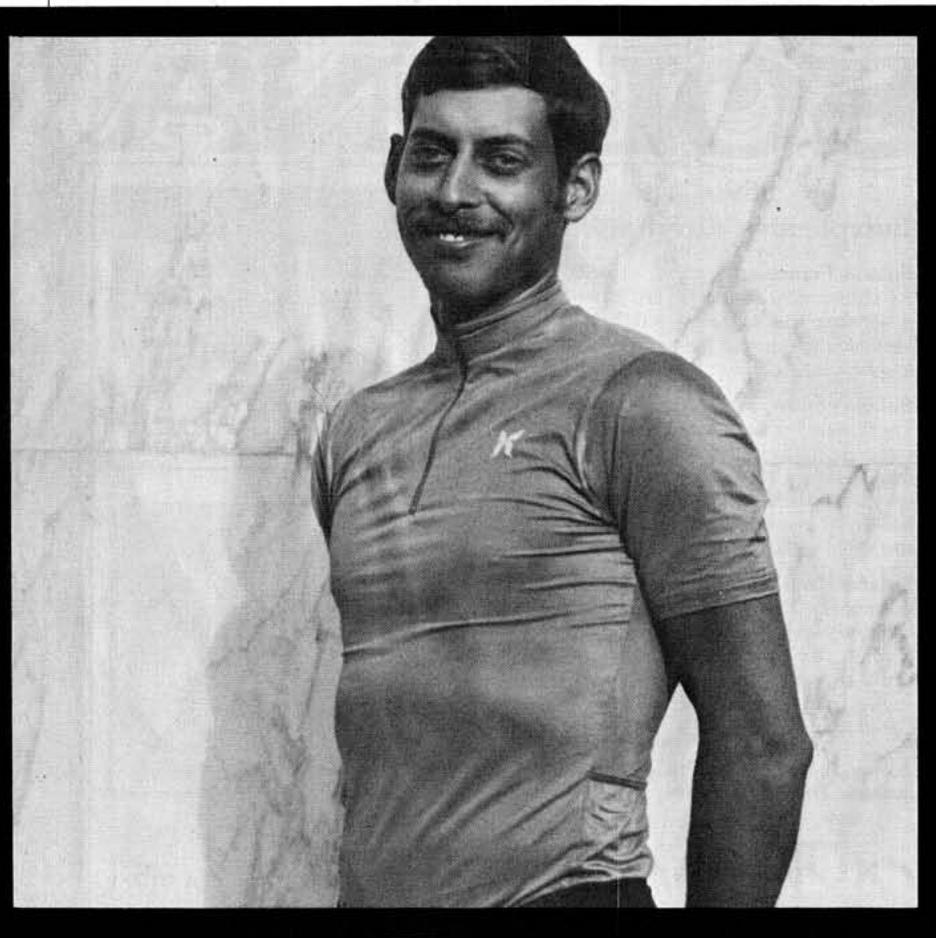
## *"Machines Don't Break Records, Muscles Do"*

*When it comes to cycling, Lon Haldeman is in a class of his own. In 1981, he astounded the cycling world by riding coast to coast and back again in less than 25 days, shaving almost 14 days off the previous record. In all, he set three new records, including the current west-to-east coast time of 10 days, 23 hours, and 28 minutes. "Lon's almost superhuman," says John Howard. "If*

*I had spent almost 25 days in the saddle as he did last year, I'd have gone stark, raving mad. But Lon's tough."*

*To prepare for the upcoming race, Lon's working on developing both a physical and mental advantage. "There are two things that can be devastating on a ride like this," he says. "One is the weather, and the other is boredom. You have to be prepared." Below, he shows how.*

My commute to work is probably the most important part of my training. Every morning, I ride the 42 miles to work, using medium gears, cycling steadily to increase my endurance. At night, I take a longer route home, using slightly bigger gears and climbing all the hills I can. The last ten miles are a stretch of highway where I can push my biggest gears (108-inch), riding straight and hard to build up my power and strength.



## Road Machine Workouts

I also like to ride indoors, using my Road Machine to build up my legs in interval workouts. Here's one of my favorite routines:

(Note: With indoor equipment, the number of gear inches you need is determined by your body weight. To achieve the proper resistance, a 120-pound cyclist may find that an 80-inch gear is comfortable, while a cyclist who weighs in at 200 pounds will want to use a 100-inch gear. This workout should be done on a Racermate, Turbo-Trainer or Road-Machine because of the stable base. Rollers with high resistance can also be used, except for the standing portions of the workout.)

Miles	RPM	GEAR	
0-1	80-90	70-80	Warm-up in a gear you can spin in proportion to your body weight. Hands on top of bars.
1-2	90-100	70-80	Spin a little faster with your hands still on top of bars.
2-3	90-100	70-80	Ride with your hands on the drops and your forearms parallel to the floor. This position helps develop the tricep strength to support your body and the lower back flexibility needed to hold a streamlined position at a high rpm.
3-3½	80	90-100	In a higher gear, now stand up and pretend you are riding a unicycle. Your hands can rest on the wall next to you <i>only for balance</i> . Hold this speed for ½-mile if possible, and don't bob or sway from side to side but keep your head steady.
3½-4	80	90-100	Recover sitting down and spin smoothly ½-mile.
4-4½	100	90-100	Increase your speed and rpm
4½-5	120	90-100	Sprint and hold for as long as possible, ½-mile.
5-5½	100	80-90	Recover while spinning. Hands on drops.
5½-6	80	80-90	Left leg only, ½-mile.
6-6½	80	80-90	Right leg only, ½-mile.
6½-7	90	80-90	Steady prepare for sprint.
7-7½	120	90-100	Sprint for ½-mile.
7½-8	100	80-90	Steady ½-mile.
8-8½	80	90-100	Standing again ½-mile.
8½-9	100	90-100	Steady ½-mile.
9-9½	120	90-100	Last big sprint, ½-mile.
9½-10	80	80-90	Warm-down; easy pedaling.

Early on in my training, I had trouble getting enough time on the road. It's awfully cold in Illinois, and in the winter months I couldn't ride more than ten miles without freezing my feet, so I spent a lot of time using rollers. When the weather turned warmer, I started riding about 400 miles a week.

Most of the time I ride alone, but I feel more motivated when there are other people along. If there's a century ride 50 miles away, I'll cycle to the event, participate, and then ride home. It's a good way to get in 200 miles as painlessly as possible.

Once I built up my power, strength, and endurance, I was ready to tackle my biggest weakness: the heat. When the temperature rises to 114°F, as I discovered in the desert, it's hard for me to ride. To prepare myself, I've frequently been bicycling in the afternoon, rather than in the cooler evening hours. I've also set up my rollers in the backyard, and ride during the heat of the day. You've really got to be in shape to train like this, because it gets very hot and you haven't the built-in air conditioning you normally have on your bike.

One day of the week is a recovery day. When I'm riding over 400 miles a week, I really need some time to relax. I'll go to bed at 9 PM without setting the alarm, and I'll wake up naturally. When I'm out of shape, as I was in the months of January through March, I wouldn't wake up for ten to 12 hours, and my heart would be booming. Now that it's closer to the race, I wake up naturally in about seven hours, and my heart rate is in the low 50s, which is good for me.

I feel a little apprehensive about the race; my biggest concern is drunken drivers. We had a real problem with a motorist in Springfield, Illinois, who kept following us. Boy, you could smell the whiskey even from a distance! We finally called the county police.

I try not to dwell on my concern about the traffic. You can't ride across the country feeling psyched up and nervous, because you're talking about a trip that lasts at least ten days. You won't stay "up" from nervous energy that long. Mentally, you've got to look at a cross-continent trip as a *way of life*. You're eating, sleeping, and showering on a schedule that revolves around one purpose; to get from Los Angeles to New York as fast as possible.

I'm really looking forward to the race this year, unlike my transcontinental ride last year. That time, I left New York yawning and really didn't feel very excited until we had traveled nearly 5,000 miles. Then the realization that I was going to set a new world record got me going. In comparison, riding only 2,900 miles this year should be a breeze; at least I hope so. ○

# John Marino

## "Fatigue Is a Disease and I Don't Want It"

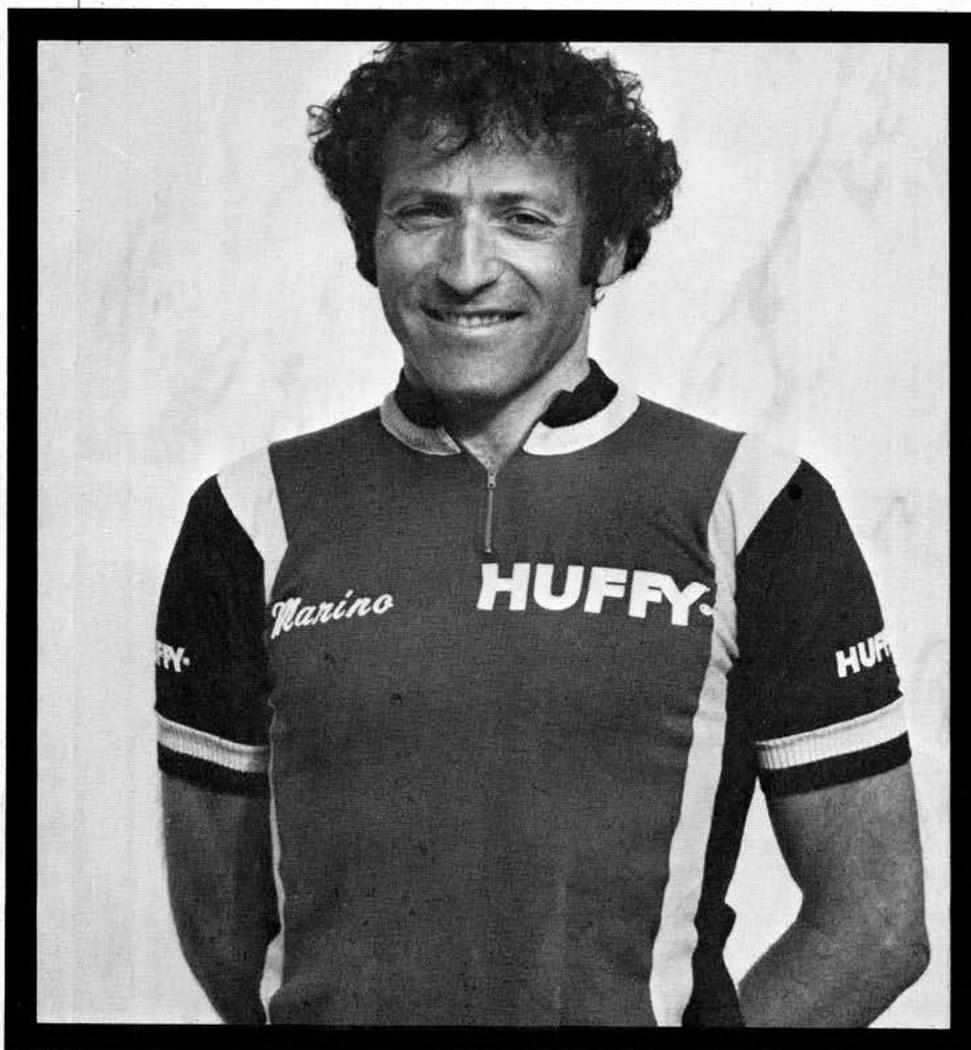
*John Marino believes in mind over matter, and with good reason. Ten years ago, after suffering a debilitating back injury, his physicians advised him to give up sports completely. But John fought back, and few can forget his record-setting cross-continent rides, particularly in 1980, when he rode from coast to coast in 12 days, 3 hours. John credits most of his success to the power of positive thought, saying it's essential for a cyclist to train both his mind and body for the 2,900-mile journey.*

You don't have to be an exceptional athlete to cross the country in record time, providing you're willing to work. I believe anything is possible. I'm not superhuman, but I build myself up physically by doing some type of daily workout, whether it's road riding, weightlifting, or roller riding.

I also work on my mental attitude. The heart of my training centers on the belief that you can do anything if you set your mind to it! I take inspiration from the theories of Gordon W. Smith, Jr., a scientist, which have strengthened my mind and psyche—to me, this is even more important than having strong legs.

As Smith describes it, any task you set out to accomplish can be plotted like a graph (see Figure 1). The amount of energy or work you do to complete the task—a training ride, for example—is called "the energy curve." Your level of skill or proficiency can also be plotted as "the efficiency curve." Prior to a training ride, I start at base zero on the chart which means no energy out, no efficiency gain. As I start riding, my energy output increases, but I'm not riding very well. It's a paradox: I'm trying hard, but I'm not very good. This is normal.

Within 15 to 20 minutes, however, my muscles are warming up, my spin increases, and I can jump on the pedals without any stiffness. I'm more mentally into the workout. From this point on, it



*"When I first start riding, my energy and efficiency levels are low. In a few minutes, however, I'm riding hard but not very well. Eventually I come to a point where I'm cycling smoothly and efficiently (point A) and expending little energy (point B). This makes for ideal cycling."*

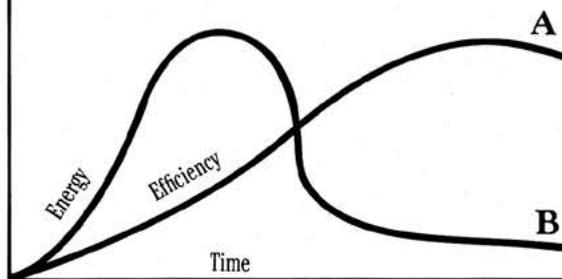


Figure 1: Acquisition Gradient

seems as though I'm putting out less energy and riding faster until I reach that steady state of almost effortless cycling.

I've found you can speed this "warm-up" by having a positive attitude. Smith always says that if one person has accomplished a particular task, then it can be at least equaled by someone else.

This theory can apply to a single workout or several weeks of training. For ex-

ample, I might ride weeks with seemingly no improvement, only to go out one day and ride faster than ever before. I've reached a point where I'm not putting out a lot of energy, but I'm getting good results. The moral of the story: don't expect to improve consistently during training. There will be a time when you hit a plateau and feel discouraged. But if you persist, eventually you'll be riding hard and seeing an improvement.

## Year's Training

In the past year, I have divided my training program into four parts: Off-Season (October to February); Pre-Race (March to race time); The Race; and Recovery.

From October to February, I concentrated on building up my body. My regime included 45-minute workouts on a stationary bike or rollers every other day; riding 200 high-quality miles on my road bike each week; and visiting a chiropractor and massage therapist. I also lifted weights three times a week, working on my upper body for muscle tone and my legs for strength.

My back has always given me problems, so I found it useful to hang upside-down from my ankles twice a day for five to ten minutes. Stretching exercises twice a day also limbered up my muscles for long rides.

My main priority in training (whether I'm training for cross-country or not) is to increase my leg strength, so I do a lot of intervals. I set my stationary bike at a high resistance and ride 90 seconds at maximum output with a three-minute recovery, eight to ten times a training session. I never do interval training two days in a row, however, for fear I'll push myself too hard, too fast.

I've found a healthful diet for me is one of 80 percent carbohydrate, ten percent fat, and ten percent protein. I don't eat red meat or drink milk.

I picked up my training pace in March, gradually increasing my road miles from 200 to 700 miles per week as the race approaches. I also upped my daily mileage, averaging 200 to 300 miles at a stretch.

Every month I visit a local laboratory to have my body fat measured. I'm not sure what the ideal percent should be for the transcontinental ride, but my main concern is that it doesn't drop below the four to six percent level, which is essential to my well-being.

This race is important to me. In 1980, when I set a cross-country record of 12 days, I was sure I could make the trip again in a faster time. Now I have my chance.

Afterwards, I'll relax and enjoy myself for about a month. I might take a vacation, or who knows? Depending on how the race turns out, I may even spring for a bottle of beer.○

# Michael Shermer

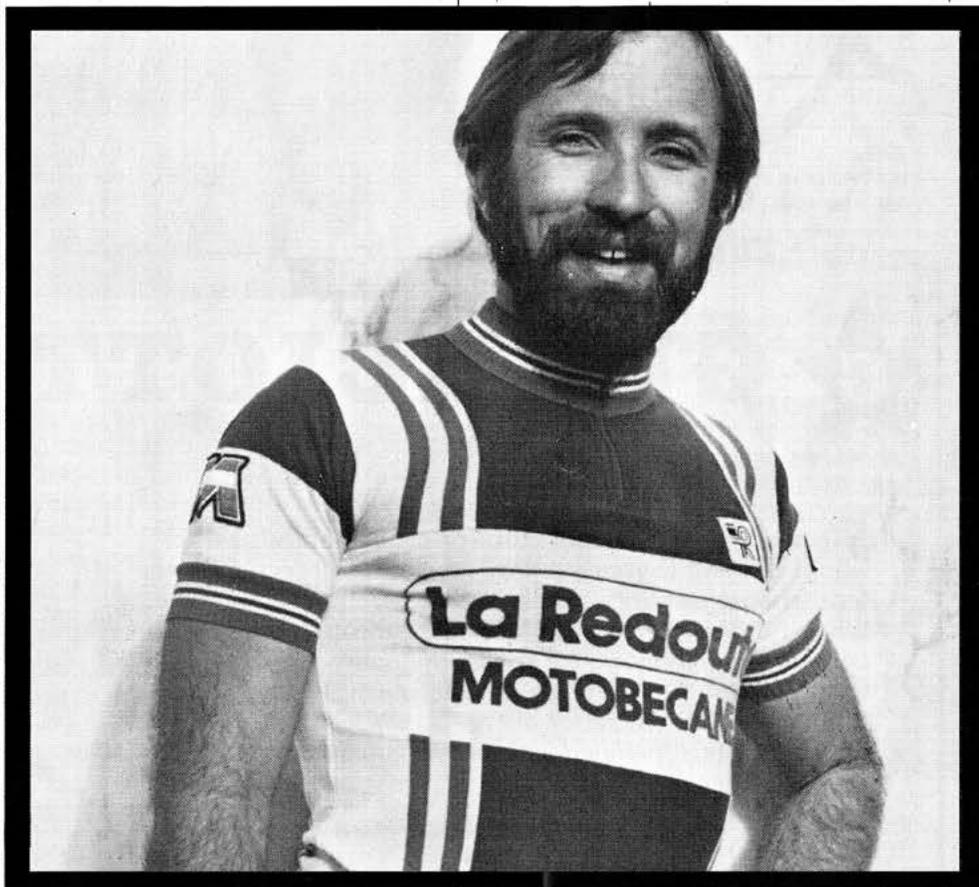
*"The Only Limits Are Those Self-Imposed"*

*Michael Shermer is no stranger to long-distance riding. In September 1981, he rode from Seattle to San Diego, a distance of 1,400 miles, in less than five days for a new record. During the last 32 hours of the trip, he bicycled 501 miles virtually non-stop. What makes Michael's cycling style unique is that he needs to "see" his goal of New York before setting out from Los Angeles. To better understand this visualization technique, read on.*

When I left Seattle City Hall last September, I told myself that either I would break the Seattle to San Diego record or die trying. To me, the secret for winning this cross-continent race is based on the same principle: I accept no limits and will either ride to victory or collapse.

My training program began in January, when I strengthened my legs and lungs with two to three hours of daily riding. I spent every other day on an indoor training device, setting the roller at a high resistance and spinning at 120 rpm for 60 seconds, with rest intervals of 60 seconds. This was repeated 12 times.

I also took to the hills, pushing medium gears to build strength and muscle while at the same time concentrating on



my form. The first few months were useful in getting myself in top condition, both by interval and sprint training, and doing other types of leg work and Nautilus weightlifting.

By March, I was out on the road every day, cycling at least 100 miles at a time. It helps to build up your mileage slowly, so you don't overstress your muscles. My plan is to increase my mileage by 500 miles each month, until I am riding 3,000 miles in May to develop the physical toughness and stamina to sit in the saddle for hours at a time. By August, I expect to be riding 4,000 miles and ready for the race. I believe the best way to prepare for a long ride is simply to ride as many miles as possible beforehand.

## Other Factors

Diet has always been important in my training. Last year, six weeks before the Seattle trip, I underwent cytotoxic testing. A sample of blood was drawn from my arm and made into prepared slides. The technicians then tested over 100 food substances to see how they interacted with my blood samples under controlled conditions. When dairy products were applied, the blood cells exploded. The testers concluded I would ride better and feel better if I gave up dairy products, which I have, and the results are remarkable.

I'm less careful about my diet this year, however, particularly after I saw how well

Lon Haldeman rode without paying any special attention to food. This may sound contradictory, but let me say that I still consider nutrition an important part of my training program, but realize this isn't necessarily the case for everyone. In essence, you have to do what feels good for you.

Attitude, too, is crucial. I'm meditating, listening to music and motivation tapes, and reading to psych myself up for the trip. Books by Eddy Merckx, Bjorn Borg, and Muhammad Ali have been a real inspiration. Describing the course of their careers, these athletes make it clear that natural talent is not enough; to perform at a consistently high level they had to work hard. They, too, ended up pounding the pavement day in and day out. I try to remember this when I'm riding at 5 AM.

It helps to visualize a goal, which in my case, is New York City. You can try this, too, as a way to alleviate pain during training: while cycling, focus on the scenery or picture yourself somewhere pleasant and comfortable. Do anything except concentrate on how much you hurt or how tired you are. If you think you should be tired, you will be. If you think you are in pain, you will be in pain. If you think you will fail, you are much more likely to do so. Think success, and success is likely to come.

As for what happens after the race, I can't think that far ahead. I'm still envisioning New York.○

# The Greatest American Bike Race

Rob Templin

John Howard was swimming in his own sweat. Three days into the race, he was overcome by the noon day sun, a huge, searing ball of fire that broiled his back. Suddenly, he slammed on the brakes and screamed, "Look out for the brick wall!" Aghast, his crew members leaned out the support car windows. They knew there were no brick walls on Highway 89.

The race officials were worried, too. Just the day before John was rushed into the motor home where his swollen, overheated body had been rubbed down with ice. The doctor considered pulling John Howard out of the race altogether, but Howard was adamant: "I know my limits," he said, hobbling outside in his cycling shoes and getting back on his bike. His crew exchanged glances: to them, the real horror wasn't seeing John ride in a hallucinated, overheated state, it was knowing this was only the beginning — there were still 2,000 miles to go.

## The Ultimate Test

What made John Howard, a Pan-Am gold medalist and former Olympic cyclist, endure the rigors of riding coast to coast? The same thing that inspired Lon Haldeman, Michael Shermer, and John Marino, all proven endurance cyclists, to participate in the Great American Bike Race (GABR) held in August and billed as the bike race of the century, with good reason. Not only is the course longer than the Tour de France, but it also pitted four well-known top-notch cycling rivals against each other to determine who could traverse the country fastest.

The high-caliber roster attracted media attention, including the taping of the entire race for ABC-TV's Wide World of Sports to be shown in early 1983. Meanwhile, spectators along the route kept abreast of the race through hometown newspapers and wondered whether Haldeman, the man who rode coast-to-coast in 1981 in ten days; Michael

Shermer, who set a record time for the Seattle to San Diego ride; John Marino, the cyclist who pioneered the concept of riding cross-country, setting records in 1978 and 1980 with a time of 12 days; or Howard would reach New York in the fastest time.

## An Early Lead

Setting out with a caravan of journalists, race officials and medical personnel, the crews left Santa Monica on August 4.

The riders quickly established their own pace, with one notable exception. John Howard tried to chase Haldeman (the leader) down as if it were a 100-mile road race. But he was about to learn that the GABR was nothing like the criteriums and time trials he dominated in the early 1970s.

John Marino had elected to keep to his own time schedule and dropped off pace early, just hours into the race. Michael Shermer was the next to depart the Haldeman-Howard train, shortly before reaching the Beaumont area, only 120 miles east of the cool Pacific coast. Haldeman never looked back when he finally shook Howard near the resort city of Palm Springs. No one would see Lon again until New York City. And rumor had it that when he reached New York, this transcontinental recordsetter was fresh enough to do it again.

It was obvious the competition had thoroughly underestimated the strength of Lon's riding skills. They had assumed that since this was only Day One, there was still plenty of time to eventually catch Lon. This was a fatal strategic error.

Early in the ride, it was obvious John Howard was in trouble. I heard him screaming on the massage table during a rest break on the first day. "I've never had such bad cramps in my life," he would say later, detailing the waves of spasms that rocked his muscular frame.

