

# FURNACE CREEK 508

"WHERE THE WEST IS WON!"

Furnace Creek 508 2008 Vol. 34



adventureCORPS™  
"We're Out There"









# adventureCORPS™

"We're Out There"



Chris Kostman

Welcome to the 25th anniversary, and 34th 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. And 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 34th edition after twenty-five 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 1662 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 31 of the 33 races so far; I enjoy and love it more every time!

With over 220 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

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2006 and 2007 Furnace Creek 508 Champion, and Hammer Nutrition client, Michael Emde celebrates his victory. Photo: Chris Kostman

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*Jeffrey Pekingese Bonk, the final 2007 finisher, with a time of 47:40:33!*

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Front Cover: Champions of 1983 and 2007: Michael Secrest and Kitty Goursolle in 1983; Michael Emde and Karen Armstrong in 2007.  
Inside Front Cover: 2x Team Hammerhead rider Kevin McNulty in 2007. Inside Back Cover: 2007 race staff  
Photos by Chris Kostman.

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



## **MICHAEL SECREST**



In my 20's, I had visions of being a professional race car driver. Even with some successes, I ran out of money after seven years. I went broke! I then began running to qualify for the Boston Marathon. Unfortunately, I developed a stress fracture in my left tibia. I began training for the Ironman, after seeing it on TV. I competed in the 1981 Ironman (my first triathlon!). I won my final triathlon in Michigan and retired from triathlon because of the continued problem with my leg.

Because cycling was my strongest suit, I looked for another challenge. I had seen the Great American Bike Race on TV and I thought, "now that's something I can do." A friend encouraged me to enter a 24 -hour race, which I needed to do in order to find out if I had what it took to enter a 10-day race. I won the 24-race with 420 miles. Next I set my sites on the 1983 John Marino Open, a 750-mile race (and the predecessor to Furnace Creek 508). I won the race in about 54 hours and got my invitation to compete in the Race Across America that summer. And so began my pursuit of my goals of the 24-hour record and the Transcontinental record. "From little acorns, mighty oaks do grow."

Since 1983, Michael has become the only athlete in history to set similar World Records in three consecutive decades. Michael is the 500 Mile Triple Crown Champion: the only cyclist to have ridden more than 500 miles in 24 hours in all 3 venues: Indoor Track, Outdoor Track and Road (not to mention 1216 miles in 24 hours while drafting a truck around a motor speedway).

Here are Michael's Major Races and World Records:

1982 Chrysler Proving Grounds 24-Hour Challenge, 1st place, 420 miles

1983 John Marino Open, 750 miles, 1st place

1983 Race Across America, Santa Monica to Atlantic City, 3170 miles, 3rd place, 11: 06: 30

1984 Race Across America, Huntington Beach to Atlantic City, 3047 miles, 3rd place, 10: 02: 03

1985 24-hour World Record, unpaced, indoor track, 516.2 miles (note: no aerobars)

1985 Race Across America, Huntington Beach to Atlantic City, 3120 miles, 2nd place, 9: 06: 08

1986 Race Across America, DNF due to crash and broken collarbone

1987 Race Across America, San Francisco to Washington, DC, 3127 miles, 1st place, 9: 11: 35

1989 Race Across America, Irvine to New York City, 2911 miles, 2nd place, 8: 13: 30

1990 24-hour World Record, paced, outdoor motor speedway, drafting an 18-wheeler, 1216 miles

1990 Solo Transcontinental Cycling World Record, Huntington Beach to Atlantic City, 2,916 miles, 7: 23: 16

1996 World 24 Hour Cycling Championships, New UMCA Records: 12 Hour Road = 264 Miles and 24 Hour Road = 503.2 Miles

1996 12-hour World Record, unpaced, outdoor track, distance = 278.1 miles

1996 200 mile World Record, unpaced, outdoor track, 8:30:52

1996 24-hour World Record, unpaced, outdoor track, 532.75 miles (This also surpasses the record for indoor track miles.)

#### SIX YEAR HIATUS FROM RACING

2002 100 mile World Record, unpaced, outdoor track, 3:54:48

2006 24-hour World Record, unpaced, indoor track, 534.7 miles

2007 200 mile World Record, unpaced, indoor track, 8:16:24

2007 12-hour World Record, unpaced, indoor track, 283.407 miles

2007 24-hour World Record, unpaced, indoor track, 535.868 miles

## KITTY GOURSOLLE



Before I competed in the 1983 John Marino Open, my first long ride was the Davis Double Century in 1982. Leading up to the JMO, I did lots of weekend centuries. One week in March 83 I did "Lon Haldeman Week" and rode 7 x 100 miles. I had heard that was what Lon did for training.

The 1983 JMO was my first ever overnight ride. I decided to get it done as fast as possible, and so I didn't sleep at all while riding for 64 hours and 764 miles. No following crew support was allowed. The JMO was done "double century style" on a 100 mile loop course going through Hemet, Anza, Temecula, and California City, CA, with rest stops every 30-40 miles or so. Very different from the 508 of today!

After the JMO and my one attempt at RAAM in 1983, which ended at mile 800 after my support vehicles were involved in a serious accident, I crewed for RAAM 84 rider Jim Elliott, who finished 3rd. Witnessing Jim's ordeal first-hand convinced me that I would not attempt solo RAAM again, but I kept active in riding double centuries and brevets. I also kept active in my other two sports, kayaking and running, and made it to the podium in various triathlons and biathlons held in northern California.

After 20 years, I still hold the course record for solo women in Sacramento's Eppie's Great Race, the world's oldest triathlon. I was very lucky to be the women's winner of the California Triple Crown Stage Race, comprised of California's three hardest double centuries, in 2005 and 2007.