John Marino and Michael Shermer maintained a steadier, albeit slower pace, not falling prey to Haldeman's silent challenge. Goal one of any cross-country attempt is to pace yourself so that you don't burn out only halfway home.

The wording of the sign in Marino's motor home, "Remember the Tortoise and the Hare," seemed to be coming true as John caught and passed Howard at the Arizona-California border as the Hare caught a few hours of sleep. Howard awoke the second morning to find himself in last place as Shermer had also sneaked in in the nighttime darkness.

## That Champion Spirit

Lon rode long into the night. He didn't sleep until Prescott, Arizona, a distance of about 350 miles from the starting line. Even then, he only slept a few hours. The game plan was going according to schedule: ride a lot, sleep a little. The idea was simple but not one easily copied by the others. The serpentine climbs to Prescott and, later in the day, into Flagstaff would prove to be some of the toughest road work of the attempt until the short but steep hills of the Eastern states later on. Unlike the others, Lon smoothly muscled his way up to mile-high Prescott—enjoying one of the few days of spectacular scenery.

John Marino wasn't enjoying much of anything. He found it hard to "dial in," as Howard constantly described it, on the event. Marino couldn't get into the mental or physical groove necessary for a successful crossing. When the promoter failed to deliver at the last moment with sponsorship contracts, Marino, along with the others, was left scrambling for help. His financial problems hurt his training. After all, as the ruggedly handsome ex-baseball player wryly pointed out, you don't make house payments with bicycle parts.

## Beefing Up the Competition

Howard was moving now. The fourth day into the race, he was willing himself to make a good showing for the cycling world. We shouldn't have been surprised

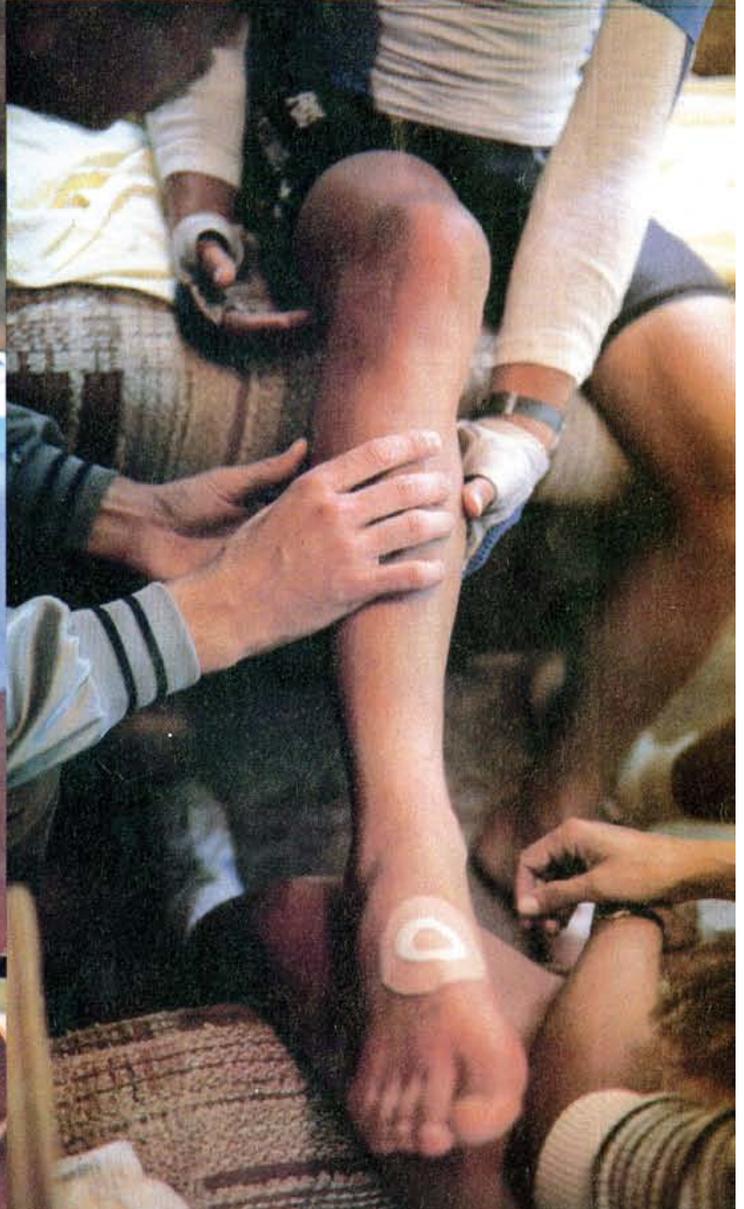
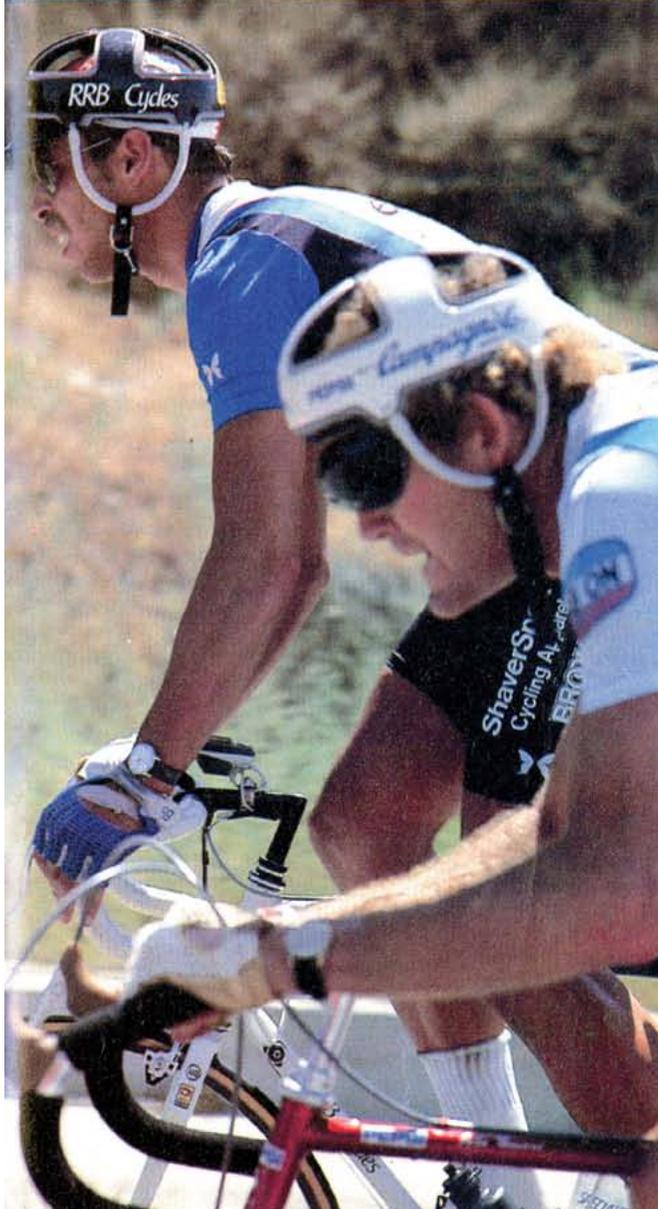
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(Top) Spectators jammed the GABR starting line in Santa Monica, California. Cyclists John Howard, Lon Haldeman, John Marino, and Michael Shermer (left to right) all experienced some pre-race jitters, but reported the crowd's send-off to be a big psychological boost. For the first hundred miles or so, Howard (right) and Haldeman rode neck-and-neck. Trying to chase Haldeman down proved to be a fatal strategic error for Howard; he later had to drop back because of nausea and fatigue. The aches and pains of riding 2,900 miles are numerous. Marino complained of saddle sores; Howard and Haldeman both had leg cramps; and Shermer boasted blisters and calluses. Here, a cyclist being attended by the GABR physician vividly displays the agony of "defeat."

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Jim Cassimus photo



— John Howard often says, "Nobody knocks me out. At least not without a fight."

The ensuing battle between Howard–Shermer and Howard–Haldeman would hold our interest for at least a few days. That was good, since the scenery didn't. The route through Kansas was a boring repetition of telephone poles running parallel to the ever-present railroad tracks, with a silo in the distance and a grain-storage bin or two on the horizon.

The cross-country trip is often considered by spectators as an exciting event, full of lush scenery and the chance to see new people and places. Nothing could be farther from the truth. Stalwart crew members stick by their cyclist day after day, seeing little more than the inside of the support vehicles and an occasional grain bin. It's a dirty, dusty, thankless job.

Haldeman, however, delighted in the Midwest (he hails from Illinois) and reveled in the refreshing thunderstorm or two that elbowed its way through America's farming heartland. The rain helped to cool his swollen feet.

Howard was still trying to follow Haldeman while fighting off an attack by Shermer, who proved himself to be an amazingly strong rider. Shermer now used Howard as the focal, motivating force of his crossing — trying to keep "Howie" within striking distance. The gap did in fact narrow to less than 30 miles at the Mississippi River before Howard put the afterburners into operation. Michael's crew had plastered an old magazine picture of Howard on the rear of the motor home with "John Howard: Wanted Dead or Alive" written beneath it. Despite the fact he placed third, Shermer's ride displayed the heroics you'd expect to see on a long arduous ride: he simply never gave up.

## The Forgotten Hero

The pain was endless for John Marino. "What a time to have butt problems, huh?" he said, summoning up a smile. It was four in the morning and John was a windup toy with a fatigue far beyond mere tiredness. The customary sparkle in his eyes had long ago been replaced by two dark voids that told you everything, and at the same time, nothing. His bike was outfitted with a saddle that had been cushioned with pirated furniture foam from the motor home. I hurt for the hell the man was going through. Minutes later, the bike began to shimmy uncontrollably; John had fallen asleep on the bike. Someone screamed and he jerked awake. Somehow you knew this was John's last ride.

## The Finale

Three days shy of New York, Howard paid Haldeman the ultimate compliment and admitted defeat. He now put all his energy into finishing the ride.

The pressure was off for Lon, but not totally, as he would later admit that "I didn't stop worrying about him (Howard) until passing that last stoplight." The record still beckoned, however, and this pushed Lon on. For the others, it was a matter of getting it over with as quickly as possible.

It was just as important to the crews as it was to the riders to finish the event successfully. In some ways, their jobs were *harder* than the riders. They provided a lifeline to reality. They had to constantly urge the rider on. A sign of a good crew is not the lack of friction — sleepless nights make that an impossibility. Rather, it is the ability of the crew to deal with those frictions before they develop into major problems that affect a rider's performance.

This was obvious in the behavior of one crew, who were suffering from the strain of the long ride. They had expected their rider to fare better and their disappointment in the race was fueled with the rider's own frustrations. The effect kept snowballing all the way across the country, until the support van was finally nicknamed informally "hell on wheels." Hence the importance of a good crew.

## New York, New York

Lon knew New York City was close. Even if he hadn't made this trip before, one could sense he'd intuitively known the elusive goal was now finally at hand. The mountains of West Virginia, Maryland, and Pennsylvania had slowed his pace a bit and, though he was still on a recordsetting sub-ten day pace, he had expected a better time. Conditions hadn't been all that favorable for anyone — the wind had been the cyclists' constant companion. Now as the George Washington Bridge flashed into view, with the majestic Manhattan skyline in the background, Lon moved slowly. It was apparent even Lon was human; his speech was slurred and his eyes were glazed from fatigue. It was as if he had just emerged from some Arctic storm and was finally warming up. The deserted, early morning streets of Broadway gloomily welcomed Lon. He rode past Fifth Avenue, the Empire State Building, and finally, the finish line which brought honest tears to many, including the support crew, ABC production people, and even a few journalists. Lon was too exhausted even to be relieved. After 9 days, 20 hours, and 2 minutes, it was over. Nearby, someone opened some champagne.○

# Why Lon Won

## A Closer Look at the Great American Bike Race

Tracy DeCrosta

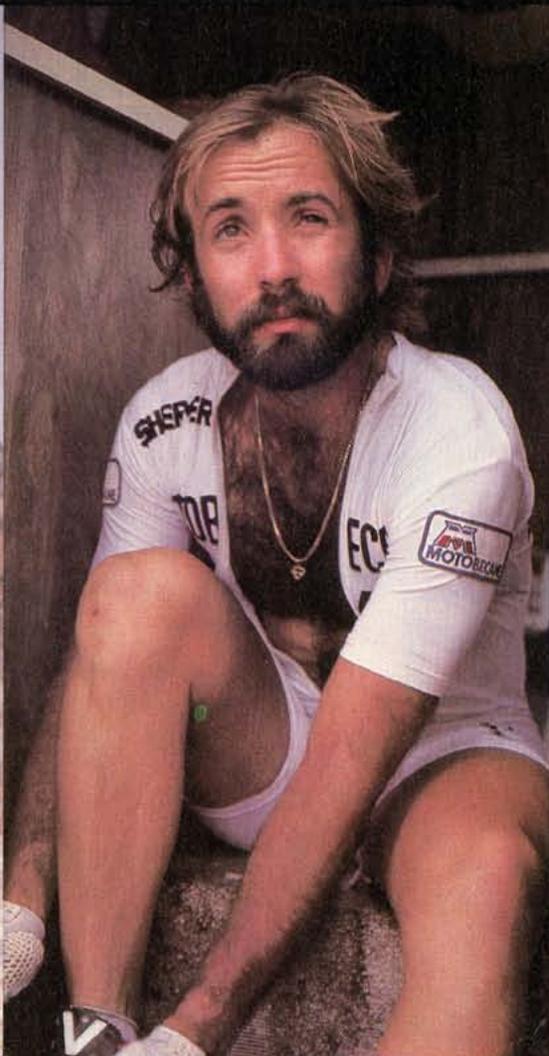
By the time John Howard and Michael Shermer reached Ohio, it was clear Lon Haldeman would win the Great American Bike Race (GABR) by a wide margin. He was hours ahead, already battling with the rugged Maryland terrain. In contrast, John Marino, the fourth-place cyclist who somehow never really got into a racing spirit, still trailed far behind the other three, and would, in fact, finally arrive in New York two days after Haldeman.

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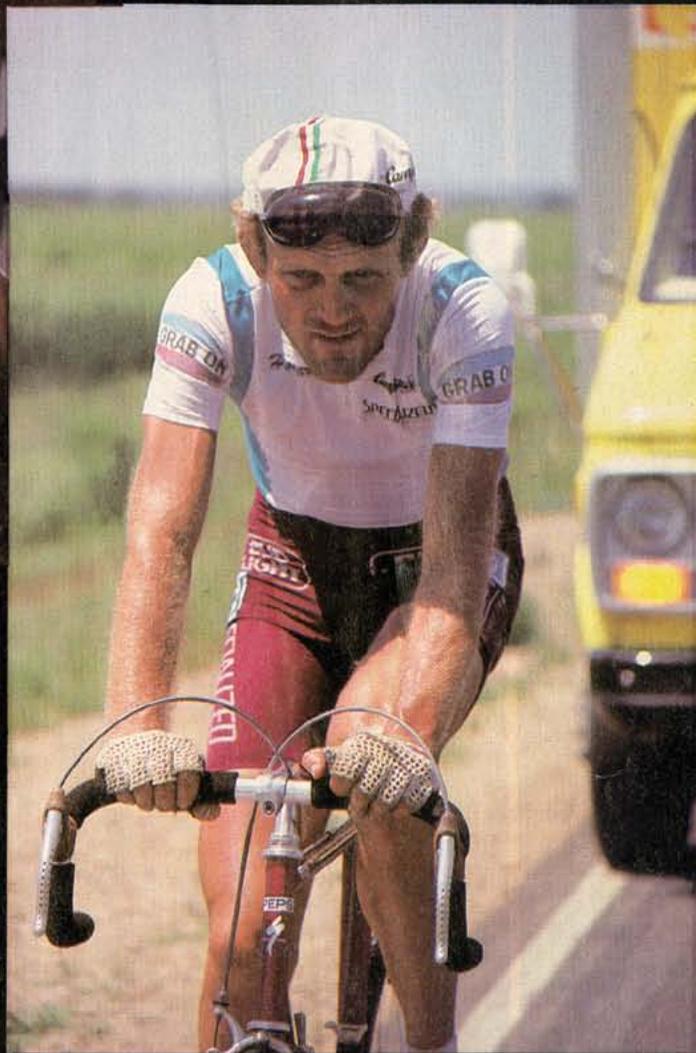
**(Right)** Although promised a \$50,000 purse, first-place finisher Lon Haldeman actually only received a loving cup and \$2,000 for his efforts. "That didn't bother me, he later admitted. "I didn't ride just for the money." Lon Haldeman promptly crashed after the race.

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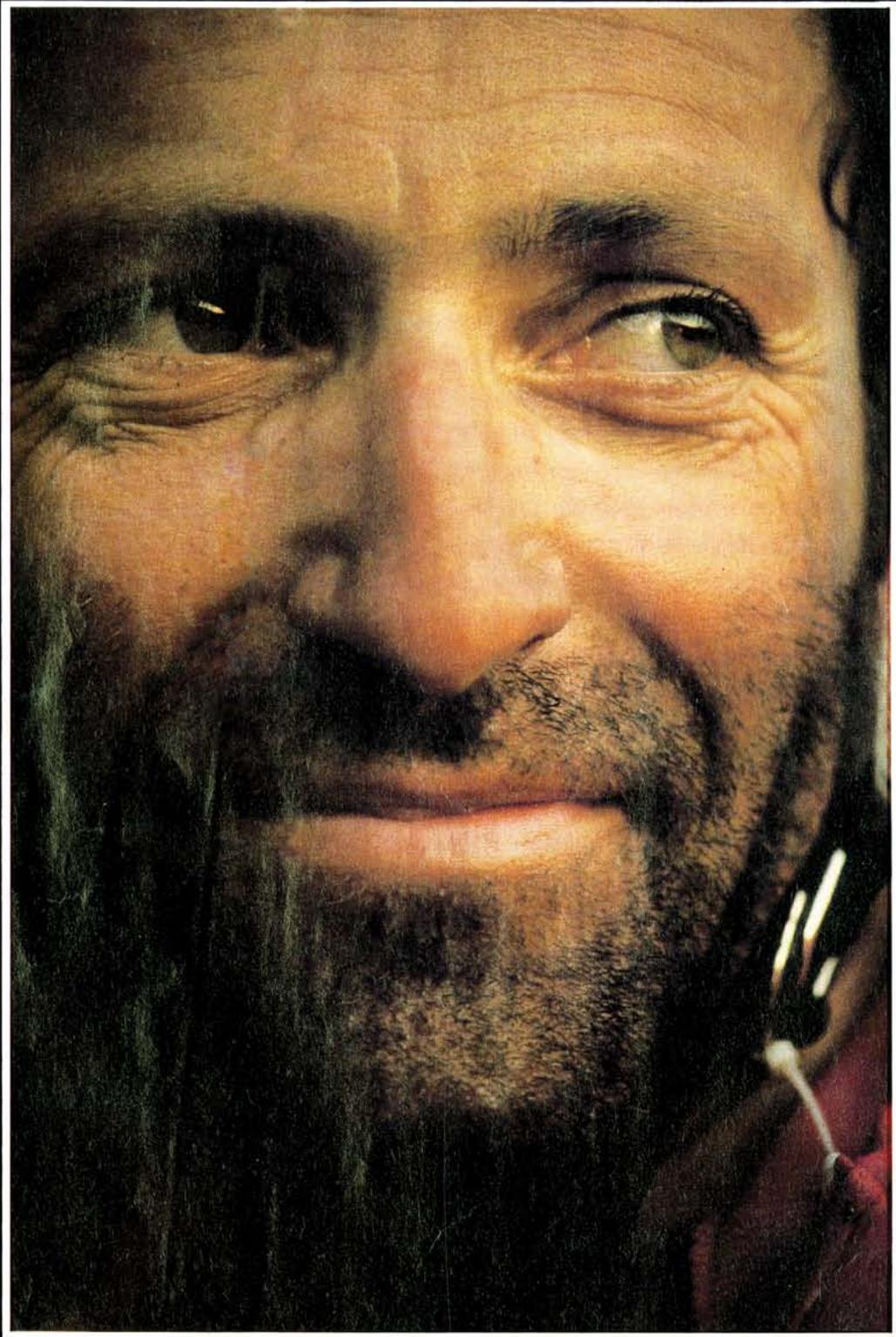
Mike Shermer was known among the crew for his good spirits and humor. Unlike the others, who left little time for jokes, Shermer was always ready for a good gag. On the fourth day, he donned a flashy white skinsuit that left his crew in stitches.



John Howard, former "Ironman" and a steely competitor, set his sights on the road ahead. Victory eluded him, however, when he fell behind on the second day and never caught up.



Rob Templin photo



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One look at John Marino's grizzled visage tells the story: a defeated man, he somehow found the strength to finish.

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# Why Lon Won

Instinctively, the riders' support crews and the ABC-TV film team began to relax. The tension over a possible last minute scramble for first place vanished. The GABR participants now just wanted to finish.

There were jokes. Someone on the camera crew suggested Haldeman was so strong that he wouldn't stop in New York.

"He'll just keep on riding," he joked, "trying to get a new trans-oceanic record. He wants to see who'll make Scotland first."

By this time, Haldeman's stamina and just plain horsepower were legendary. "He can't be human," another crew member lamented, "and still ride that hard and fast."

But he could. Ever since the starting gun sounded at a Santa Monica, California pier on August 4, Haldeman had carved his way quickly across the country. For the first 75 miles of the race, billed as the most grueling cycling event of all time, the four contestants managed to ride abreast. One by one, they dropped behind until it was just Howard and Haldeman. Going up San Timeteo Road, Haldeman, who was climbing at a speed somewhere around 18 to 20 mph, rode past Howard. And he never looked back.

"The race was over for me on the first day," Howard later acknowledged. "From then on, it was just a matter of trying to play catch up."

But it wasn't just Haldeman's speed, perseverance, and astounding bikehandling that earned him the nickname

"Superman" among the riders: it was also his close-mouthed approach to pain. While news of Marino's saddle sores and Howard's bouts with heat exhaustion and knee pain was passed from crew to crew, no one heard about Haldeman's own numb hands, fatigue, and nausea. When Bob Hustwit, the GABR official, would call out to him, "How are you?" Lon was the only rider who would shoot back, "Fine, how are you?"

In fact, what the support crew and officials remember most about Haldeman's record-breaking GABR ride is his impassive, subdued manner during the entire journey as he cycled on and on, taking fewer sleep breaks than his competitors, and using a makeshift splint taped to his numb fingers to ease the pain when he rested.

Not surprisingly, Lon has always had trouble expressing pain. "Once when he was a teenager he hurt his leg pretty badly and it took him six months to mention it," commented his mother Mary Jane, who served on the support crew as cook.

"I had to get beyond the pain," Lon admitted later. "So much of this ride is *mental*. You have to concentrate on things other than the physical hardships. I did a lot of math problems in my head and (mentally) assembled a lot of bikes. It kept my mind busy."

Lon's legendary reserve broke down only once—in the mountains of south-central Pennsylvania, an especially torturous cycling route at night. Lon had awakened from a short rest break, and donned a windbreaker, two pairs of pants ("Since I didn't bring enough warm clothes, I had to wear my dress pants and buy a new pair in New York," he said later), and several towels around his neck to ward off the unseasonably cold temperatures which hovered around 40°F. It was also raining.

Lon got off to a slow start. The rest break had, if anything, made him feel even more fatigued. Even the GABR official commented that for the first time Lon looked as if he had ridden 2,000 miles. As the support vehicles made their way slowly behind him, the crew watched the bike shake as Lon shivered uncontrollably. It was deadly quiet.

Then, at the top of his lungs, Lon exploded. "God, it's so cold," he screamed. "Why is it so cold?"

And then he became quiet again and continued to ride, a lone figure snaking his way in the dark up a lonely mountain pass. He never mentioned the cold again.

## The Race That Almost Wasn't

By the time Lon reached New York in a remarkable 9 days, 20 hours, a throng of well-wishers had assembled at the Empire State Building. It was a far cry

from the scene in 1981, when Lon had done a double-crossing, riding from east to west and then returning to New York, setting a transcontinental record of 10 days, 23 hours. That time there had been no one but a few family friends and some park vagrants to greet him.

The crowd which gathered to greet Lon on August 14, 1982 showed just how far the cross-country event had come in one year. Newspaper reporters, television crews, and city dignitaries were there to greet the man who bested his opponents and seemingly achieved the impossible by crossing the country in less than ten days.

But below the surface of gaiety, there were problems. First of all, the race suffered from lack of sponsors. Early in 1982, the media had been bombarded with press releases about the Great American Bike Race, billed as longer and more grueling than the Tour de France. The participants themselves promised a highly competitive event; three (Marino, Haldeman and Shermer) had set long-distance cycling records; Howard had dominated American bicycle road racing for nearly a decade. A purse of \$50,000 to the winner had been promised.

"I expected there to be a big purse," said Marino, who had bought a house in Orange County, California, three months before the event. "I expected lots of publicity and interest to be generated by this race."

None of which came to pass. One week before the race, the race's promised major sponsors, who had not yet signed a contract, suddenly withdrew. Jerry Kushnick, a Beverly Hills agent who promoted the GABR, then encouraged the riders to withdraw from the race.

"But we were already committed to our (individual) sponsors and the cycling community," said Marino, "so we ended up financing the entire race out of pocket."

Three of the riders went broke. Transporting a support van and motor home, not to mention a crew of five or six, across the country is quite expensive. All told, it cost Haldeman, Marino, and Shermer about \$13,000 each. In fact, Marino held a garage sale in September to recoup some losses. Howard's expenses were completely covered by sponsors.

Bud Light did step forward two days before the race and offered \$25,000 in prize money. But each rider received only \$2,000 at the race's end; Kushnick used the rest to pay expenses.

Fiscal problems were just the beginning. There were also organizational snags. For instance, there were no officials for the race until August 3, and then of the dozen or so required to truly police the event, only one, Bob Hustwit, a member of the Ultra-Marathon Association founded by Marino, was actually hired.

## Why Lon Won

"When you're only one official, there's no way you can be everywhere. Basically, the rules were simple. No drafting and no doing anything to endanger yourself or the crew. Everyone was on the honor system," he said.

"Communications were a fiasco. It was hard to figure out where the riders were. I put 9,000 miles on my car driving back and forth from cyclist to cyclist. But it would take me five or six hours by car to go from Haldeman (first place) to Marino (fourth place). There was mass confusion."

Press coverage was difficult too, as the van that had been promised to the reporters never materialized. On the day of the race, journalists from *Bicycling*, *Outside* magazine, and numerous newspapers had to hitch rides from the cyclists' support crews. A telephone hotline set up to answer calls from reporters and interested bystanders across the country didn't work. As a result, many writers considered it almost a total news "blackout."

Still, the lack of money, officials, and publicity were small problems compared to the crucial need for route planning and police escorts to get through cities.

"Someone could have been killed," admitted Bob Hustwit, saying there should be police escorts for the cyclists' caravans to navigate busy stretches of road. In fact, at one point a motorist with poor night vision managed to sideswipe Lon's elbow.

"One of the worst incidents with traffic was when Howard was coming into New York," added Hustwit. "Just before he got to the George Washington Bridge, we found a bag lady had passed out in the bike lane. Some people from the camera crew had to help her move. We could have avoided that."

Finally, lack of route information stymied Howard when he tried to find the Empire State Building; he took a wrong turn and rode up and down the streets of New York for 45 minutes. So did Marino.

While all the riders agree that the actual outcome of the race, with Haldeman's first place finish, probably wasn't affected by organizational problems, they all said the race would have got off to a better start and received more publicity if it had been better planned.

"Lack of money was a tremendous burden on me," said Marino. "When I found out we lost our sponsors, something died inside. Right up until the race, I was scrambling for money. In fact, just before the starting gun, I was on the phone with a clothing sponsor trying to get more funds. I lost part of my crew because of no money, too. In all, the GABR was a miserable experience."

## Lon's legendary reserve broke down only once—in the mountains of south-central Pennsylvania, an especially torturous cycling route at night.

### The Race to the Swiftest

When the four riders gathered in Santa Monica, each was confident of success. Even Marino, with all his financial troubles, thought he'd pull himself together for a competitive ride. No one was more sure of himself than John Howard, the three-time Olympic cyclist and winner of the 1981 "Ironman" Triathlon who told *Outside* magazine, "I can beat him (Haldeman). I can beat him, because I can outsmart him." Shermer, who had set a record time while riding from Seattle to San Diego, was sure he, too, would turn in a good performance.

But the race wasn't even close. Looking back, the riders agreed on three points: they underestimated Lon's riding ability;

they lacked a race strategy, and they lacked Lon's experience in managing both the crew and route.

It wasn't hard to understand *why* they underestimated Lon Haldeman, who had set astounding cross-country records the year before but was still considered a "plodder."

In fact, I remember the disbelief of several national team members when they heard Haldeman had defeated Howard. "You're kidding!" they exploded. "It's just not possible. Howard is a *racer*, Haldeman isn't."

What they didn't know is that in his early years of cycling Lon was considered a promising sprinter by local cycling teams. But Haldeman grew up in Harvard, Illinois (pop. 5,000), a town so rural it has no stoplights, where getting to a larger town to race would require traveling over 50 miles. So from his teenage years on, Lon continued to ride alone. The only way he gauged his improved performance was by riding longer and longer distances: thus Haldeman earned the title of a "long-distance" rider. Somehow the name implied endurance, but not much speed or strength.

Haldeman had both. "I remember riding with John (Howard) and Lon when we were going up a steep summit," Shermer said. "Howard and I were really pumping to keep up. I dropped off to keep a normal pace. Howard, on the other hand, said, 'I'm going to catch him and stay with him.' Within ten minutes, Lon dropped Howard. I mean this was the first day and we were all strong and fresh, and Haldeman *dropped* Howard. Lon is *fast*. And that's the last time I ever saw Lon."

"That's a lie," retorted Howard angrily, saying he stopped at a traffic light and Haldeman rode on ahead. "Haldeman never dropped me. I just didn't make an attempt to catch up."

"I don't remember there being any traffic lights on that road," replied Hustwit thoughtfully. "I could be wrong, but I've been on that road many times. But I can't say because I wasn't there at that particular moment. Still, early in the race any time I saw Howard and Haldeman on a climb, Haldeman was always ahead."

"I could see at the beginning that he was the strongest of the four and was going faster than I wanted to," Howard agreed later. "On Interstate 10, he was doing 26 or 27 mph. That was too fast for me in the heat."

"We all underestimated Lon. I didn't think he could go that fast."

"My mistake was going out too hard and fast. I'd never ridden cross-country before and I should have let my body ease into the event."

## Why Lon Won

Haldeman agreed. "I think John showed he was a racer. When I was cruising, he wouldn't let me out of his sight. I could feel him intensely. He had such a strong need to keep me within his sight. But his intensity backfired. He fell behind."

By the 200-mile mark then, the race had actually boiled down to a duel between Howard and Shermer for second place. Marino had fallen behind with equipment problems.

Shermer, an intense competitor buoyed by the challenge, played cat-and-mouse with Howard for the rest of the ride, at one point in the Midwest closing the gap to a mere 20 miles.

Small wonder that a poster of John Howard with "Wanted: Dead or Alive" was hung where Shermer could see it on the back of the support van.

### Experience Helps

Speed was just one of Haldeman's advantages. He also had the benefits of experience gained from previous cross-country trips.

In fact, working on the support crew for Sue Notorangelo's record-breaking trek just one month before the GABR allowed Lon to go over the entire route one more time.

"If I had any strategy, it was planning my timing on the route carefully," he said. "For instance, I knew that it was important to hit Indianapolis around 4 AM to avoid the traffic. But John Howard, who was about 12 hours behind the entire way, would arrive in Indianapolis at rush hour. We planned our route and had the experience Howard didn't."

Moreover, Haldeman also had a highly trained crew, most of them family, who were familiar with the rigors of long hours of riding. Howard's crew, on the other hand, hadn't worked with each other before.

"There were some pretty emotional times," Howard admitted. "I yelled at the crew, especially when I found out one of them was sleeping. I was angry because I couldn't go to sleep. I chalked it (my outbursts) up to inexperience."

The other riders also lacked Haldeman's stamina. On the first leg of the journey, Lon rode 300 miles without sleeping. Howard, on the other hand, had passed out at the 150-mile mark from heat exhaustion on the border between California and Arizona. Shermer rode on but then stopped for a rest break, which proved to be his downfall.

## "When something hurts, you always try to do what will alleviate the pain. In this case, it was getting off the bike and not riding."

"My crew said 'Stop, rest, pace yourself. Lon's bound to stop for a rest, too.' But he didn't. It was strategic error on my part, and a brilliant move on Lon's part because depriving yourself of sleep the first few days when you're strong and fresh is better than later when you're wiped out."

In fact, Lon's early lead proved devastating psychologically for all the other riders.

By the second day, it was hard for Howard to get on the bike. Haldeman was already 100 miles ahead, and Howard was still fighting off nausea and a fever from riding in 110°F heat.

"At that point, I thought, 'I'll never make it,'" said Howard, "but I don't quit, so I got back on the bike."

Later, in Missouri, when his knees ached so much that he could hardly turn the cranks (he's had knee problems ever since training to run in triathlons), Howard actually considered pulling out. "It was so cold and rainy and I was barely moving," he recalled. "It was agony."

But displaying the infamous Howard spirit, he kept going.

"What I remember most about Howard was his intensity," said Hustwit. "He gets an incredible steely look in his eye." Nowhere was Howard's competitiveness seen more clearly than toward the end of the race when Hustwit made a mathematical error and told Howard he was *gaining* on Haldeman.

"At that time I hadn't had much sleep. By accident, I told John he was 105 miles behind rather than 205. John, who was resting on a cot, suddenly sat bolt upright, as if he had been galvanized. His crew was just kind of tiredly standing around and Howard jumped up, pushed his crew out of the van and ran to his bike screaming, 'I'm going to catch that son of a bitch!' and sprinted up the hill. It was electrifying."

Crew members reported that Shermer had the same kind of determination.

"I remember when we first started out. I was anxious to get going. I just wanted to ride the bike. I wanted to forget wor-

ries about money and finances and problems," he said.

"And through most of the ride, I had good spirits. Michael Shermer does *not* quit.

"There was a time in Kansas, of course, when I felt really discouraged. Lon was really far ahead. I was trying to catch Howard and just missing him. Finally, I picked up my bike and threw it against a guardrail and said, 'Screw it! I'm not finishing!' And after that tantrum I got back on the bike.

"In fact, by the time we got to New York, I felt great. It didn't matter if I was third. I had pushed myself beyond my limits. Goddamn it! I made it to New York. It felt great."

Marino, on the other hand, was a defeated man. As the cyclist who had helped put cross-country riding on the map, setting a 1980 record of 12 days, 3 hours, the GABR was a life-long dream. He had trained for months, and his crew, the race officials, and the other riders all believed Marino was at his peak of cycling prowess. His heavily muscled physique looked tough.

But hours into the race, Marino simply could not perform. Part of it was depression about the promotion of the race. "Since I had picked Kushnick as promoter, when things didn't pan out, I felt responsible to the other riders."

Moreover, Marino had to scramble for money. "I asked Huffy for a six-month advance. I went to other manufacturers. I bargained with my crew, whom I had promised to pay, to ride along for less. In all, it was a disaster.

"When we rode out of Santa Monica, I kept saying, 'What am I doing here? What are *we* doing here?'"

It was in Maryland, however, when Marino decided to call it quits.

"When something hurts, you always try to do what will alleviate the pain. In this case, it was getting off the bike and not riding." But just as John was about to telephone the GABR officials, his wife Joni stepped in and screamed at him to finish the race.

"I honestly thought she'd leave me if I didn't go on," Marino said later. "She told me, 'You'll never forgive yourself if you don't get back on that bike.' And looking back, I know she was right. If I hadn't finished, I honestly think I would have killed myself in shame."

Still, it was hard to go on. "I kept thinking, 'God, I'm doing so badly and this is being filmed by ABC.' It's one thing doing bad and knowing yourself that you're

## Why Lon Won

doing bad, but it's another thing when the whole world's going to know."

But he kept riding and by the time Marino reached New York in 12 days, 7 hours, the crowd gave him a rousing ovation. Marino had showed that in competition, there are all kinds of courage.

### The Aftermath

Now that the dust has settled, the riders are already making plans for next year. Interestingly enough, because of a promotion dispute, Kushnick and the riders have parted company. But there's one hitch. Kushnick incorporated The Great American Bike Race in his name only. In response, Marino, Haldeman, Shermer, and Hustwit have formed their own group, Race Across America (RAAM), and are planning to sue the GABR promoter.

"Jerry Kushnick doesn't own the GABR anymore than somebody who walks into my house and steals my television owns my set. The only reason Kushnick was allowed to form the GABR corporation was because of a verbal promise that (all riders) were owners. Subsequent to that, he said he was sole owner.

"We are preparing a lawsuit claiming fraud and breach of contract," said Hustwit.

As of this writing, plans are underway for both the GABR and the RAAM. Haldeman and Shermer are training now for the RAAM.

"I'm lifting weights and riding a lot," said Shermer, cheerfully. "I'm going to beat that s.o.b. (Haldeman) next year." And in fact, Shermer is considered a strong contender after his performance in 1982.

"I'm also looking at diet. I used to be really careful about what I ate. I always avoided milk products. Then I broke out in sores in my mouth during the trip and decided to take a cue from Haldeman, who just ate everything."

(In fact, Haldeman said ABC-TV commentator Diana Nyad tried to talk to him about his haphazard diet. "Once she saw me eat at McDonald's, she knew it was useless," he said.)

As for Haldeman, he took a break from intense riding during the winter months and instead worked on drumming up sponsors for the RAAM. So did Marino, who says he won't ride again but will work on promoting the race.

In fact, the only cyclist who has no plans for any kind of cross-country racing is Howard, who in retrospect concluded, "It (the race) is stupid . . . there's

no commercial value to doing this. The race needs to be in stages, with primes (pronounced "preems") and check-in points. As it is now, the race is sadly lacking in drama . . . It's a mindless, silly game."

The other riders had a slightly different perspective.

"I like the idea of a go-for-broke race from coast to coast," said Marino. "I think it's more challenging than a stage race. I know I have a healthy respect now for what it takes to get across the country."

"I suppose there are many ways to look at a cross-country event," added Shermer. "The way I feel about it is that you can lose an event, and still feel like a winner. That's what happened to me."

And for Haldeman, it was a chance to prove his mettle to the racing world.

"I used to get a lot of flak from short-distance racers," he said. "In fact, I went out to Colorado Springs (the Olympic training camp) right after the GABR and the cyclists were a little antagonistic. But they talked to me and saw some pictures of how I actually *looked* on the ride. They saw how burnt out I was. And suddenly, they weren't so snobbish. They saw it was damn hard work."○

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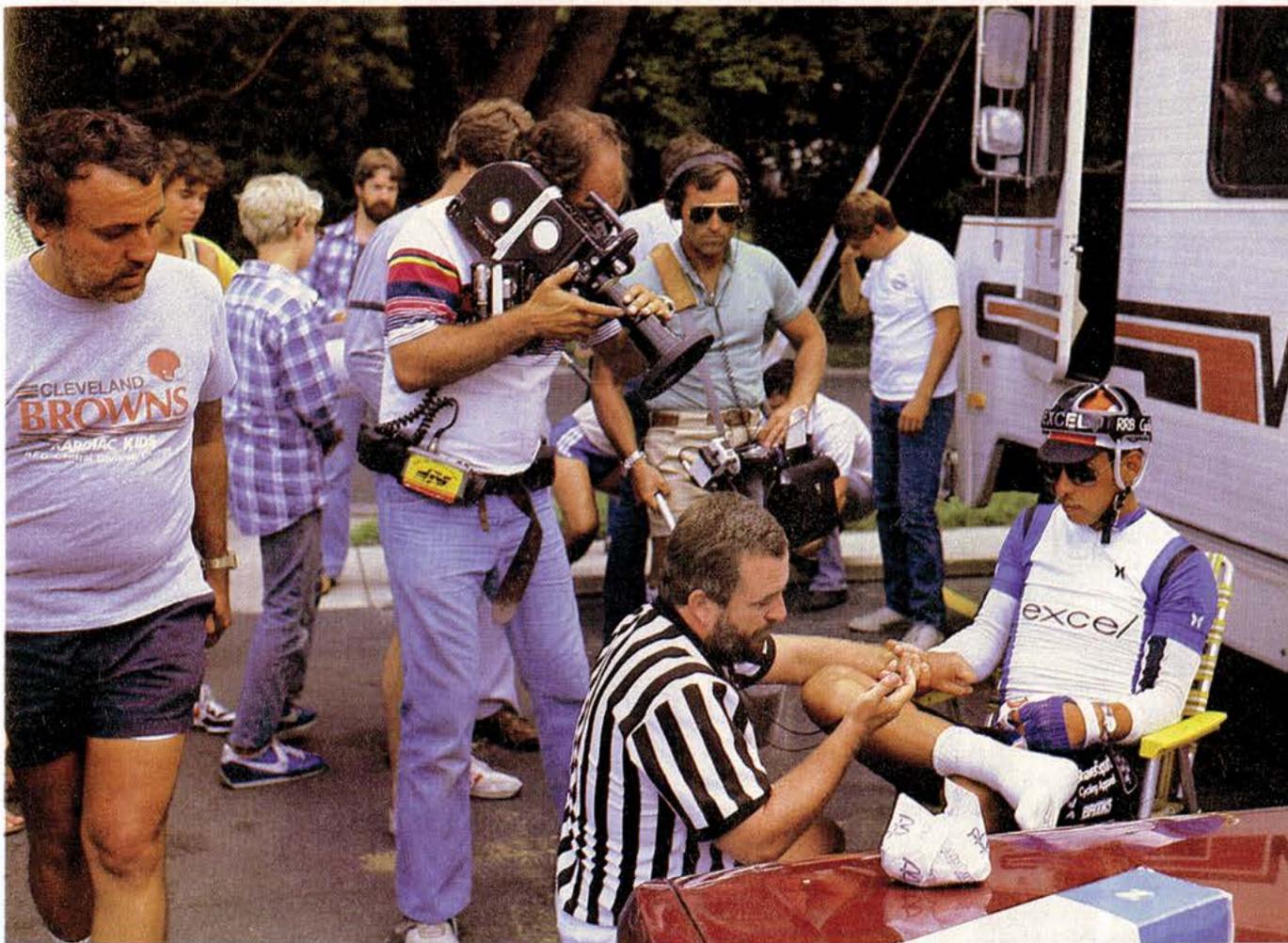
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To make the cyclists come alive to the viewers, ABC filmed several on-the-spot interviews. Here, Lon Haldeman testifies to the rigors of riding for nine days. *Jim Cassimus photos.*

## The Camera Never Lies

### ABC Captured the Ecstasy—and the Agony—of the Cross-Country Challenge

Glenn Kranzley

On August 14, 1982, ABC television commentator Jim Lampley faced an odd kind of deadline. As he drove down Manhattan's Riverside Drive, there was about one minute left in Lon Haldeman's record ride of 9 days, 20 hours, and 2 minutes across the United States. Lampley had been with him virtually all the way, and had a lot of time to think about this moment, and what Haldeman had gone through to get here.

But as those who watched ABC's two-part coverage of the 1982 Great American Bicycle Race on April 17 and 23 already know, when Lampley put the microphone in front of Haldeman, it turned out that there was nothing left to say. "I don't know if I can ever successfully describe how I felt," Lampley told *Bicycling*. "I haven't been able to, not even to the people I'm closest to. I

guess it'll be a moment that only those of us who were there can share."

Overwhelmed as he might have been, Lampley, who wrote the script, and fellow commentator Diana Nyad were forced as reporters to try to explain what the GABR was all about. On the face of it, it was immense but simple: a continuous bicycle race from Santa Monica, California, to New York by four men—Lon Haldeman, John Howard, Michael Shermer, and John Marino. But the truth of it, as ABC grasped it, was that the race itself, and the notion of winning and losing, became just the backdrop for a dramatic story of how four different individuals met the challenge of a grueling and heartbreaking ultramarathon.

One scene caught it all. Near the end of the show, Marino is the only rider who hasn't



## The Camera Never Lies

finished. His physical problems have taken a toll, and the worst of them has been saddle sores. A rolling, straightforward interview by Nyad is telling, but the pictures of Marino's bicycle seat are more dramatic. We see how he's experimented with all kinds of saddles and modifications, including the current one with the center cut out, in an attempt to relieve his agony. Marino raises himself out of the saddle once again as a Barry Manilow song, the one about how dreamers always survive, is dubbed in. Good reporting, and dramatic television.

The sequence was typical, however, of the film shot and assembled by ABC producer-director Larry Kamm and the crew of Don Shoemaker Films Inc. Taken together, the result was about 90 minutes of television that:

- Led the Nielsen ratings in New York and Chicago, showing millions of viewers who'd never seen any competitive cycling a glimpse of the sport at its best.

- Included first-rate reporting in words and pictures, both of the race itself, and in detailed, sensitive sketches of the four riders.

(Clockwise from above) Nothing could capture the grandeur of the George Washington Bridge better than the camera as a bleary-eyed Haldeman made his way to the finish. Close-ups of the cyclists proved difficult until ABC rigged a flatbed to the front of the truck, providing the photographers with easy access to



the riders. One of ABC's most valuable resources in filming the ride was a helicopter, which gave an overview no land camera could match. To give the audience a sense of the landscape, the producers cleverly interwove shots of the countryside along with actual race footage.



# The Camera Never Lies

For all that's been written about the event, ABC found new ground to cover, even after almost eight months.

• By adding to this the best techniques of television and film-craft, was able to make the riders' obstacles real to the viewer, from the endless hours on the bikes to the financial and organizational worries that dogged the GABR.

It seems that the riders' own mettle must have affected ABC's determination to make a show that sparked. Kamm said that the moment that summed up the event for him came while he was crossing Kansas with Haldeman. "We were listening to the ballgame on the radio, and they were talking about how George Brett (Kansas City's slugger third baseman) was not playing because of some minor health problem. And he has some kind of seven-figure contract! But here was Haldeman, riding long into the night, for nothing."

## Reaping the Rewards

The way the GABR took shape defined how ABC would cover it, and over those 12 days, left those who were witnesses reaching for superlatives.

As Lampley explains it, there was at the start some skepticism about the project's worth. "When I first got the assignment, I thought we'd do the start and finish, but I didn't think too much about what was in between. I asked the producer, 'Am I really going to be out there all the time?'"

"I was blind to what it was all about. By the second day, Haldeman was pulling farther and farther ahead, and I thought we'd never be able to convince New York (ABC headquarters) the thing was worth more than a few minutes.

"By the third day, I realized we were seeing the ultimate in human drama. We were going to stick with it and document the ordeal. It was unique for Wide World."

"When we finally reached New York, all of us in the ABC crew were crying," Kamm agreed. "It was simply an emotional release. We had just completed a 3,000-mile journey and witnessed a physical experience far beyond anything any of us had ever seen. I've been doing this for 20 years, and I've never seen anything like this. We also realized that this would never happen, like it just did, for the first time again."

Speaking of the shared experience, Kamm, of course, is right. But plans for the 1983 race already are far along. Renamed the Race Across America (RAAM) because of a promotional dispute, the event's starting date is August 3. The race promises a larger field (up to 14 qualified cyclists) and a new route that finishes in Atlantic City, New Jersey.

## A New Direction

In the past, bicycling has never attracted much attention from the networks. But with the GABR, ABC set several precedents. First, they didn't skimp on the budget. The project went way over its budget of \$500,000, though the network won't disclose the final costs. And although ABC has gone to more expense to cover other sporting events (the Olympics or the World Series, for instance), there has never before been a one-event project of this magnitude, according to producer-director Kamm.

How exactly was the show put together? Kamm and co-director Peter Lasser organized a crew of 33, including personnel from ABC and the Shoemaker firm. They were divided into two crews, one to stay with the leader, and the other to hopscotch among the other three riders. Transportation logistics involved two GMC trucks used as shooting vans, and equipped with front and side camera platforms; a helicopter, which followed the riders as far as Flagstaff, Arizona; a VW bus filled with equipment; seven motor homes for the crew; and three station wagons.

Three kinds of cameras were needed to shoot the race. One is called a helicopter mount, which, not surprisingly, provides jitter-free shooting from a helicopter. The setup also works from the back of a truck, and that's just how it was used most of the time. The crew also used a small, hand-held camera, useful for filming riders during rest stops (and interiors, including those showing Shermer getting massages and alpha-wave machine treatments inside his van.) Finally, there was a tripod-type camera with a 600-1200 mm zoom lens. Typically, it would be driven ahead of a rider, and set up on the roadside.

The tripod camera, by the way, provided some of the most striking photography in the show. In one sequence shot in Arizona, the viewer feels the full drama in "taking" a hill. First, a pace car leading a rider approaches from the far side of the hill. Then, we see the bike racks on top of a second vehicle. But between the two, we soon realize, is a rider. We see just the head of Lon Haldeman, weaving from side to side; then, his shoulders and torso, as he rocks his bike with powerful climbing strokes.

The same camera was used in the night shots, the sequences most difficult to film and the segments Shoemaker himself is most proud of. He had to light the riders so they could be photographed, but also had to pick up headlights and enough of the darkness to show that it was the middle of the night.

## Other Obstacles

Were there other technical problems? "Potholes. When we got to New York, the potholes were terrible," Shoemaker said. But in the broader view, there were three challenges for Shoemaker and Kamm. First, since

the GABR quickly ceased to be much of a race after the first day, they had to find ways to keep the show exciting without the natural who-won-who-lost sports format. Second, it was difficult to maintain a level of creativity, to continually see the race and riders in new ways. "How could we make Indiana look different from Ohio, and Ohio from Pennsylvania?" Kamm asks. Third, the ABC crew itself had to fight boredom, sleeplessness, and exhaustion. Those following Haldeman had to keep Haldeman's hours, which were tortuous. Those crew members following the other three did more and more backtracking as the gap between the second and fourth place widened. In a typical day, the crew would log between 400-500 miles, and progress only 100 miles to the east.

Kamm is to be credited for two elements that did much to establish a feeling that the GABR was an evolving, living thing. One was to dub in weather reports from the radio stations of the areas the race was crossing. Another was music. Kamm's selections ranged from the rock group Queen's "Bicycle," used to introduce the whole program, to pieces of classical music which accompanied helicopter views of Haldeman cruising in the Arizona mountains.

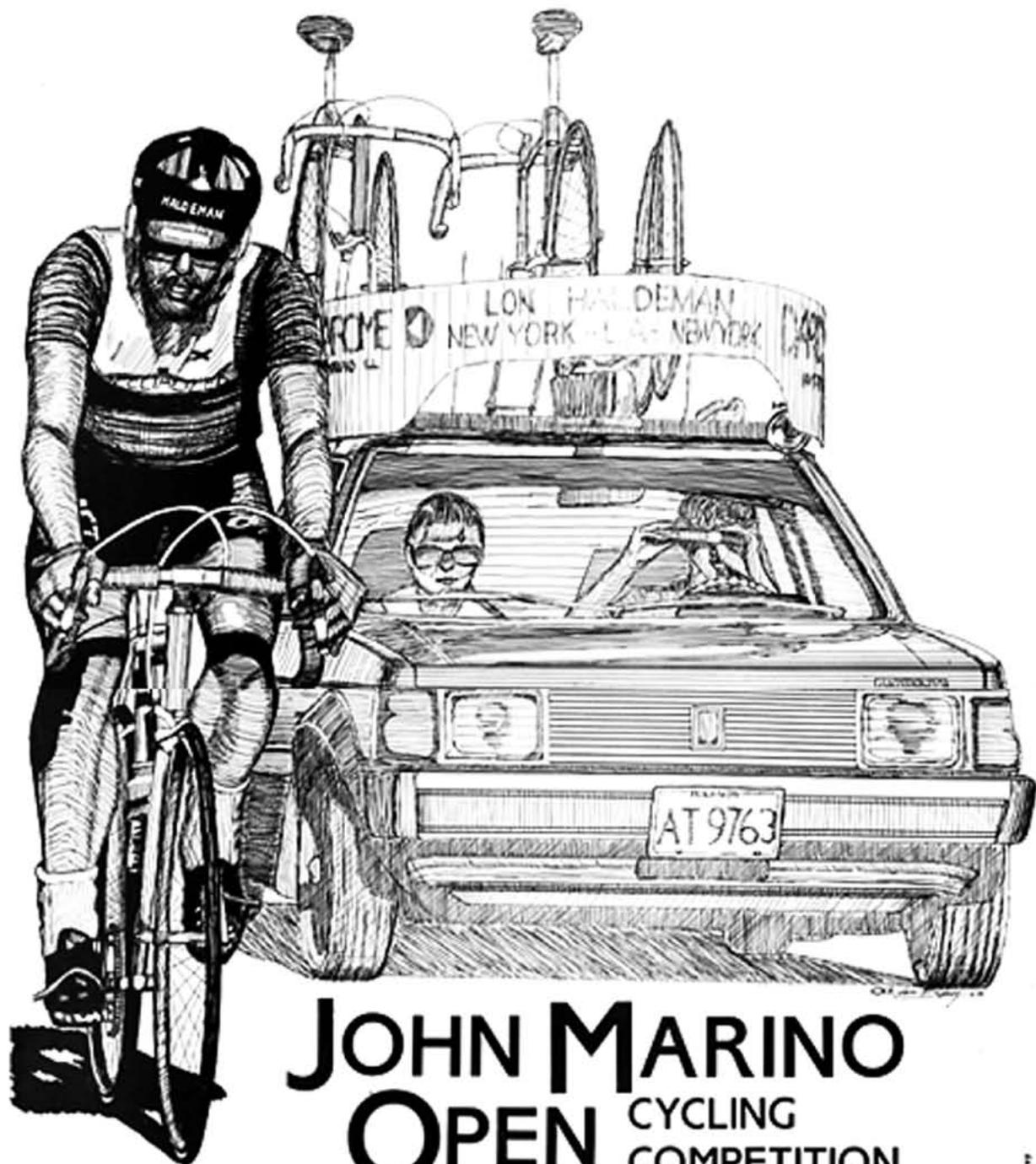
The other key to creating excitement over a race whose outcome seemed obvious early-on was to make the four riders real to the viewer. So, there were plenty of interviews. Each rider was visited at home, with Haldeman and fiancée Susan Notarangelo seen helping with the dishes after supper with Haldeman's parents in Harvard, Illinois; Shermer undergoing hypnotherapy; Marino and his wife at home in California; and Howard discussing his training while sitting on a rail fence in Missouri.

There also were on-the-road interviews during the GABR, done by Nyad while perched on the side platform of a truck. She got Shermer to tell jokes. She induced the riders to describe the incredible fatigue and troubling hallucinations they experienced in the races' later stages (suggested, by the way, with some eerie film sequences edited by Ted Winterburn). And, she talked at length with Marino about his physical problems.

For all the dramatic athletic effort going on around them, Lampley and Nyad were restrained, even understated in their narration. But as each rider finished, ABC reached for the obvious emotional appeal. As Haldeman approached the Empire State Building, the "I Love New York" song mixed with traffic noise and cheering bystanders. The reporters became part of the story. Haldeman looked bonked when he stopped his bike, and Lampley was almost as bad off. When Howard arrived and began talking about his exhaustion, Nyad decided he could use a kiss and a hug, and promptly gave him one of each.

It's difficult to judge the ABC project critically, since there is no precedent for this kind of coverage. But two minor weaknesses were apparent. First, even though nobody was going to catch Haldeman, it

# JMO



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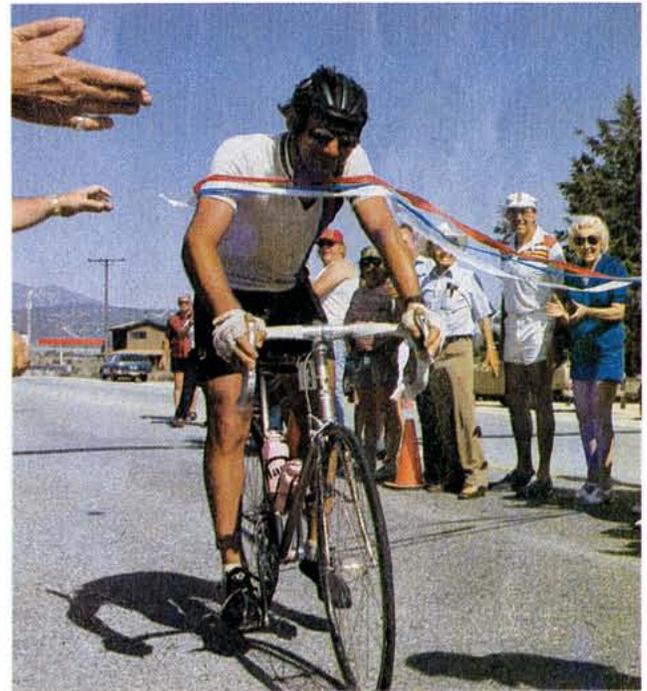


# Only the Strong Survive

## The Cross-Country Challenge Continues

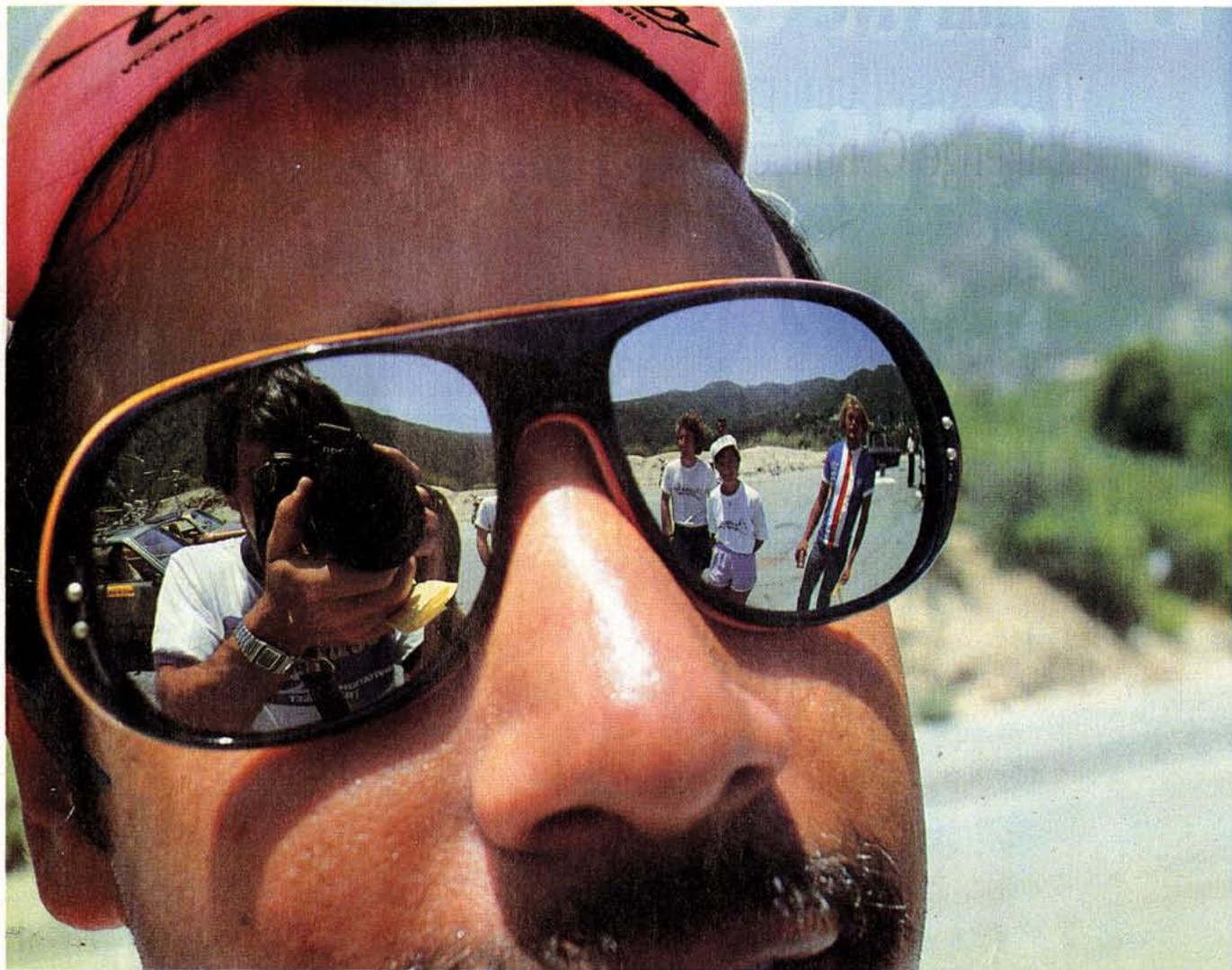
Richard Slotkin with Tracy DeCrosta

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



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

## Only the Strong Survive



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

# Only the Strong Survive

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

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

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

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

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

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

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

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

## An Early Lead

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

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

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

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

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

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

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

## A Fateful Blow

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

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

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

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

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

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

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

## The Name of the Game

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

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

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

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

## Only the Strong Survive

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

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

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

### To the Finish

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

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

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

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

### For the Future

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

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

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

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

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

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

would have been helpful to show the riders' relative positions better. A map with each rider shown in a different color, for instance, would have helped. The second problem was commercials. Obviously, they are a reality of network television, but in an event where the clock is always running, some extended flow of film and narration is warranted. Some sports events like boxing and football seem to have commercial breaks built in, but the GABR did not.○

# The Race Across America

## Thinking's Not Against the Rules

Theodore Costantino

At 3 A.M. on any other day of the year, the Harvard Restaurant would be closed. But this Wednesday morning was an exception; the counter and booths in Louise Waddle's Main Street grill were packed with noisy, excited patrons. Amid the orders for coffee and eggs, shouts for ice water or change for the cigarette machine, ran a thread of common conversation, a word, a name, that bobbed to the surface again and again: "Yes, I remember Lon . . ." "Well, Lon and I . . ." "You'd see Lon out there, all alone . . ."

No one was sleeping tonight—who could sleep? Who could miss being there, tonight, of all nights? Who could miss the chance, tomorrow, to report the scene to a neighbor unlucky enough, or foolish enough, to miss it—"Oh, you weren't there when he came through? Well, let me tell you, it was something . . ."

Tonight, the town was alive, awake, and waiting. Tonight, the ABC crews—yes, you could see them right outside, right there in the square near the statue of the cow—the crews would fire up their portable generators and flood Main Street with a blinding blue-white glow, and the folks would wave to the cameras, and press around the cow to shout a few words: "Lon! Hey, Lon! Hey, how ya doing, buddy?"

And so Harvard, Illinois, waited for the arrival of its favorite son, passing through tonight on his way to another transcontinental victory. Lon Haldeman was rolling again.

One week earlier on August 3 in Santa Monica, California, Lon and 11 other racers had started off at 9:00 A.M. under overcast skies to begin the Race Across America, this year's incarnation of 1982's Great American Bike Race (GABR). They were headed for Atlantic City, some 3,200 miles away, with the desert, the Rockies, the Great Plains, and, of course, Harvard, Illinois, on the way.

Harvard, a small town of 5,100 souls near the Wisconsin border, was a new spike in the cross-country course, inserted in honor

of Lon and his fans. From there the race dropped down to Champaign (along a 175-mile stretch where the entrants rode "due south without gaining an *inch* toward the East coast," Pete Penseyres would say later), then turned left toward Indianapolis and the Atlantic Ocean.

By the time Lon reached Harvard, Penseyres and the rest of the pack were well strung out behind him. The race had, in one way, taken on an echo of 1982's GABR, with Lon, pedaling comfortably in first place, followed by Michael Shermer, close behind and struggling. The remaining entrants (three of the starting 12 had dropped out by now) shuffled places, depending on who was riding and who was sleeping.

### Pacing Off

The race had begun quite differently. Michael Secrest, winner of the 762-mile John Marino Open in May, passed leader Bob Beeson at the 60-mile mark and stormed out into the desert, pursued by Beeson and four others, while Haldeman followed, off to a seemingly slow start.

"I wanted to get in first and burn through the desert," Secrest said later. "I didn't know if Lon would follow me or if he'd just wait and ride his own race."

Secrest's blistering 22-mph pace into a strong wind may have proved his undoing. Five and one-half hours later, as Secrest's challenge faded and his speed dropped, Lon passed Secrest and never looked back. "I came within ten minutes of him in Utah," Secrest noted ruefully, "but then he just started to increase it a little bit day by day."

It must have been a bitter blow to a man who had moved to Phoenix specifically to train for this race, specifically to train to beat Haldeman. For more than ten months, he had been on an intensive schedule of 900 miles per week, accumulated mile by painful mile in the desert heat. And now, fatigued from his blitzkrieg start, he could only watch Haldeman's shimmering form disappear in the distance. "No human being can keep that up indefinitely," he thought to himself. But Haldeman could. Secrest would see Lon only one more time: on the Boardwalk, in Atlantic City.

The 107° Mojave Desert heat spoiled the strategy of more than one rider. Pete Penseyres pulled into Baker, California, with severe heat exhaustion and terrifying leg cramps that squeezed his feet into tight balls. His crew worked on his legs, trying to massage the pain away, but Penseyres was in agony. "They'd grab my toes and push them back, and then my calves would go . . . the pain was incredible." Penseyres eventually lost six hours off the bike between Baker and Las Vegas.

Bill DeBrau's stop in Baker was no more restful. "We were really frightened when he pulled in, because his whole jersey was bone dry," Jay Perrin of KHS bicycles said later. DeBrau was dangerously dehydrated. His

heart rate monitor, which he wore throughout the ride, blipped along at 100 beats per minute as DeBrau lay in the shade. Exhausted, DeBrau spent the next five hours in Baker, his crew frantically feeding him liquids.

### The Pressure Builds

One rider determined not to be left behind was Michael Shermer, third-place finisher in the GABR. "Last year was so ridiculous, with Lon getting so far ahead, that there was no race. I didn't want to let it happen that way again."

Shermer rode through the night and into the next day, hanging grimly onto Lon's tail. He alone was able to hold Haldeman's pace, but chasing Lon required superhuman effort: 400 straight miles without stopping, three days without sleep.

Lon, feeling the heat of Shermer's effort, didn't get off the bike until he'd hit 466 miles. "I shouldn't have stopped," Lon later said playfully. "It would have been neat to go 500 miles without stopping, but the motor home had a flat and it was easier to stop then than later." But Lon's staggering mileage was more than a whimsical goal cut short by a flat tire; Shermer was pushing him hard, perhaps to his limit. To Shermer, later, Lon privately admitted that he'd been riding scared. Mike had forced him to ride harder than he wanted to, harder than he was used to. Shermer couldn't know it at the time, but Lon was as close to his breaking point as he's ever been.

Shermer's tenacity was paying off. By Colorado, the two were closer than at any other time since the start. At the top of Loveland Pass, Mike dismounted and gasped for air. "Where's Lon?" he asked one of the 200-odd people gathered for the event.

"Forty-five minutes ahead," came the reply.

"Forty-five minutes!" Ignoring the crowd and the ABC helicopter whirring overhead, Shermer grabbed his bike and roared down the 6,700-foot drop into Denver. With no traffic in sight, Shermer spun out his cranks in a screaming 50 mph descent that used both sides of the road and the shoulders. By the bottom of the hill, he'd picked up 15 minutes on Haldeman. Thirty minutes behind! "Man," Shermer said, "we were hammering."

At a stop on the plains east of Denver, Haldeman rested fitfully. He'd managed to lengthen his lead over Shermer to 50 minutes, but it wasn't enough. Shermer's dogged pursuit was something new, and Lon didn't like it. Thirty minutes later, he was back on the bike, pedaling steadily, trying to increase the buffer.

Shermer, however, was having problems of his own. Seventy-two hours is a long time to go without sleep. Near Denver, Shermer decided to allow his fatigued body 45 minutes of rest. But the stop had unexpected consequences. Shermer awoke con-

vinced that his motor home had been taken over by aliens from another planet, posing as his crew. Keeping his cool, Mike interrogated the imposters, hoping to trick them into revealing their true identities. Mike's crew struggled to get him dressed and on the bike, while Shermer, thinking he was being attacked, fought back. Installed on the bike at last, Shermer wobbled so pathetically that his crew grabbed him and put him to bed for another hour and a half.

That was all the time Haldeman needed. Lon pushed on into Nebraska, treated himself to two and a half hours of sleep, then, with a 50-mile lead already in hand, worked far into the night and the next day to increase it.

From Nebraska to Harvard, Illinois, Shermer never again closed to within 50 miles of Haldeman, though not for lack of trying: "My crew this time was the toughest I've ever had. They wanted to win (and) they were cracking the whip. Every second was accounted for. It was always, 'Go, go, go, catch Haldeman, don't let up.'"

Shermer didn't. Turning north in Ashton, Illinois, Mike picked up a tail wind. He locked onto his handlebars and pounded his 53/13 gear. By the time he reached Harvard, the tension of the effort had built to a peak, and the strain was visible on his face and neck.

It all let go at Harvard. Within a period of one hour, Shermer's neck swelled and stiffened so painfully that his head was forced down to the level of his handlebars. Yet his overwhelming reception in Lon's hometown encouraged him to go on. Mike road the next 175 miles south into a steady head wind, accompanied at times by rain. He fell ten hours behind Haldeman between Harvard and Champaign, where he finally dismounted to enter a chiropractic hospital.

The hours in the hospital seemed to have helped. Shermer continued on, stopping in Indianapolis for the night. But the next morning, he knew he was in trouble. Though he struggled fiercely to continue, Mike's race ended at the Ohio border. "By the time I got to Ohio, I was averaging about six mph for the last two hours. I couldn't see, I was braking on the downhills, and I decided I was risking my life. I feel bad about quitting; I've always told myself that as long as my body functions and my legs turn, I won't quit. Well, for the first time, my body just wouldn't work any more."

Shermer was bitterly disappointed with his withdrawal, but it had another effect on Haldeman. "Lon was really mad when he heard Mike was quitting," Lon's wife Sue Notorangelo said. "Lon said, 'Tell Mike that if he's going to make me hurt, then he's got to put up with some pain himself.'"

### Penseyres Perseveres

With the pressure off, Lon was able to do what he does best: ride his own race at his

Harvard," Lon said later. "As it turned out, I ended up going even more, because I felt better the last few days."

Lon was getting plenty of rest—plenty for him, that is—and his only problem now was the late-charging Pete Penseyres.

While Shermer and Haldeman were battling their way toward Colorado, Penseyres had been making a steady recovery from his bout with the desert sun under the watchful eye of his brother Jim. It's said that the crew is half the ride; Penseyres' second-day revival owed itself wholly to his crew's selfless fretting.

Every 15 minutes, Jim would ride forward with two water bottles. He'd hand one to Pete, making sure Pete emptied the contents. Then Jim would pour the other one on Pete's back. By the end of the day, Pete was riding well—he'd passed DeBrau and two other riders to move into ninth place—and was feeling pretty good. His brother, however, didn't fare so well.

Jim's conscientious efforts landed him in the hospital on day three with severe dehydration. In all the hours of carrying water forward to his brother, Jim forgot to water himself.

It became the worst day of Penseyres' ride. Pete and his brother are extraordinarily close; Jim's absence drained Pete's strength as surely as Utah's steady ten-mile climbs and boiling heat. Pete's constant badgering about his brother's condition finally broke down his crew's cheerful facade. They reported the glum truth: there was no news, no word at all.

Depressed, exhausted, overheated, Pete reached an absolute crisis just short of Green River, Utah. His rear end too sore to support him, Pete stood on the pedals into the city, then collapsed.

His crew worked on him for the next hour applying Second Skin to the bruises and raw spots on his body, while his mechanic worked on the bike, installing a Spenco saddle pad and adjusting the bars and seat to move Penseyres into a different riding position. Pete slept for an hour and a half, woke and managed to ride into Mack, Colorado, then slept again for three hours.

### Official Results

Lon Haldeman	10 days, 16 hours, 29 minutes
Peter Penseyres	10 d, 22 h, 2 m
Michael Secrest	11 d, 6 h, 30 m
Bob Beeson	11 d, 12 h, 48 m
John Silker	11 d, 18 h, 25 m
Gary DelNero	12 d, 7 h, 47 m

He awoke in next-to-last place. After assessing his chances, Pete made a simple tactical decision that ultimately led to the biggest upset of the race. Reasoning that he couldn't ride faster than the riders in front

of him, he resolved to disregard speed and instead spend more time on the bike than anyone else. Penseyres climbed aboard his Raleigh and rode for the next 36 hours, through Loveland Pass (where Jim rejoined the crew) and Denver and across the prairie of eastern Colorado. He stopped 450 miles later, just ten miles from the Nebraska border, to sleep for an hour and a half, then threw his leg over the bike for another 22-hour marathon. Through the next seven days, Pete would sleep less than 14 hours, grinding out 22-hour days, stopping for sleep just before sundown, then starting off again to ride through the night. And in the next five days, he would pass every rider on the course save one, and finish in Atlantic City less than six hours behind Haldeman.

"Everybody has his problems at some point during the race," Penseyres said later, "and it just so happens (that) I got mine out of the way right at the beginning. And then I had the psychological advantage of passing people as I went through the pack. It really motivated me. . . . Everybody was spread out, so that it happened about once a day, and that was enough."

Penseyres' perseverance was nothing short of astonishing. Pete temporarily occupied fourth place in Harvard, then caught Secrest sleeping at Champaign, Illinois, to move into third. When Shermer dropped out, only Haldeman remained between Penseyres and first place. Three hundred and fifty miles later, in Lancaster, Pennsylvania, the two were barely 40 miles apart.

Lon, however, now had a reservoir of rest to dip into. His precision-trained support crew mapped Penseyres' progress, and Lon managed his time accordingly. "Pete was coming on pretty strong," Lon recalled, "but I knew enough to keep a buffer. Three hours was about 50 miles. Anything closer and I sped up."

In any case, Penseyres' real concern was not with catching Haldeman, but staying ahead of Secrest. "I was looking over my shoulder, 'cause Secrest, although he never caught me again after Champaign, was the only rider that never gave up on me. He kept pounding away at my heels, and every time I stopped and slept, he got very, very close."

Secrest pulled within six miles of Penseyres in Indianapolis, and within four miles as Pete slept in West Virginia. But the Appalachians slowed Secrest to a near standstill, and Pete pulled far away—partly out of fear of being caught. "I thought he was right on my tail, and I kept having nightmares that he was going to come around me on the Boardwalk and get me." Penseyres ultimately finished almost eight hours ahead.

### Fast and Steady

If the hills were Secrest's undoing, sleep was slowing Bob Beeson's challenge. To win

the race, you have to be ready to ride a few 22-hour days. Beeson was sleeping four or five hours a night. "I was afraid that I would burn myself up and not be able to finish," Beeson said, "and that was not the plan for this year."

Interestingly, Haldeman agrees with Beeson's tactics: "You have to find the balance between sleeping and riding at 18 mph, or not sleeping and riding 12 mph. Beeson was probably doing it right for himself. Although he did sleep more, he's a pretty fast guy, so he was able to make up that ground every day."

John Silker was both making up ground and sleeping minimally in a remarkable ride made all the more so by the fact that he's only been bicycling for about a year and a half. Silker's only tough moments in the latter stages of the race came in the grueling hills of West Virginia, and on the last stretch between Philadelphia and Atlantic City, where his crew rushed forward to find out why he was weaving on the road. "I don't want to run into these two guys I'm riding with," Silker explained. But he was riding alone.

Sixth-place finisher Gary DelNero concentrated on maintaining a steady pace and on enjoying himself: "I didn't want it to be the most painful and ignoble experience of my life. I wanted it to be fun." But didn't he have any sense of being in a race? "Oh, we

were keeping track of the people around us. We didn't want to get passed, and we wanted to pass other people. But for me, it was similar to the John Marino Open. You're out there to do the best riding you can do, just to see what you can do, and how you compare to someone like Beeson or Shermer."

### Onto the Boardwalk

Lon cruised across the finish line at the Tropicana hotel at 4:29 A.M. Sunday morning, 10 days, 16 hours, and 29 minutes after he'd begun. He looked like a man ready to go out and do it all over again.

Later that weekend in his suite (provided to him, and to all the finishers, gratis by the Tropicana, in a grand gesture) Lon discussed the race.

On his strategy, and the general feeling among the spectators that his huge reservoir of experience makes his victories inevitable: "I always like as much information about the other riders as I can get. I don't really care about how they're feeling, because everybody's always 'feeling real good.' But I do want to know their positions. I knew what my limits were. Thinking's not against the rules. They make it sound like I cheated because I have experience. They say, 'Well, you did it before, you know what you're doing.' So I'm supposed to go out there and

do stupid stuff just so it'll be fair. That kind of aggravates me."

On his strength: "The more difficult the ride was, the more of an advantage it was for me. I knew I was going to feel better at the end of 3,000 miles than most people were. I was hoping for head winds, too. It's easy to ride in tail winds; everybody rides strong. (But) it's harder to gain on somebody in a head wind. I can take a break for an hour and someone's only going to gain 14 miles on me. Well, in a tail wind if I take a break for an hour, somebody's going to gain 22 miles on me."

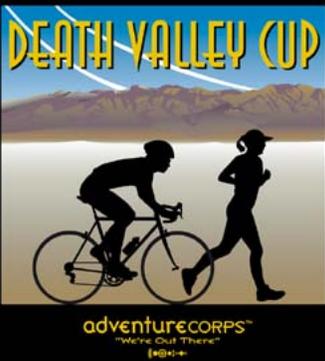
And, finally, on being a racer: "I was standing on the Boardwalk talking with Eric Heiden, and he said, 'Lon, when are you going to try some racing?' I said, 'Eric, when are you going to start figure skating?'" ○



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### Current Death Valley Cup Record Holders

Athletes	Yr	Badwater	FC 508	Total Time
Charlie Engle, "Water Dragon" Greensboro, NC, 47 (2nd DV Cup)	2009	25:45:11, 4th place	33:19:25, 4th place	59:04:36
Shanna Armstrong "Dik Dik" Lubbock, TX, 34	2008	31:16:10, 3rd female, 7th overall	4:30:58, 5th female, 24th overall	65:47:08



### Death Valley Cup Finishers, in order of fastest to least fast

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

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



# HALL OF FAME

CLASS OF 2011



Robert Baldino

Totem	Year	Age	Category	Finish Time
• Mahi Mahi	2004	59	Two Man	43:43:00
• Mahi Mahi	2005	60	Two Man	41:40:00
• Mahi Mahi	2006	61	Two Man	43:33:19
• Mahi Mahi	2007	62	Two Man	DNF
• Mahi Mahi	2008	63	Two Man	40:27:10
• Mahi Mahi	2009	64	Two Man	DNF
• Mahi Mahi	2010	65	Four Man	41:45:30



Jack Brunk

Totem	Year	Age	Category	Finish Time
• Prairie Falcon	2006	50	Two Man	37:15:04
• Prairie Falcon	2007	51	Four Man	29:41:09
• Prairie Falcon	2008	52	Four Man	28:36:06
• Prairie Falcon	2009	53	Four Man	40:11:53
• Prairie Falcon	2010	54	Four Man	39:17:22



Lori Cherry

Totem	Year	Age	Category	Finish Time
• Leatherback Turtles	2006	48	Two Mixed	33:18:13
• Mighty Millipede	2007	49	Four Tandem Mixed	28:11:04
• Gulo Gulo	2008	50	Two Mixed	30:16:17
• Hammer Frogs	2009	51	Four Woman	32:39:33
• Hammer Frogs	2010	52	Four Woman	33:43:22



Isabelle Drake

Totem	Year	Age	Category	Finish Time
• E.Coli	2005	52	Two Woman	32:38:28
• Wrentit	2007	54	Two Mixed	31:59:05
• Liger	2008	55	Solo	46:27:56
• Sandhill Cranes	2009	56	Two Mixed	39:13:41
• Hammer Frogs	2010	57	Four Woman	33:43:22

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!



### Graham Pollock

Totem	Year	Age	Category	Finish Time
Python	2002	35	Solo	36:41:14
Python	2004	37	Solo	38:23:20
Python	2006	39	Solo	32:48:40
Python	2008	41	Solo	30:31:01
Python	2010	43	Solo	33:04:46



### Steve Teal

Totem	Year	Age	Category	Finish Time
Desert Duck	2005	40	Solo	35:39:52
Desert Duck	2006	41	Solo	41:24:06
Desert Duck	2007	42	Solo	34:16:04
Desert Duck	2008	43	Solo	35:12:55
Desert Duck	2010	45	Solo	37:15:00



### George Vargas

Totem	Year	Age	Category	Finish Time
Red-Eyed Vireo	2006	41	Solo	42:59:52
Red-Eyed Vireo	2007	42	Solo Fixed Gear	45:12:45
Red-Eyed Vireo	2008	43	Solo	37:34:41
Red-Eyed Vireo	2009	44	Solo	42:21:24
Red-Eyed Vireo	2010	45	Solo	40:57:20



### Paul Vlasveld

Totem	Year	Age	Category	Finish Time
Prairie Dog	2005	46	Solo	41:59:26
Prairie Dog	2007	48	Two Man	33:25:49
Prairie Dog	2008	49	Two Man	32:17:08
Prairie Dog	2009	50	Two Mixed	40:46:15
Simorgh	2010	51	Two Man	38:05:22

# OFFICIAL RACE ROSTER

<i>Totem</i>	<i>Last Name</i>	<i>First Name</i>	<i>M/F</i>	<i>Age</i>	<i>Grp</i>	<i>Nationality</i>	<i>History</i>
<b>SOLO STANDARD</b>							
Adder	Albers	Debbie	Female	48	40	USA	Veteran
American Kestrel	Ecker	Brian	Male	39	30	USA	Veteran
Andean Condor	Craveri	Juan	Male	43	40	Argentina	Veteran
Aries	Gernez	Raphael	Male	48	40	France	Rookie
Bear Dog	Goldberg	David	Male	51	50	USA	Rookie
Bengal Tiger	Geysler	Reinier	Male	35	30	South Africa	Rookie
Betta Fish	Betts	Mary	Female	53	50	Canada	Veteran
Black Mamba	Tubbs	Andy	Male	42	40	USA	Rookie
Black Sheep	Jensen	Daniel	Male	62	60	USA	Veteran
Black-Tailed Jackrabbit	Tiede	Steven	Male	56	50	USA	Veteran
Brooklyn Beast	Olson	Charles	Male	46	40	USA	Veteran
Bush Baby	Brudvik	Robert	male	56	50	USA	Veteran
Butterfly	Ramer	Andi	Female	38	30	USA	Veteran
Clydesdale	Nelson	Larry	Male	58	50	USA	Rookie
Coho	Fancher	Leonard	Male	47	40	USA	Rookie
Cyclosaurus	O'Brien	David	Male	35	30	USA	Rookie
Dall Sheep	DesLauriers	Kit	Female	42	40	USA	Rookie
Desert Polar Bear	Kharsa	Charlie	Male	46	30	USA	Rookie
Eagle	Matthews	Robert	Male	42	40	USA	Rookie
Eland	Pyatt	Jim	Male	54	50	USA	Veteran
Escapegoat	Talley	Joshua	Male	39	30	USA	Veteran
Frostbite Seal	Benedict	Michael	Male	45	40	USA	Rookie
Giant Water Bug	Gray	Steve	Male	50	50	USA	Rookie
Golden Retriever	Talabardon	Herve	Male	65	60	France	Rookie
Hoary Marmot	Maurice	John Henry	Male	56	50	USA	Veteran
Holstein	Haase	David	Male	44	40	USA	Veteran
Honey Badger	Singh	Balvinder	Male	22	20	USA	Rookie
Hoopoe	Hogan	Seana	female	51	50	USA	Veteran
Ischyodus	Irwin	Mavis	Female	31	30	USA	Veteran
Japanese Macaque	Watanabe	Jun	Male	35	30	USA	Veteran
Loon	Dakus	Scott	Male	47	40	USA	Veteran
Mako	Armstrong	Karen	Female	51	50	USA	Veteran
Merlin	Lester	Greg	Male	56	50	USA	Veteran
Mountain Lion	Lai	Lap	Male	56	50	Vietnam	Rookie
Mudcat	Holt	David	Male	59	50	USA	Veteran
Northern Shoveler	Svihura	Michael	Male	47	40	Canada	Veteran
Onager	Osborn	Bill	Male	41	40	USA	Veteran
Pancake Tortoise	Ryan	Jim	Male	50	50	USA	Veteran
Pheasant	Pressler	Greg	Male	44	40	USA	Rookie
Phoenix	Hanes	Michael	Male	29	20	USA	Rookie
Picachu	Ignacio	Francis-Marlon	Male	44	40	Philippines	Veteran
Pileated Woodpecker	Marks	Timothy	Male	52	50	USA	Veteran
Pudu	Pierce	Jason	Male	36	30	USA	Veteran
Rat Snake	Stalter	Kenneth	Male	57	50	USA	Veteran
Rock Rabbit	Bickett	Adam	Male	28	20	USA	Veteran
Rocky the Squirrel	Eichhorn	Ole	male	53	50	USA	Veteran
Running Terrier	Spina	Omar	Male	39	30	USA	Veteran
Siberian Husky	Arenberg	Michael	Male	52	50	USA	Veteran
Silverback	Brown	Scott	Male	47	40	USA	Rookie
Sun Bear	Smith	Rebecca	Female	62	60	USA	Veteran
Tapir	O'Keefe	Christopher	Male	45	40	USA	Veteran
Turkey Vulture	Drew	Peterson	male	40	30	USA	Rookie
Unladen Swallow	Deitchman	Michael	Male	35	30	USA	Veteran
Velvet Ant	Williams	Don	Male	45	40	USA	Veteran
Wiener Dog	Westergaard	Danny	Male	52	50	USA	Veteran
Wild Boar	Trotta	Roberta	Male	46	40	Italy	Rookie
Wild Mustang	Laird	Keith	Male	55	50	USA	Veteran
Wild Turkey	Wilson	Mike	Male	38	30	USA	Veteran
Wildebeest 2	Buswell	Scott	Male	39	30	USA	Rookie
Wolverine	Walsh	Kevin	male	54	50	USA	Rookie

## OFFICIAL RACE ROSTER

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>M/F</b>	<b>Age</b>	<b>Grp</b>	<b>Nationality</b>	<b>History</b>
Wooshkeetaan	Sheufelt	Janice	Female	45	40	USA	Rookie
Wren	Baker	Wade	Male	57	50	USA	Rookie
ZomBee	James	Robert	Male	40	40	USA	Veteran
<b>SOLO CLASSIC</b>							
Asiatic Wildcat	Wong	Felix	Male	36	30	USA	Rookie
Gyrfalcon 2	Honda	Nicole	Female	45	40	USA	Veteran
<b>SOLO FIXED GEAR</b>							
Stegosaurus	Arora	Shaun	Male	32	30	USA	Rookie
<b>SOLO RECUMBENT</b>							
Blue Racer	Schlitter	John	Male	55	50	USA	Veteran
Dung Beetle	Young	Christopher	Male	42	40	USA	Veteran
Werewolf	Woudenberg	Timothy	male	54	50	USA	Veteran
Yellow Labrador	Carrell	Sara Kay	female	34	30	US	Veteran
<b>SOLO TANDEM</b>							
Lionfish	Radtke	Marlies	Female	50	50	USA	Veteran
Lionfish	Seely	Patrick	Male	58	50	USA	Veteran
<b>TWO MAN</b>							
Black Angus Cow	Kollins	Scott	Male	42	40	USA	Veteran
Black Angus Cow	Weitz	Keith	Male	43	40	USA	Veteran
Blue Frog	Bonneville	Dany	Male	46	40	Canada	Rookie
Blue Frog	Pellerin	Patrice	Male	52	40	Canada	Veteran
Canadian Lynx	Tavener	Robert	Male	43	40	Canada	Rookie
Canadian Lynx	Weir	Jim	Male	48	40	Canada	Rookie
Capybara	Barry	Tom	Male	45	40	USA	Veteran
Capybara	Culbertson	Tom	Male	41	40	USA	Veteran
Common Pipistrelle	Burson	Mark	Male	56	50	USA	Rookie
Common Pipistrelle	Walters	Phillip	Male	60	50	UK	Rookie
Desert Spider	Fero	Michael	Male	52	50	USA	Rookie
Desert Spider	Fujii	Doug	Male	48	50	USA	Rookie
Flying Voles	Gerbig	Steve	Male	66	60	USA	Rookie
Flying Voles	Sothorn	Joel	Male	54	60	USA	Veteran
Honu	Atencio	Brad	Male	47	40	USA	Veteran
Honu	Kostenko	Kern	Male	49	40	USA	Veteran
Iracongi	Figgat	David	Male	54	50	USA	Rookie
Iracongi	Nash	David	Male	49	50	USA	Rookie
Mackerel Shark	Morse	(Ti) Samuel	Male	46	50	USA	Rookie
Mackerel Shark	Shepston	Michael	Male	54	50	USA	Veteran
Red Bull	Boyd	Anthony	Male	48	40	USA	Veteran
Red Bull	Boyd	Rodney	Male	45	40	USA	Veteran
River Cooters	Schwartz	Mike	Male	33	30	USA	Veteran
River Cooters	Shinsky	David	Male	41	30	USA	Veteran
Sparrow	Shepard	Tom	male	49	50	USA	Rookie
Sparrow	Shepston	Ron	Male	64	50	USA	Veteran
Spike the Wonder Dog	Corman	Bob	Male	55	50	USA	Veteran
Spike the Wonder Dog	Kilby	Jay	Male	48	50	USA	Veteran
Spotted Ass	Emerson	Ken	Male	53	50	USA	Veteran
Spotted Ass	Saeedi	Steve	Male	49	50	USA	Rookie
Twocan-JDRF	Skipper	Matt	Male	17	10	USA	Veteran
Twocan-JDRF	Skipper	Scott	Male	17	10	USA	Veteran
Wild Dogs	Cook	Jim	Male	58	50	USA	Veteran
Wild Dogs	Witkowicki	John	Male	61	50	USA	Veteran
Wild Hare	Bursley	Steven	Male	53	50	USA	Veteran
Wild Hare	Melville	Michael	Male	57	50	USA	Rookie
Zebu	Heisterkamp	Chris	Male	36	30	USA	Rookie
Zebu	Kenny	Patrick	Male	38	30	USA	Rookie

# OFFICIAL RACE ROSTER

<i>Totem</i>	<i>Last Name</i>	<i>First Name</i>	<i>M/F</i>	<i>Age</i>	<i>Grp</i>	<i>Nationality</i>	<i>History</i>
<b>TWO MIXED</b>							
Alpaca	Reid	Kristina	Female	30	40	USA	Veteran
Alpaca	Rogers	M. Kelly	Male	55	40	USA	Veteran
Beast	Harvey	Scot	Male	42	40	USA	Rookie
Beast	Harvey	Stephanie	Female	40	40	USA	Rookie
Godwit	Gillis	Cara	Female	32	30	Canada	Veteran
Godwit	Lawler	Jeff	Male	41	30	USA	Veteran
Golden Toad	Johnson	Anthony	Male	45	40	USA	Rookie
Golden Toad	Johnson	Lisa	Female	47	40	USA	Rookie
Gummy Bears	Hand	Terri	Female	36	40	USA	Veteran
Gummy Bears	Masiel	Pete	Male	52	40	USA	Veteran
Pair O' Ducks	Lindensmith	Chris	Male	45	40	USA	Rookie
Pair O' Ducks	Nadeau	Jay	Female	40	40	USA	Veteran
Rottwheeler	Bittancourt	William	Male	45	40	USA	Rookie
Rottwheeler	Mason	Nancy	Female	50	40	USA	Veteran
Sheephead	Bryant	Patty	Female	52	50	USA	Rookie
Sheephead	Wieneke	Mark	Male	60	50	USA	Rookie
<b>TWO TANDEM MIXED</b>							
Long Eared Jerboa	Banks	Debra	Female	54	50	USA	Rookie
Long Eared Jerboa	Gooselaw	Steve	Male	50	50	USA	Rookie
Long Eared Jerboa	Gray	Julie	Female	51	50	USA	Rookie
Long Eared Jerboa	Nevin	Willy	Male	52	50	USA	Veteran
<b>TWO WOMAN</b>							
Rock Ewe	Bergen	Katie	Female	26	30	USA	Rookie
Rock Ewe	Spence	Jeanine	Female	47	30	USA	Veteran
<b>FOUR MAN</b>							
Bees	Campbell	Leslie	Male	66	60	USA	Veteran
Bees	Johnston	John	Male	61	60	USA	Rookie
Bees	Matzloff	Robert	Male	61	60	USA	Rookie
Bees	Sinnott	Mike	Male	63	60	USA	Rookie
Black Scorpion	Henley	Jeff	Male	41	40	USA	Rookie
Black Scorpion	Hewitt	John	male	49	40	USA	Rookie
Black Scorpion	Reddell	Rick	Male	44	40	USA	Rookie
Black Scorpion	Wepplo	Mike	Male	47	40	USA	Rookie
Bloodhound	Harris	Paul	Male	44	40	USA	Veteran
Bloodhound	Krebs	Soren	Male	47	40	Denmark	Rookie
Bloodhound	Pickle	Kurt	Male	41	40	USA	Veteran
Bloodhound	Smith	Chad	Male	41	40	USA	Veteran
Blue Whale	Belur	Raghu	Male	44	50	USA	Veteran
Blue Whale	Eisenbarth	Chris	Male	55	50	USA	Veteran
Blue Whale	Scalera	Eric	Male	51	50	USA	Rookie
Blue Whale	Turner	Donald	Male	50	50	USA	Veteran
Chinook	Fischer	David	Male	61	40	USA	Veteran
Chinook	Solbrack	Brad	male	55	40	USA	Rookie
Chinook	Solbrack	Seth	male	26	40	USA	Rookie
Chinook	Strycula	Diane	Female	50	40	USA	Veteran
Desert Crickets	Carmichael	Jo	Female	56	50	USA	Rookie
Desert Crickets	Martin	Jeff	Male	49	50	USA	Veteran
Desert Crickets	Nelson	Tom	Male	54	50	USA	Rookie
Desert Crickets	Ortlieb	Jim	Male	49	50	USA	Rookie
Great American Toad	Haldeman	Lon	Male	53	50	USA	Rookie
Great American Toad	Howard	John	Male	64	50	USA	Rookie
Great American Toad	Marino	John	Male	63	50	USA	Rookie
Great American Toad	Shermer	Michael	Male	57	50	USA	Rookie
Jurassic Shark	Kunnari	Matthew	Male	21	30	USA	Veteran
Jurassic Shark	Mason	Howard	Male	69	30	USA	Veteran
Jurassic Shark	Mason	Keith	Male	23	30	USA	Veteran
Jurassic Shark	Mason	Neale	Male	23	30	USA	Veteran
KrautDogs	Moore	Paul	Male	51	40	USA	Rookie
KrautDogs	Moyer	Trisha	female	43	40	USA	Rookie
KrautDogs	Mueller	Walt	Male	48	40	USA	Rookie
KrautDogs	Sloan	Doug	Male	51	40	USA	Veteran

## OFFICIAL RACE ROSTER

<i>Totem</i>	<i>Last Name</i>	<i>First Name</i>	<i>M/F</i>	<i>Age</i>	<i>Grp</i>	<i>Nationality</i>	<i>History</i>
<b>FOUR MAN (Cont.)</b>							
Missing Lynx	Dibb	Dan	Male	54	50	USA	Veteran
Missing Lynx	Eichen	Tom	Male	53	50	USA	Veteran
Missing Lynx	Page	Greg	Male	49	50	USA	Veteran
Missing Lynx	Reynolds	John	male	53	50	USA	Rookie
Prairie Falcon	Brown	Christopher	Male	48	40	USA	Veteran
Prairie Falcon	Holzinger	Jerald	Male	50	40	USA	Rookie
Prairie Falcon	Mann	Michael	Male	48	40	USA	Rookie
Prairie Falcon	Weis	David	Male	44	40	USA	Veteran
Western Wood Pewee	Lindenthal	Jeff	Male	53	50	USA	Rookie
Western Wood Pewee	Spencer	Dennis	Male	51	50	USA	Rookie
Western Wood Pewee	Watler	Charlie	Male	44	50	USA	Veteran
Western Wood Pewee	Zimmerman	Bill	Male	60	50	USA	Veteran
Wolf Pack	Herman	Neal	Male	55	50	USA	Veteran
Wolf Pack	Hitchcock	Jerry	Male	56	50	USA	Rookie
Wolf Pack	Sullivan	Mike	Male	38	50	USA	Rookie
Wolf Pack	Torik	Silvana	Female	52	50	USA	Rookie
<b>FOUR MIXED</b>							
Killer Bees	Bennett	Elsie	Female	35	30	Belize	Veteran
Killer Bees	Binderim	Lonnie	Male	45	30	USA	Rookie
Killer Bees	Miller	Todd	male	48	30	USA	Rookie
Killer Bees	Shepack	Debbie	Female	49	30	USA	Veteran
Kites	Luo	Anna	Female	48	40	USA	Veteran
Kites	Nice	Donna	Female	43	40	USA	Veteran
Kites	Sauers	Dan	Male	60	40	USA	Veteran
Kites	Shepard	Mike	Male	37	40	USA	Rookie
Sea Monkeys	DeRonde	Christina	Female	44	40	USA	Veteran
Sea Monkeys	Gillmann	Lisa	Female	38	40	USA	Rookie
Sea Monkeys	Marko	Charlie	Male	49	40	USA	Veteran
Sea Monkeys	McDowell	Duane	Male	52	40	USA	Rookie
Woody Woodpecker	Leroux	Nicole	Female	44	40	Canada	Rookie
Woody Woodpecker	Meadows	William	Male	38	40	USA	Rookie
Woody Woodpecker	Morena	Patti	Female	52	40	USA	Rookie
Woody Woodpecker	Robinson	John	Male	48	40	USA	Rookie
<b>FOUR WOMAN</b>							
Pine Marten	Alfaro	Andrea	Female	41	40	USA	Rookie
Pine Marten	Allen	Josephine	Female	35	40	UK	Rookie
Pine Marten	Crutchfield	Ginger	Female	49	40	USA	Rookie
Pine Marten	DeFratis Robinson	Jill	Female	37	40	USA	Rookie
Ukalerk	Kirk	Ellen	female	53	50	USA	Rookie
Ukalerk	Newsham	Sherry	female	63	50	USA	Rookie
Ukalerk	Snyder	Amy	female	51	50	USA	Rookie
Ukalerk	Tran	Lan	female	60	50	USA	Rookie
<b>FOUR TANDEM MIXED</b>							
Barking Spiders	Costello	Terri	Female	53	50	USA	Rookie
Barking Spiders	DiPalma	Stephanie	Female	55	50	USA	Rookie
Barking Spiders	DiPalma	Tom	Male	51	50	USA	Rookie
Barking Spiders	Fallis	Eva	Female	52	50	USA	Rookie
Barking Spiders	Fountain	Eldred	male	55	50	USA	Rookie
Barking Spiders	Fountain	Janet	female	54	50	USA	Rookie
Barking Spiders	Hill	Michael	Male	48	50	USA	Rookie
Barking Spiders	Hopkins	Gil	Male	55	50	USA	Veteran
Centi-speed	Beam	John	male	60	50	USA	Rookie
Centi-speed	Bott	Larry	Male	61	50	US	Rookie
Centi-speed	Bott	Linda	Female	54	50	US	Veteran
Centi-speed	Katano	Lynn	Female	53	50	US	Rookie
Centi-speed	Mullins	Bruce	Male	55	50	US	Rookie
Centi-speed	Stewart	Anna	Female	50	50	US	Veteran
Centi-speed	Stewart	Rick	Male	53	50	US	Veteran
Centi-speed	Watson	Justine	Female	26	50	US	Veteran

# FURNACE CREEK 508 OFFICIAL RULES AND REGULATIONS

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

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

## **I. General Rules**

### **A. Administrative Rules**

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

### **B. Safety and Emergencies.**

1. Safety must be the single most important concern of everyone connected with the race. Safety prevails above all other rules and competition.
2. In an emergency condition where human life is in jeopardy, all concern should be directed to the injured. If a rule is violated in an emergency situation, or should there be a delay (e.g., stopping to give CPR to another racer), the Race Director will make necessary allowances.

3. All Emergency Evacuation costs for participants or crews will be borne by that person or their heirs. The race organizers are in no way liable or responsible for emergency evacuation.
4. Since FURNACE CREEK 508 uses public roads, it is impossible to control traffic or get road closures. Never risk human safety. Racers and crews must "size up" every road situation and decide how best to proceed or not to proceed. Use common sense and think safety first!
5. It is the racer's responsibility to make sure that the crew members are receiving enough sleep necessary for the safe operation of a motor vehicle. If a racer does not have the necessary manpower to safely drive the vehicle, the racer will be detained until the crew can safely support the racer. If a driver has become too sleepy, he or she must relinquish the driving responsibility. If no one is awake enough to drive, the racer must stop until a crew member has obtained adequate sleep. TP or DQ
6. If you see another racer or crew behaving in an unsafe or unsporting manner, please say something to that crew and to a race official.
7. A Race Official may prohibit a racer from continuing for safety reasons, e.g., a racer being too sleepy to ride.
8. All support vehicles must carry a comprehensive First Aid Kit. A satellite phone is also strongly encouraged, as cell coverage is spotty at best along the race route. Additionally, entrants may choose to bring an AED. It is highly recommended that each support team include at least one member who has current CPR and First Aid training and certification.

### **C. Compliance with Laws.**

1. One racer or crew member violating traffic laws really affects all the other racers. It's reasonable to believe that if one does it, they all must. Obey all traffic laws!
2. All traffic laws must be followed by all racers and all crew members at all times. This includes a FULL, legal stop at all stop signs, at all red traffic lights, and activated railroad crossing signals. To be clear, a "FULL, legal stop" means "the complete cessation of all forward movement." The only exception would be where law enforcement officials direct racers and/or crew through a controlled intersection without stopping, typically in the first few miles of the race. TP or DQ
3. All vehicles and all racers must obey the vehicle code laws of California. It is the responsibility of all drivers and all racers to be familiar with all laws. A violation by a crew member will be assessed against the racer. TP or DQ
4. The FURNACE CREEK 508 uses public roads, requiring the observance of all event rules, traffic laws and the motor vehicle code. This includes, but is not limited to, stopping appropriately for traffic lights, stop signs, and trains across the road, riding as far to the right as is practicable, and the like. Racers

disregarding stop signs, traffic lights, and traffic laws have a very damaging effect on the race in general, significantly more than “running” a light during a training ride. These violations are considered cheating, unsportsmanlike, unsafe, and can be the reason for authorities not granting permission for races.

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

## II. Racer Conduct

### A. Racing Rules

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

### B. Drafting/Riding

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

### C. Routing

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

### D. Banned Substances

1. IVs (intravenous fluids) are not permitted during the race.
2. As a condition of competing in this event, all racers must be willing to submit to a drug urine test before, during, or after the race.

3. If any USOC-banned substances are detected, the racer will be disqualified from competition and the final standings of the race itself.
4. If a racer has used any banned substances within six months of the race, written notification must be submitted to the race office. This information will remain confidential. Our medical advisors will review the type of substance used and the reasons involved and a written response will be sent to the racer.

## III. Bicycle and Equipment Regulations

### A. Bicycles

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

### B. Divisions

1. **Standard.** All bicycles, except those described specifically below, shall be entered in what is known as the “Standard” Division.
2. **Recumbent.** Recumbents and HPVs compete in their own divisions and must enter in one of the categories outlined on the race website.
3. **Fixed Gear.** FIXED GEAR bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Bike frames shall be steel, traditional double diamond design (forks are unrestricted) and aluminum rims (maximum 25 mm rim depth) with 32 spokes minimum. Aero-bar attachments and aero-designed parts are prohibited. Wheel switches are permitted only for wheel failures, and must be essentially identical to the failed wheel. Bike switches are not permitted. Racers may not coast with feet off the pedals. Racers must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter. Fixed gear division racers may abandon that division and switch to a multispeed bike in the “standard” division, then complete the race on the multispeed bike, provided that they or their crew notifies a race official as soon as possible; they will then be treated as having ridden the entire event on the multispeed bike.

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

### C. Bicycle Lighting

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

### D. Clothing

1. ANSI, CPSC, ASTM or Snell approved helmets must be properly worn and fastened by racers at all times when on the bike.
2. No racer or crew member may wear clothing that displays poor taste or which promotes tobacco or hard liquor products.
3. Neither racers nor crew may publicly expose themselves during the process of changing clothes or relieving themselves.

## IV. Team Division

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

- A. Relay team members will ride one stage at a time, from time station to time station. Thus, two racer team members will race four stages each and four racer team members will race two stages each.
- B. Racers will switch off while stationary in the presence of the time station staff, passing a baton between them before re-summing racing. The baton will be provided at racer check-in or may be created by the team in advance. (Home-made or purchased batons must be at least 12cm long and 1cm thick, in any shape, and must have the team totem permanently marked, etched, engraved, or embossed on the baton surface. For example, a standard size Gumby with the totem marked with a permanent sharpie would be a suitable baton.) The baton must be carried by the racing rider at all times and must be presented at the finish line (dropped batons must be picked up before the racing rider moves forward on the course; lost batons will result in disqualification).
- C. Teams must complete the route in a fixed order which will be declared prior to the race: Two racer teams must switch off at each time station, rotating A-B-A-B-A-B-A-B. Four racer teams must rotate A-B-C-D-A-B-C-D, except as noted in the exception explained below. This “rotation sequence exception rule” may not be used for strategic purposes. It may only be used because of unexpected injury, broken down bicycle, or some other significant, unforeseen incident which occurs during the race and which precludes the racer in question from completing his or her assigned stage. Note: “Being tired” or entering the race with a pre-existing injury or other problem are not suitable reasons for utilizing this rotation exception. Proof of the necessity of using this exception must be given and documented.
  1. Exception for either two or four racer teams: if a racer is physically unable to complete his or her designated leg, the team must return to the previous time station and restart with the next racer in sequence. Although the withdrawn racer may return to the rotation order later, the team must then remain out of sequence for the remainder of the race in terms of which stages are completed by which racer.
  2. Example for a four racer team: racer C is physically unable to complete stage three. His or her team must return to Trona and restart there with racer D, with no credit given for time lost or miles already completed. Thereafter A will complete stage four, B will complete stage five, C will complete stage six (if capable, otherwise D would complete stage six), etc.
  3. Example for two racer team: Racer B is physically unable to complete stage four. His or her team must return to Furnace Creek and restart there with racer A, with no credit given for time lost or miles already completed. Racer B may return to the rotation on the next or any subsequent stage, or Racer A may complete the rest of the race route.

**D.** Each team must enter with two or four racers (or eight if it is in the eight-racer tandem category). If one or more of the team members gets hurt or cannot ride once the race has begun, no substitutions or additions are allowed to their team roster.

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

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

### **V. Support Crew Rules**

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

**B.** At least two crew members are required for the duration of the race for the solo and two racer relay divisions. Four racer relay teams are not required to have designated crew members as they can crew for themselves.

**C.** All crew members must sign and turn in the Release of Liability / Agreement to Terms and Conditions prior to the race. (A support crew member is defined as anyone who actively assists a racer in any manner at any time during the race.

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

**E.** Each racer is responsible for the actions of that racer's crew.

**F.** In the spirit of sportsmanship, any support crew may offer assistance to any racer or crew at any time.

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

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

**I.** All racers must always be followed literally, directly, and as closely as safety permits, by an appropriate crew vehicle at

night. "Night" is defined as the time between 6:00 PM and 7:00 AM. Racers may not ride at night for even one second without an appropriate crew vehicle directly behind them during nighttime hours, including the finish portion of the race, except as outlined below. Thus, it is MANDATORY that racers must have full lights and reflective gear on, and be followed directly by their crew vehicle, between exactly 6:00 PM and 7:00 AM on both Saturday and Sunday nights.

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

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

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

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

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

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

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

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

**R.** If traffic cannot pass the racer and crew vehicle safely, the crew vehicle AND RACER must pull over to the right, when possible, and allow traffic to pass. If there is nowhere for the crew vehicle to pull over and the crew vehicle is causing a significant traffic problem, the driver should drive on ahead of the racer and find a spot to pull over to let the traffic pass. Signal the racer of the situation because he/she might want to momentarily pull over also. In

all circumstances, the crew vehicle must resume following the cyclist as soon as possible (as soon as the traffic from behind has passed). TP

- S. Support crew members may not run or walk along with, next to, in front of, or behind their racers for any reason (except during water bottle hand-offs during the day). TP
- T. Crew vehicles may not park or otherwise be on the race course in the vicinity of the cyclists for the first 24.4 miles of the race; thus they must leave the start line prior to the race start and drive directly to the 24.4 mile location, ahead of all racers. Racers should be prepared to make their own repairs during this 24.4 mile segment of the race; however, limited neutral support may be provided, as may be announced prior to the race. Delay of Crew Vehicle and/or TP
- U. Following Your Racer. All racers and crew should also study "Hints On Supporting A Cyclist." Hints during daylight support: (1) Use two way radio communication; (2) Use arm signals between racer and crew; (3) Plan nutritional regime before the race; (4) Drive ahead of racer, pull completely off the road and stop, get out of vehicle and listen for racer's request. Obtain necessary items in vehicle, drive ahead of racer, pull completely off the road and get out, then pass off the requested supplies.
- V. Crews must observe these safety requirements at all times:
- Stay calm and cool, no matter what happens.
  - Trade off driving duties as often as possible.
  - Always have two wide awake crew members at night.
  - Watch for drunk and/or inattentive drivers.
  - Obey all traffic laws.
  - Watch for traffic approaching from the rear.
  - Be extra cautious at all turns and stops.
- W. Night Driving.
1. Crew vehicle headlights must be dimmed (not on "brights") when any oncoming traffic approaches within 500 feet, when following within 300 feet of the rear of another vehicle, when another vehicle passes, and within 300 feet of a time station. (We encourage never using the brights except during emergency situations.) This rule will be strictly enforced with a NO WARNINGS/NO TOLERANCE approach to enforcement. TP
  2. Additional spotlights may not be mounted higher than the standard built-in headlights of the crew vehicle, except for a pass-off light mounted on the right side of the crew vehicle which is used to temporarily light the road when driving next to a racer during a pass-off of supplies.
  3. Hand-held spotlights may not be used while the vehicle is in motion.

4. If the crew is unavailable during night hours, for any reason except as provided herein, the racer may not continue riding, but remain with the crew vehicle.

### VI. Crew Vehicles

- A. Vehicles wider than 78" may never be used to follow the racer. (As measured at the widest part of the back of the vehicle, not including protruding bumpers or fenders.) The ideal crew vehicle is a minivan, though small cars and small SUVs will work as well. Due to their height, camper vans, supersize SUV's, supersize pickups with large shells, and the like are very strongly discouraged as crew vehicles, even if they are less than 78" in width. TP or DQ
- B. Hummers (any model), Ford Excursions, "SportsMobiles," Sprinter Vans, and motorhomes are not allowed for any purpose by anyone involved with the race.
- C. Solo racers, solo tandems, and two- or four-person relay teams bring ONLY ONE crew vehicle for the duration of the race. Eight-person tandem relay teams may have no more than two crew vehicles. Note: Any vehicle associated in any way with any racer(s) is considered a "crew vehicle," thus "unofficial" crew/support vehicles or family/friend cheering squads are not allowed anywhere on the race route except at the start and finish locations.
- D. Crew vehicles may not pull a trailer of any kind.
- E. All crew vehicles must meet the minimum requirements of property damage and personal injury liability automobile insurance for the state of California.
- F. Crew vehicles must be equipped with the following:
1. At least two amber (not red) flashing lights mounted on the far left and right rear of the roof visible only from the rear. The crew vehicle must use the flashing roof lights at all times when following its racer. These flashing lights must be very bright and of very high quality. Do not wait until the last minute to do so. For entrant insights about where to get these, or similar, visit the race website.
  2. A sign that reads CAUTION BICYCLE AHEAD. This type of sign can be ordered through a sign shop or from Banners and Signs Graphx (Phone 310-559-4888 or use the Pdf form on the race website) for pick-up at the race.
  3. Rear reflective equilateral "slow moving vehicle" triangle having a minimum height of 12" with a red or orange reflective border not less than 1.75" in width. The triangle can be purchased at most auto parts or RV rental stores or from Banners and Signs Graphx (Phone 310-559-4888 or use the Pdf form on the race website)

for pick-up at the race. Attach this triangle to the back of the pace vehicle when following behind your racer, but not at other times, such as when leap-frogging the racer on day one.

4. Team or racer totem must be visible and easily legible (in words, not only pictures) on all four sides of the crew vehicle. For the rear, the ideal placement may be the left side of the rear bumper. Lettering must be 6 inches high. Do not block windows. Solo signage should not use the word "TEAM." Signage for 2x teams must state "2X" and signage for 4X teams must state "4X." You may order custom totem signs from Banners and Signs Graphx (Phone 310-559-4888 or use the Pdf form on the race website) for pick-up at the race.

**VII. Staff and Time Stations.**

- A. Race Officials will be stationed along the route as well as in crew vehicles. A Race Official may ride with any crew in any crew vehicle at any time.
- B. Race Officials have been instructed to only reveal racers' positions and arrival times at Time Stations, if known. Racer position information is subject to human error. The race organizers will not be held responsible for the reporting of inaccurate positions and times, regardless of the source.
- C. All racers and crews are required to make their presence known at each Time Station, which are located in designated places along the race route, as noted in the Official Race Route. At night hours, neither the racer nor the vehicle has to stop, but the crew should have their windows down and sound systems / radios off in order to receive information from the Time Station as they pass. Relay teams must stop at each Time Station to facilitate racer switches. See relay rules below. TP
- D. Racers and crew members are expected to treat race officials with complete respect, courtesy, and compliance. Disrespectful or undue argument or ignoring directives from Race Officials or law enforcement will not be tolerated. TP or DQ

**VIII. Penalties and Cheating**

- A. Penalty for violation of these rules is Disqualification, unless Time Penalty (TP) or other penalty is noted. The Race Director has the discretion to modify penalties if multiple violations occur at the same time.
- B. Non-DQ rule violations will result in the following time penalties for solo and relay racers, which must be served at TS#7, approximately 58 miles from the finish line. Note

that penalized teams which refuse to serve their penalty time at TS#7, or any participant who refuses to serve a penalty or willfully disobeys the direction from a race official, will be disqualified from the race and barred from entering again in the future.

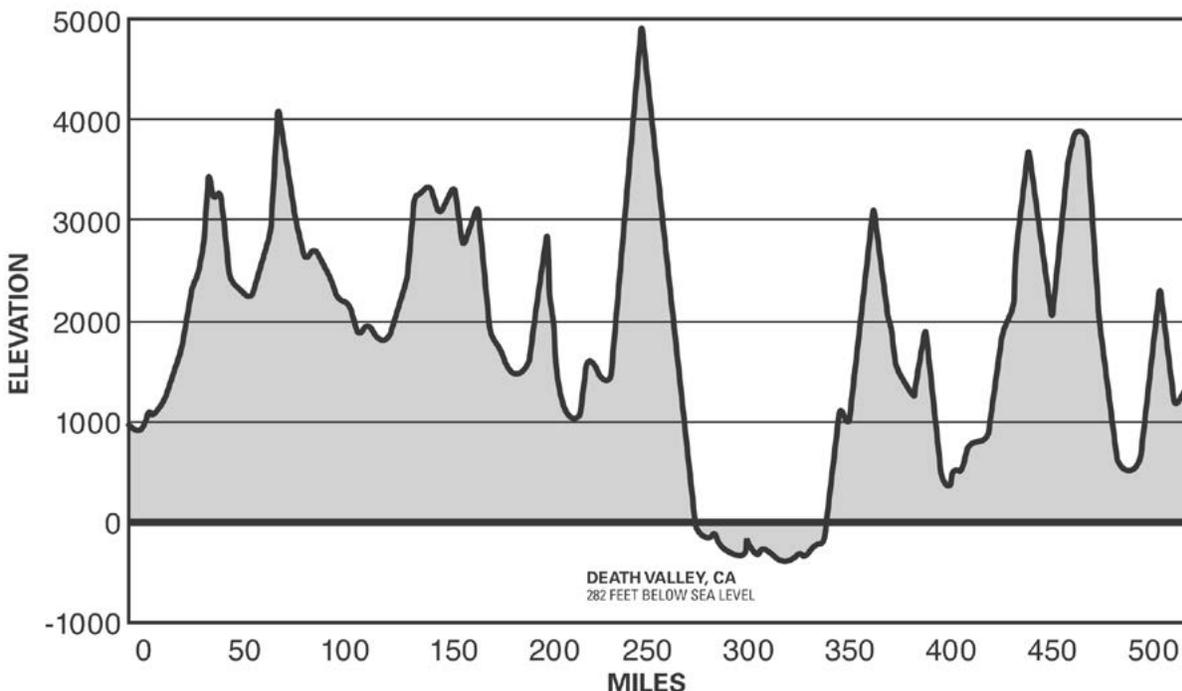
1. 1st offense: 15 minutes total
  2. 2nd offense: 30 minutes total
  3. 3rd offense: Any penalty up to being DISQUALIFIED AND BARRED FROM FUTURE PARTICIPATION (AS A RACER OR CREW MEMBER)
- C. Upon observing a racer's violation of a traffic law or race rule, a Race Official will issue a time penalty or a disqualification to the crew, whose responsibility it is to inform the racer. If any member of a team is penalized, the entire team must serve the penalty. An entire team can be penalized or disqualified because of the actions of any one team or crew member. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone. If a racer is disqualified, the racer and crew must immediately to leave the race course in the crew vehicle, with no further interaction between the racer/crew and other participants.
  - D. Racers or crew members who observe another racer or crew member breaking race rules or traffic laws are encouraged to immediately say something to that racer or crew member, as well as report their observations to the race officials at the earliest possible convenience. Race Officials may, but are not required to, impose penalties based solely upon credible reports of cheating from non-officials.
  - E. View violations of all the rules as cheating and as you would drafting, holding onto a vehicle, or being driven up the route. Cheating must not and will not be tolerated!
  - F. Each entrant must bring a one dollar bill (or more) in a sealed envelope, labeled with the totem, to Racer Check-In. It will not be returned (but will be donated to charity).
  - G. If you have any questions, please contact us. We will assume that the rules are clear and you will be held accountable in accordance with them.

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

• 508

# COURSE MAPS, ELEVATION PROFILES, AND ROUTE

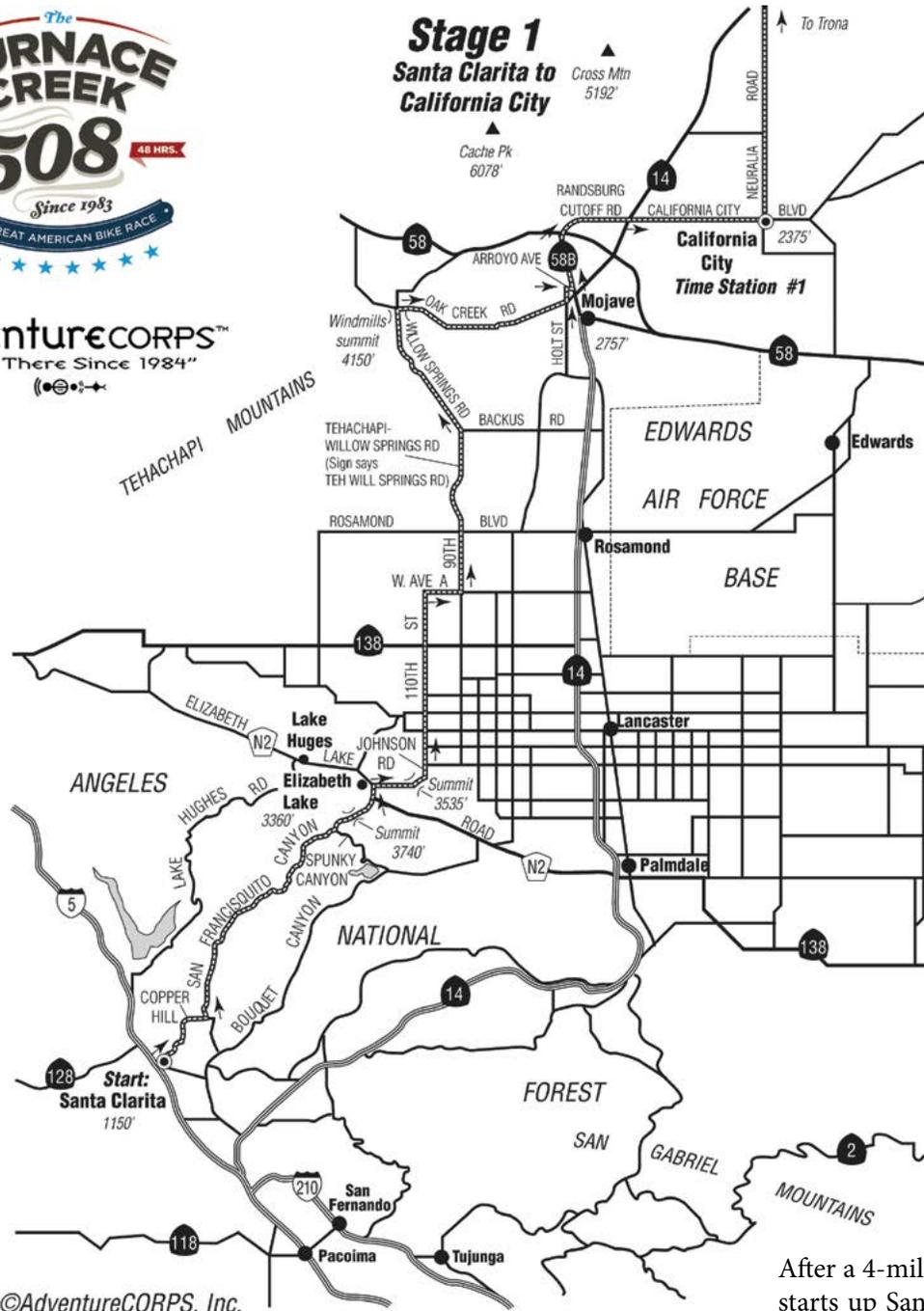
All graphics by Bill Oetinger; route by Chris Kostman. All text, data, maps © AdventureCORPS, Inc.



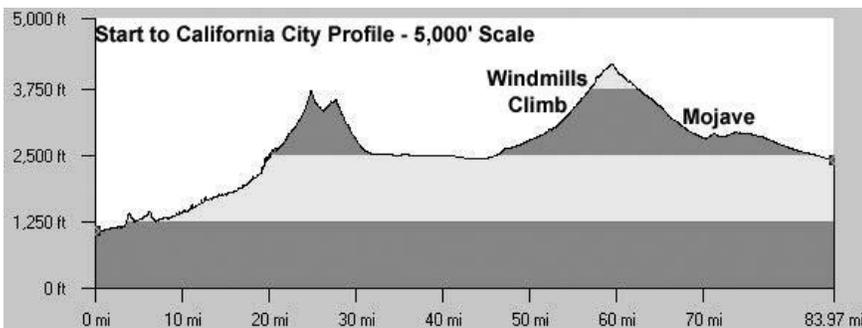
## LEGEND:

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





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

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

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	509.71
0.50	Right Rye Canyon (TL)				4.27	0.50	509.21
1.23	X Newhall Ranch (TL). Becomes Copper Hill				2.84	1.73	507.98
2.43	X McBean Pkwy (TL) <i>Official Race Start: End Group Ride. Spread out, single file, no drafting!</i>				0.41	4.16	505.55
0.41	Left San Francisquito Canyon Rd. (El 1360 ft.) <i>Warning: dangerous turn; oncoming traffic does not stop!</i>				5.71	4.57	505.14
5.40	Ranger Station on right (El 1560 ft.): <i>Start Mountain Section One</i>				0.31	9.97	499.74
0.31	Right San Francisquito Canyon Rd (SS, L-Int)				10.36	10.28	499.43
7.10	False summit (El 2520 ft.)				3.26	17.38	492.33
3.26	Stay Left Spunky Canyon Rd. (SS/Oblique T-Int) (El 2930 ft.)				3.04	20.64	489.07
2.26	Summit (El 3740 ft.)				0.78	22.90	486.81
0.78	Left Elizabeth Lake Rd (SS/T-Ing) (EL 3400 ft.)				0.76	23.68	486.03
0.76	Right Johnson Rd. (SS/T-Int) (El 3330 ft.) <i>All support vehicles wait here for rider to pass, then begin leapfrog support.</i>				13.96	24.44	485.27
1.26	Johnson Summit (El 3535 ft.): <i>End Mountain Section One</i>				12.70	25.70	484.01
4.73	X Ave ""I"" (SS) (El 2500 ft.) You're on 110th St. / Cross traffic does not stop.				7.97	30.43	479.28
4.97	X Ave. 'D' / Hwy 138 (SS) (El 2500 ft.) Cross traffic does not stop.				3.00	35.40	474.31
3.00	Right Ave 'A' (SS, T-int) (El2490 ft.) Cross traffic does not stop.				2.06	38.40	471.31
2.06	Left 90th St. West (SS) (El 2430 ft.) Cross traffic does not stop.				17.12	40.46	469.25
3.00	X Rosamond Blvd. (SS): <i>Start Mountain Section Two.</i> Cross traffic does not stop. 90th St. West becomes "Teh Will Springs Rd."			R	14.12	43.46	466.25
6.04	X Backus Rd. (El 2900 ft.) Begin Climb to 4150 ft. at mile 56.9 by the windmills.				8.08	49.50	460.21
8.08	Right Oak Creek Rd.: <i>End Mountain Section Two</i> (El 4060 ft.) <i>## CAUTION: GRAVEL POSSIBLE IN TURN ON DESCENT ##</i>				10.07	57.58	452.13
10.07	Left Holt St. (SS) (El 2800 ft.)				0.90	67.65	442.06
0.90	Right Arroyo Ave. (L-Int) (El 2870 ft.)				0.39	68.55	441.16
0.39	Left Business Route 58N (SS, T-int) (El 2890 ft.)		Mojave	A	14.66	68.94	440.77
3.21	X over 58 Freeway				11.45	72.15	437.56
3.60	X over 14 Freeway and continue straight to California City (El 2850 ft.)				7.85	75.75	433.96
7.85	Left Neuralia Rd. (SS/Flash) (El 2375) (Note 76 Gas on right) <i>TS #1 on right immediately after making the turn.</i>		California City	G/M/R	12.90	83.60	426.11

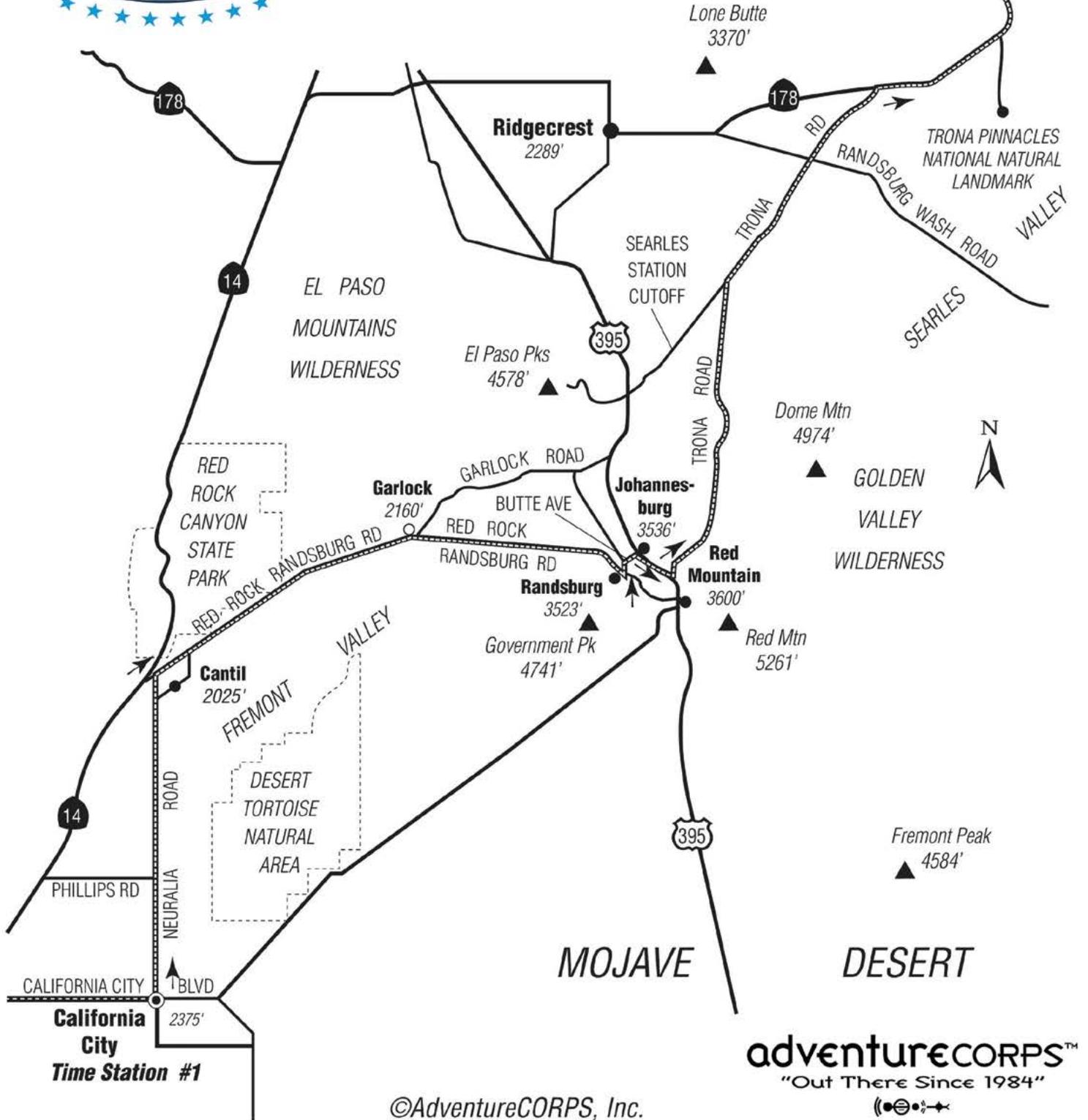


# Stage 2

## California City to Trona

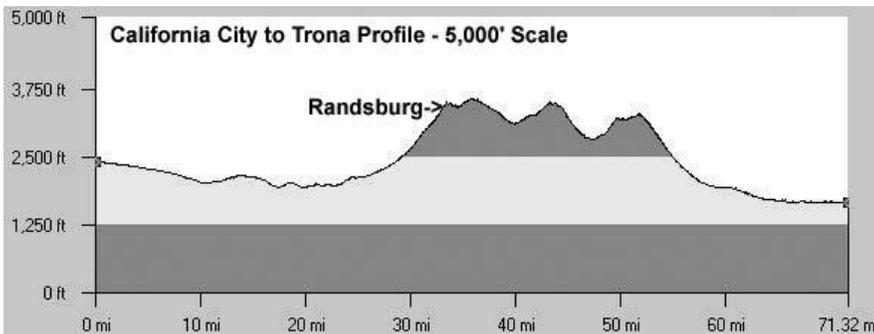
To Panamint Valley,  
 Death Valley

**Trona**  
**Time Station #2**  
 1659'



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

After	Description	Stage Two	City	Services	MTNT	MTF	MTG
12.90	Right Red Rock / Randsburg Rd. (SS/T-Int) (El. 2140 ft.) Rolling terrain next 12 (El 2100 ft.)				12.08	96.50	413.21
12.08	Stay Right to Johannesburg / Randsburg on Redrock / Rand Rd. (El 2100 ft) <i>Start Mountain Section Three</i>				8.43	108.58	401.13
8.43	Left Butte Ave. (T-int) (El 3523 ft.) Randsburg Fire - 760-374-2455 or 760-374-2465		Randsburg	G/M	1.09	117.01	392.70
1.09	"Right Hwy. 395 (SS/T-int) (el 3410 ft.) <i>### CAUTION Heavy traffic next 1.9 miles ###</i>				1.89	118.10	391.61
1.08	"Gas station and mini-mart (El 3536) <i>End Mountain Section Three</i>		Johannesburg	G/M	0.81	119.18	390.53
0.81	Left Trona Rd. / Trona (El 3600 ft.)				21.16	119.99	389.72
3.51	Begin rolling climbs (El 3120 ft.)				17.75	123.50	386.21
4.42	Begin 3 mile descent (EL 3500 ft.)				13.24	127.92	381.79
3.17	RR Crossing (El 2800 ft)				10.06	131.09	378.62
4.21	Begin 6 mile descent (El 3300 ft.)				5.85	135.30	374.41
5.85	Right Hwy. 178 / Trona (SS/T-Int) (El 2000 ft.)				45.52	141.15	368.56
7.35	Pass Trona Pinacles entrance on right				38.17	148.50	361.21
5.38	<u>Former</u> TS#2 location on right, opposite Gas Station (El 1659 ft.): Continue another mile to new TS.		Trona	A	32.79	153.88	355.83
0.22	Cross Railroad Tracks				32.57	154.10	355.61
0.7	<b>TS #2 on left at T-Stop Gas Station</b> (New location as of 2011). <i>### GET GAS HERE: No night services next 228 miles. ###</i>				31.87	154.80	354.91

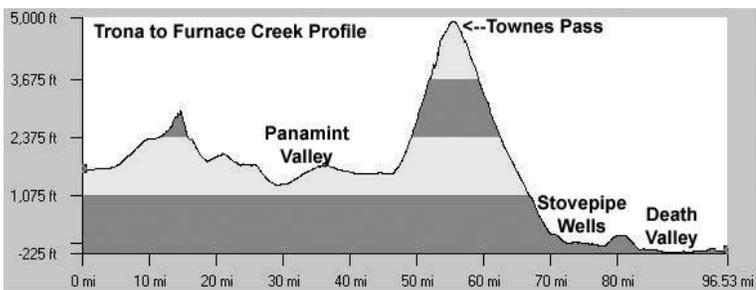


From California City, head north over flat desert terrain to the Johannesburg climb at mile 110 (Mountain Section Three). You'll climb 1500 feet in seven miles; the desert climb is steeper than it looks and grows progressively steeper. Drink plenty; each year some riders overheat here. After Jo'burg, you'll ride over a series of pesky rollers before a long fast descent to the road to Trona. The crew must gas the vehicle and get ice and drinks in Trona as there is no gas overnight until Shoshone (pay-at-the-pump only) and no services until Baker. In 2011, we had to move the time station about a mile beyond the traditional Chevron location to the T-Stop.



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

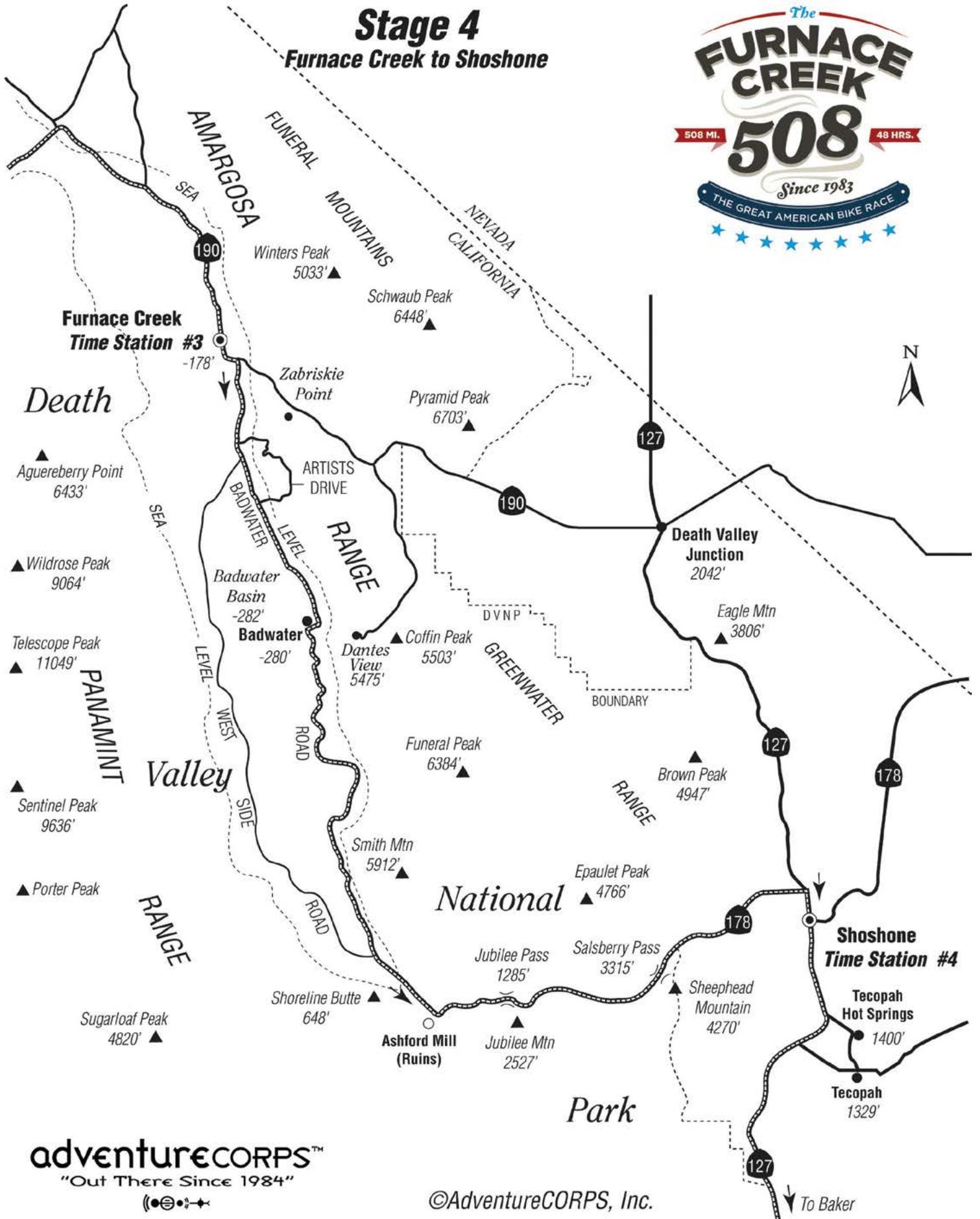
After	Description	Stage Three	City	Services	MTNT	MTF	MTG
3.30	End Trona / Inyo County Line (El 1690 ft.) <i>Start Mountain Section Four about four miles later</i>				28.57	158.10	351.61
11.70	Summit (El 2960 ft.) <i>End Mountain Section Four</i>				16.87	169.80	339.91
3.57	Nadeau Rd. (El 1900 ft.) <i>You're on Trona Wildrose Rd.</i>				13.30	173.37	336.34
3.82	Ballarat Rd. (El 1300 ft.)				9.48	177.19	332.52
9.48	Left Panamint Valley Rd. (El 1340 ft.) <i>Head for Death Valley via 190 / Panamint Springs.</i>				13.93	186.67	323.04
13.93	Right 190 E / Furnace Creek (SS/T-Int) (El 1580 ft.): <i>Start Mountain Section Five</i> <i>After 1.6 miles begin 10 mile climb mostly 6-10% up to 13%.</i>				53.61	200.60	309.11
4.80	Large pullout on right (El 2500 ft.)				48.81	205.40	304.31
1.20	3000 Foot Elevation Sign				47.61	206.60	303.11
1.55	Large pullout on right (El 3550 ft.)				46.09	208.15	301.56
0.80	4000 Foot Elevation Sign				45.26	208.95	300.76
2.80	Townes Pass (El 4956 ft.), Entrance to Death Valley: <i>End Mountain Section Five</i> <i>### Absolutely no external sound or music next 45 miles ###</i>				42.46	211.75	297.96
7.57	Pass Wildrose turnoff (El 2200 ft.) <i>Continue straight on 190 ### Campground / Quiet Zone ###</i>			C	34.89	219.32	290.39
0.20	DVNP Rest area on left and right <i>(Pay phone / water / bathrooms)</i>				34.69	219.52	290.19
8.98	Motel, Gas, and Mini-Mart - mostly closed at this hour! (El 5 ft.) <i>No pay at the pump!</i>		Stovepipe Wells	A	25.71	228.50	281.21
7.26	Beatty / Scotty's Castle turnoff (El 151 ft.)				18.45	235.76	273.95
4.08	Salt Creek (El -190 ft.)				14.37	239.84	269.87
12.69	Furnace Creek Campground on right (El -178 ft.) <i>### Campground / Quiet Zone ###</i>			C	1.68	252.53	257.18
0.40	Death Valley Visitor Center El -190 ft.) <i>### Quiet Zone ###</i>		Furnace Creek	A	1.28	252.93	256.78
0.06	<b>TS #3 on right immediately before Chevron</b> <i>### GET GAS: No services next 75 miles ###</i>				1.22	252.99	256.72



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

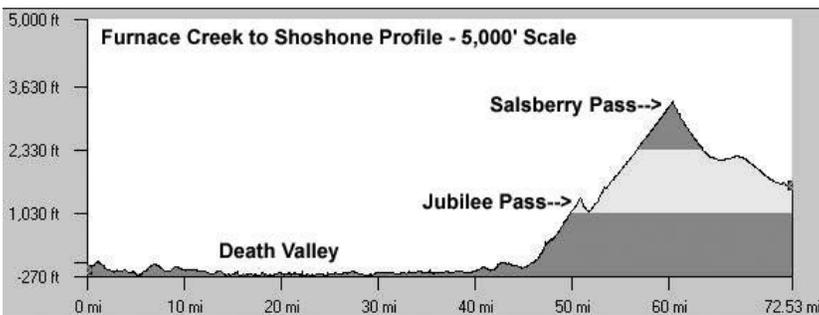
# Stage 4

## Furnace Creek to Shoshone



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

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



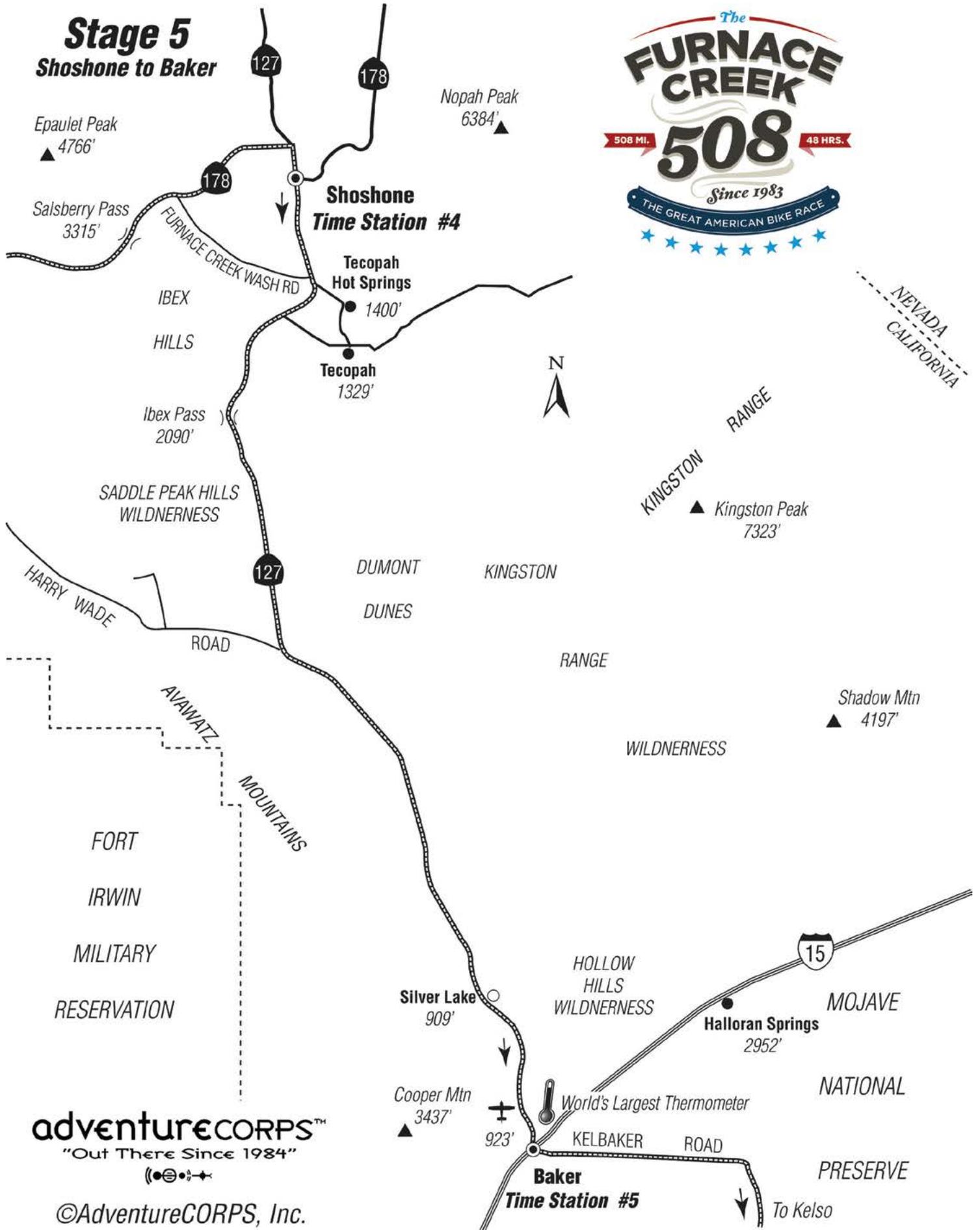
South through Death Valley, the alluvial fans are invisible in the dark, but you climb and descend several thousand feet through Badwater (El -282', the lowest point in North America and the start line of our Badwater Ultramarathon) to the base of the exit passes (Mountain Section Six). The first climb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



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



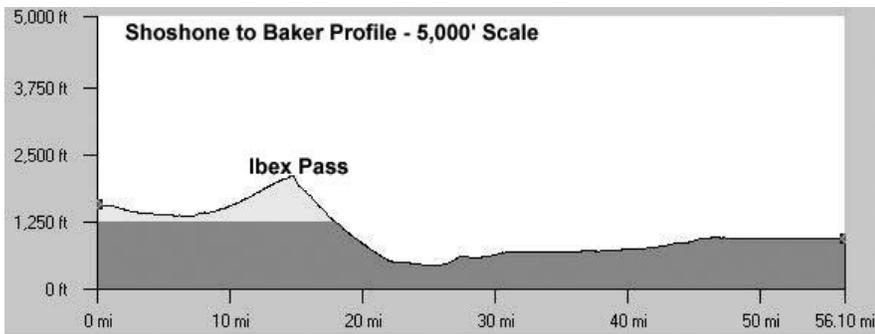
# Stage 5 Shoshone to Baker



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

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



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

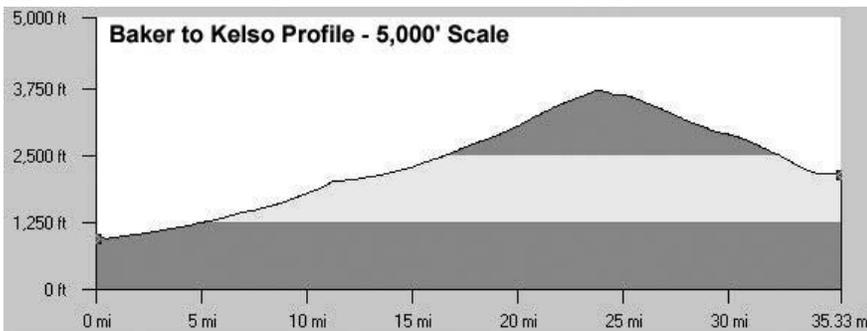


*Come back some other time to visit the attractions in Shoshone!*



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

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



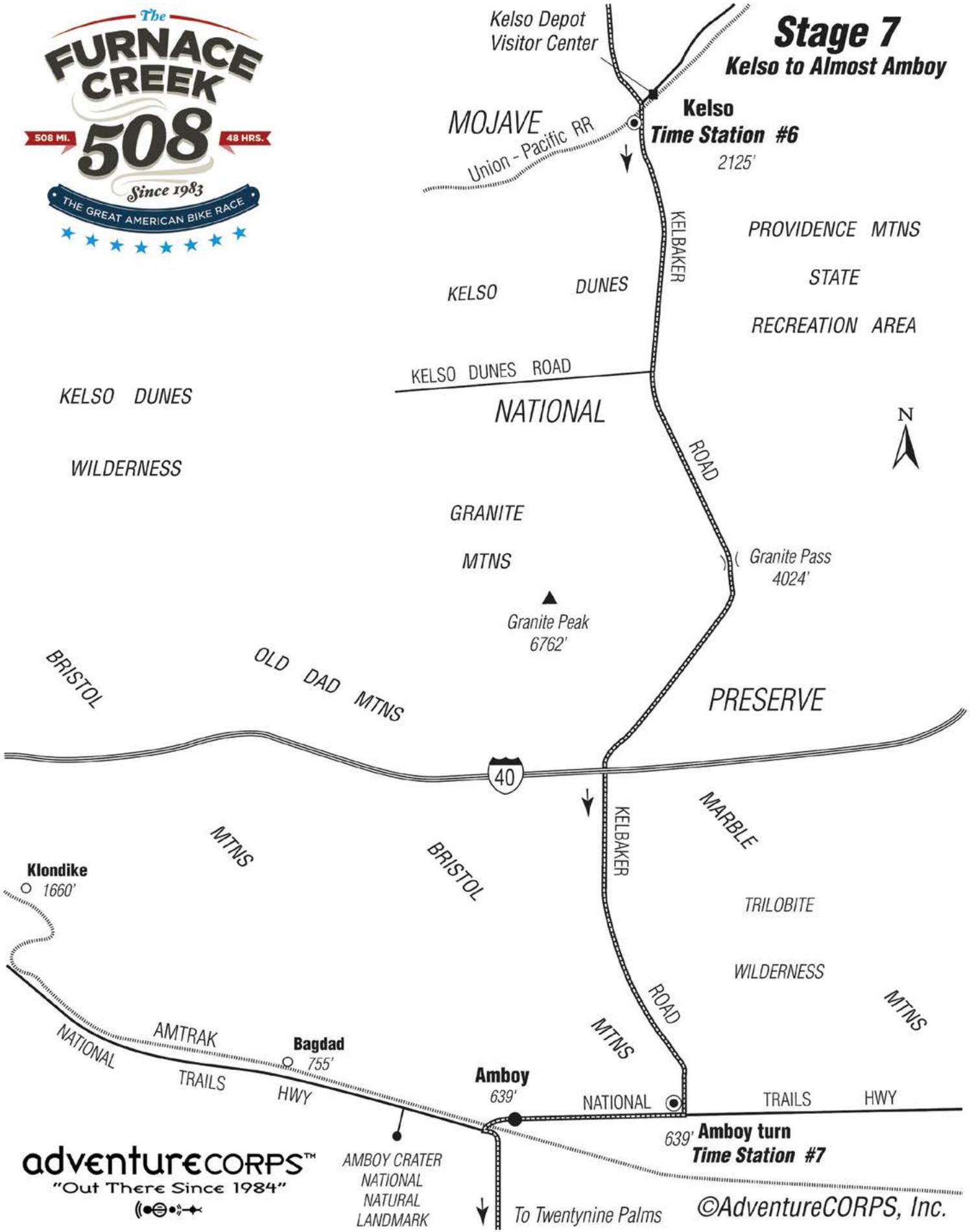
Leaving Baker, you climb a gradual, but relentless, 2500 feet in 20 miles (Mountain Section Eight). Whether it's heating up, or still at night, it's very dry out here, so hydrate carefully. A long, eleven-mile descent leads to Kelso at mile 418. Too bad you can't stop to visit the lovely Mojave National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



*Kelso Depot / Mojave National Preserve Visitor's Center*



# Stage 7 Kelso to Almost Amboy



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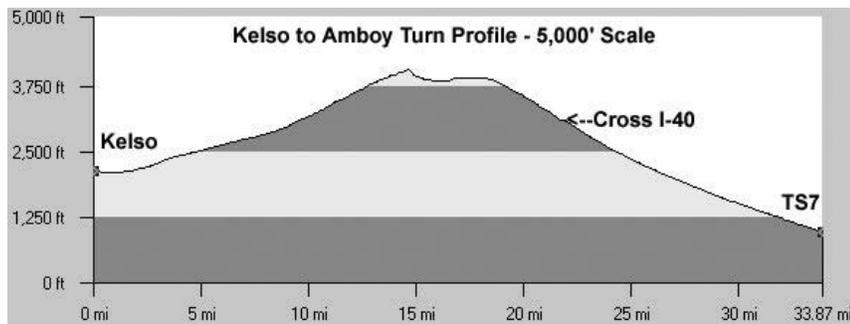
AMBOY CRATER  
 NATIONAL  
 NATURAL  
 LANDMARK

↓ To Twentynine Palms

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

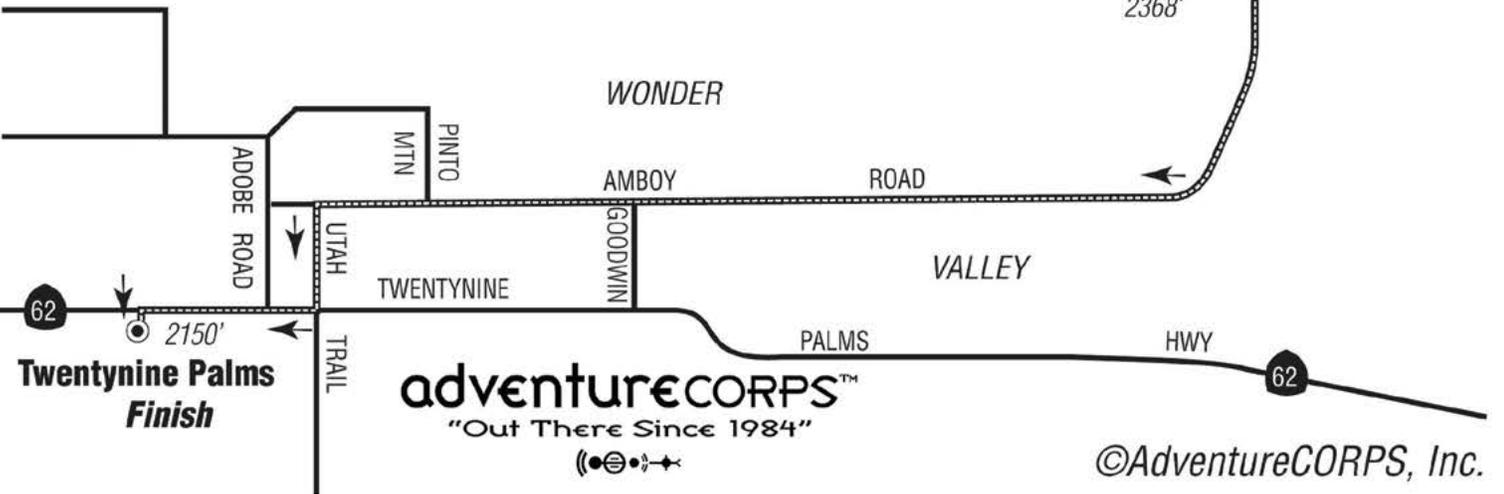
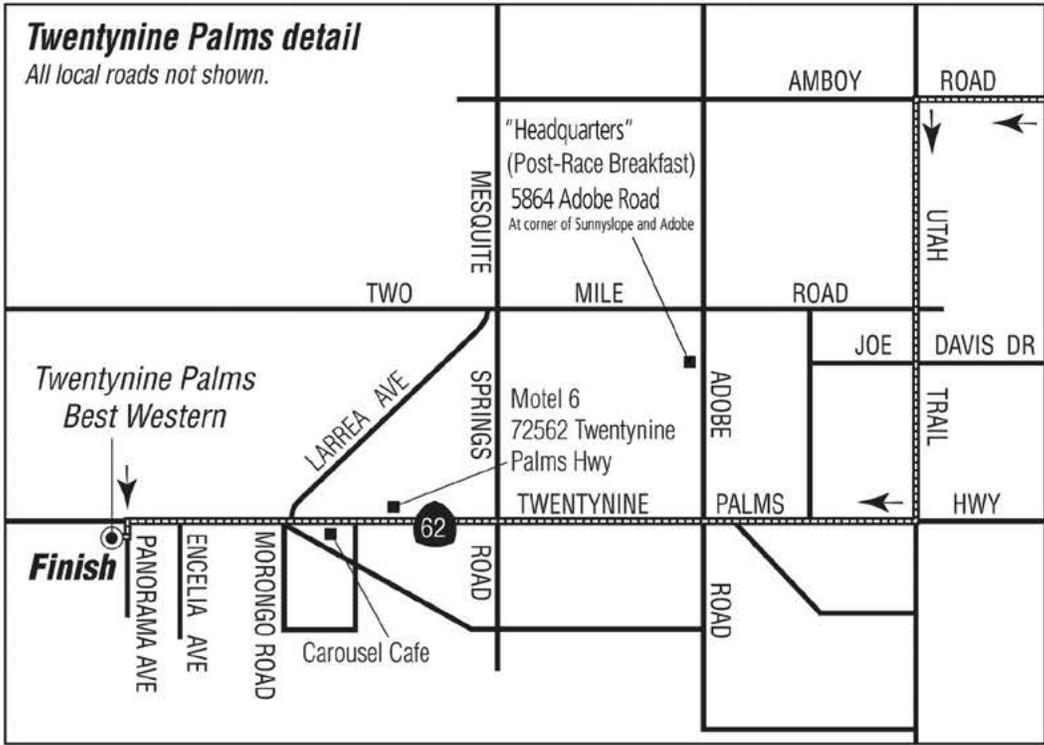
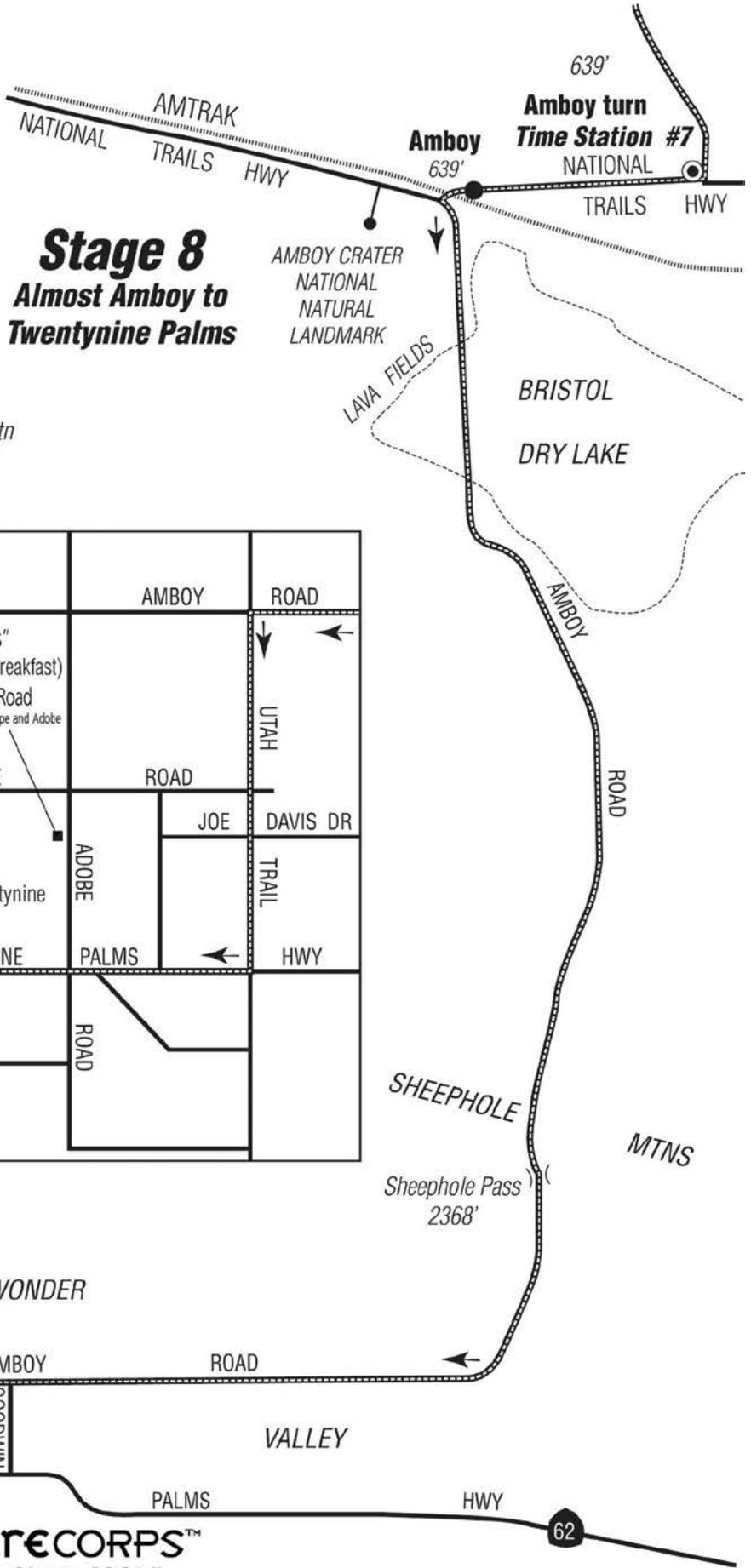
After	Description	Stage Seven	City	Services	MTNT	MTF	MTG
0.62	Cattle guard / end quiet zone: <a href="#">Start Mountain Section Nine</a> (El 2150 ft.) <i>12.3 mile climb</i>				33.16	418.27	91.44
7.13	Kelso Dunes Rd. (El 2760 ft.)				26.03	425.40	84.31
4.60	Historic site of the former dirt road section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



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



*Crossing I-40 on the way to Amboy.*

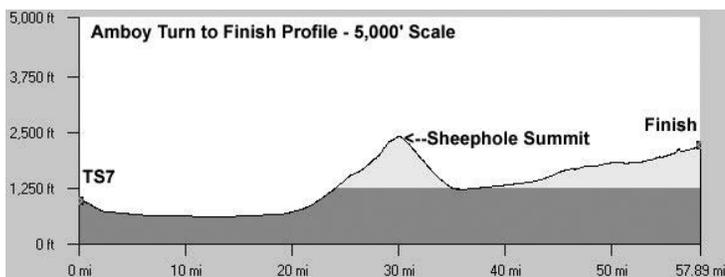


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## COURSE MAPS, ELEVATION PROFILES, AND ROUTE DISCRPTION: STAGE EIGHT

After	Description	Stage Eight	City	Services	MTNT	MTF	MTG
0.01	Right National Trails Highway (Route 66) / Amboy (SS/T-Int)				6.56	451.44	58.27
5.56	City sign (El 639 ft.), then pass Roy's Cafe <i>### Quiet Zone through town ###</i>		Amboy	Un-known	1.00	457.00	52.71
0.70	X Multiple RR tracks <i>End quiet zone</i>				0.30	457.70	52.01
0.30	Left Amboy Rd. '29 Palms / Yucca Valley' <b>## DO NOT MISS ##</b> <i>### Caution sandy shoulders and occasional rough pavement ahead ###</i>				45.87	458.00	51.71
13.60	Start Mountain Section Ten (El 800 ft.) <i>Climb begins gradually, gets steeper (2-3% grade).</i>				32.27	471.60	38.11
8.73	Former location of TS#7 in large pullout on left (5% grade)				23.54	480.33	29.38
1.30	Sheep Hole Summit (El 2368 ft.): End Mountain Section Ten ("7% Grade Downhill" sign) <i>Begin 5.5 mile descent. ### Quiet Zone to Finish ###</i>				22.25	481.63	28.08
14.67	Wonder Valley West Fire Station and Community Center on right				7.57	496.30	13.41
7.57	Left Utah Trail ("Joshua Tree National Park" sign) <b>DO NOT MISS!!!</b>				2.01	503.87	5.84
1.01	X Two Mile Rd. (SS) <b>### Quiet Zone ###</b> (El 1800 ft.)		29 Palms	A	1.00	504.88	4.83
0.24	X Joe Davis Dr. <b>### Quiet Zone ###</b>				0.76	505.12	4.59
0.76	Right(westbound) 29 Palms Hwy / SR62 (SS/Flash Red) <b>### Quiet Zone ###</b> Finish line is on the far end of town, along this highway!				3.52	505.88	3.83
1.01	X Adobe Rd. (TL) (El 1935 ft.) <b>### Quiet Zone ###</b> <i>7-11 on right at intersection.</i>				2.51	506.89	2.82
0.71	The Final Summit of the Race Route!				1.80	507.60	2.11
0.29	X Mesquite Springs Rd. <b>### Quiet Zone ###</b>				1.51	507.89	1.82
0.97	Pass KFC at Manzanita Ave / Larrea Ave (TL). <b>### Quiet Zone ###</b>				0.54	508.86	0.85
0.54	LEFT at Encelia Ave. at Burger King on left at 71707 29 Palms Hwy. <i>Then immediate right onto unarked frontage road, paralleling main hwy, continuing west.</i>				0.27	509.40	0.31
0.12	Pass Jiffy Lube on left as you approach the Best Western just ahead.				0.15	509.52	0.19
0.15	Left Panorama Ave. (SS, T-Int) <b>### Watch for gravel on road. ###</b>				0.04	509.67	0.04
0.04	Immediate Right UP into Best Western Driveway (El 2150 ft.) <b>### Finish at Best Western. Congratulations, crew and racer!!! ###</b>				0.00	509.71	0.00



After you pass through the funky throw-back hamlet of Amboy (where Roy's Cafe may be open, but you can not count on any other services), don't miss the left turn, and then you cross the valley and at mile 472 begin the last climb: 1500 feet in 10 miles to Sheephole Summit (Mountain Section Ten). The climb begins gradually and gets steeper near the top. The shoulder is very sandy; the crew should be careful with the vehicle. A quick descent leads to the rough road and rolling slight uphill to the finish at the gateway to Joshua Tree National Park, Twentynine Palms, CA. Note: In 2011 we changed the last 3/10 of a mile of the race route, to take riders and crews off the main highway in the final approach to the finish line. Be sure to jog left/right off the highway at Mile 509.24 (Encelia Ave), as per the route book!

# EMERGENCY PROCEDURES AND EVACUATION

**Remember:** Safety must be the single most important concern of everyone connected with the race. Safety prevails above all other rules and competition. In an emergency condition where human life is in jeopardy, all concern should be directed to the injured. If a rule is violated in an emergency situation, or should there be a delay (e.g., stopping to give CPR to another racer), the Race Director will make necessary allowances.

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

Since FURNACE CREEK 508 uses public roads, it is impossible to control traffic or get road closures. Never risk human safety. Racers and crews must “size up” every road situation and decide how best to proceed or not to proceed. Use common sense and think safety first!

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

### What to Do in an Emergency:

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

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

ALSO, we anticipate having an AED (automated external defibrillator) at each of the eight Time Stations on the race route. For a heart emergency, getting the victim to an AED as fast as possible should be prioritized. If a time station is closer than a hospital or can be reached more quickly than by calling for evacuation, you may choose to safely transport the victim to the nearest Time Station. Special thanks to Royal Philips Electronics for providing the AEDs for the race.

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

#### ***Santa Clarita (Race Start):***

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

#### ***Stage One: Near Mojave & California City***

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

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

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

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

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

#### ***Stage Three (Panamint Valley area):***

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

#### ***Stage Four (Furnace Creek to Shoshone):***

From here to the finish, medical care is extremely limited. Rangers with the National Park Service have some medical training and an ambulance. Call the Federal Interagency Communication Center at (909) 383-5651 to request emergency care and evacuation. Likely the victim would be transported to Las Vegas, perhaps to this facility:

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

### ***Stage Five (Shoshone to Baker):***

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

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

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

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

The closest medical care is probably Barstow Community Hospital, noted above. You may want to call the Federal Interagency Communication Center at (909) 383-5651 to request emergency care and evacuation.

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

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

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

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

• 508



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

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***SERIOUS CYCLING***

**GOOD LUCK TO ALL  
RACERS AND CREW!**

◆ **BURBANK** ◆

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WAY BURBANK, CA 91505  
PHONE: 818-848-8330

◆ **NORTHRIDGE** ◆

8819 RESEDA BLVD.  
NORTHRIDGE, CA 91324  
PHONE: 818-709-8330

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