I decided to attempt a 1200k randonnée in the 2006 Cascade 1200, my first long ultra since 1983, and I finished successfully. That gave me courage to do Paris-Brest-Paris, also 1200km, in 2007, another good ride and I'm very proud to have finished the wettest PBP ever. For 2008, the Cascade 1200k and the Rocky Mountain 1200k kept me busy all summer, two more finished successfully.

My next goal is to finish 50 doubles in California by 2011(just 20 to go!) and finish both the London-Edinburgh-London 1400k, and Madrid-Gijon-Madrid 1200k rides in the Summer of 2009.

I have met many great people through long distance bicycling and know a lot of the participants at the 508. My helmet's off to all of the riders and their crews.

Bonne Route!

• 508

# FURNACE CREEK 508

## HALL OF FAME

### CLASS OF 2008

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!**



**Gary Baierl**

Totem	Year	Age	Category	Finish Time
Bear	2000	33	Solo	41:44:44
Falcons	2001	34	Four Man	26:46:05
Falcons	2004	37	Four Man	34:00:15
Bear	2006	39	Solo	37:05:56
Bear	2007	40	Solo	35:18:05



**Bernie Barge**

Totem	Year	Age	Category	Finish Time
Basenji	2000	39	Four Man	27:51:38
Morro Eels	2001	40	Four Man	27:34:50
Basenji	2003	42	Solo	DNF
Basenji	2004	43	Two Man	34:37:00
Basenji	2005	44	Solo	DNF
Golden Drasenji	2006	45	Two Mixed	38:21:23
Basenji	2007	46	Two Tandem	35:11:36



**Bill Hanf**

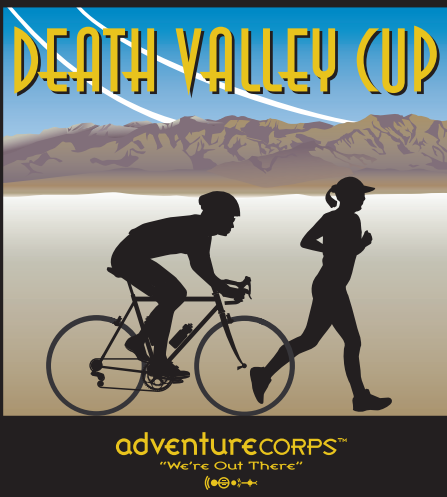
Totem	Year	Age	Category	Finish Time
Chinook	2000	51	Four Man	29:29:40
Chinook	2001	52	Two Man	33:53:40
Chinook	2002	53	Two Man	33:04:51
Chinook	2006	57	Four Mixed	36:46:46
Chinook	2007	58	Four Mixed	36:09:49



**David Nakai**

Totem	Year	Age	Category	Finish Time
Basneji	2000	44	Four Man	27:51:38
Nematode	2003	47	Solo	39:49:46
Basenji	2004	48	Two Man	34:37:00
Fireflies	2005	49	Four Mixed	34:30:51
Spirit Bear	2007	51	Two Mixed	37:07:03





**DEATH VALLEY CUP** recognizes those athletes who complete both the Badwater Ultramarathon 135 Mile Running Race and the Furnace Creek 508 Mile Bicycle Race in the same calendar year. This is a form of recognition for those athletes who complete both races in the same year, and also an actual plaque that is awarded each time an athlete breaks the current overall record for either the men's or women's divisions. Thus, there are, at any given moment, two Death Valley Cup Record Holders, as well as an ongoing, slowly increasing list of Death Valley Cup Finishers. To earn this recognition is a very significant achievement in endurance sports and especially for those athletes who have come to know and love Death Valley and its environs.

## Current Death Valley Cup Record Holders

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



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



**Monica Scarlett Fairy Cup Scholz**  
39, Jerseyville, Ontario, Canada  
• 2006 Badwater, 32:07:01, 1st female,  
8th overall  
2006 Furnace Creek, 40:00:02, 2nd female,  
27th overall  
=71:07:02 total time\*  
• 2004 Badwater, 29:22:29, 1st female,  
3rd overall  
2004 Furnace Creek, 44:29:15, 2nd female,  
27th overall  
=73:51:44 total time

## Death Valley Cup Finishers

**Charlie Water Dragon Engle**, Greensboro, NC, 44  
2007 Badwater, 27:42:32 5th place  
2007 Furnace Creek, 34:31:12, 13th place  
=62:13:44 total time

**Danny Wiener Dog Westergaard**, Rolling Hills, CA, 48,  
2007 Badwater, 32:22:58, 12th place  
2007 Furnace Creek, 35:51:38, 19th place  
=68:14:36 total time

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

**Marshall Unicorn Ulrich**, Ft. Morgan, CO, 43  
1996 Badwater, 33:01, 1st place  
1996 Furnace Creek, 38:32:45, 16th place  
=71:33:45 total time

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

**Steve Desert Duck Teal**, Phelan, CA, 40  
2007 Badwater, 44:16:27, 50th place  
2007 Furnace Creek, 34:16:04, 11th place  
=78:32:31 total time

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

**Angelika Cat Castaneda**, San Diego, CA, 56  
1999 Badwater, 36:58, 1st place  
1999 Furnace Creek, 43:46:40, 3rd place  
=80:44:40 total time

**Steve Desert Duck Teal**, Phelan, CA, 41  
2006 Badwater, 42:29:16, 32nd place  
2006 Furnace Creek, 41:24:06, 29th place  
=83:53:22 total time

**David Jackass Jackson**, Lexington, KY, 43  
2002 Badwater, 47:12:30, 25th place  
2002 Furnace Creek, 38:56:12, 15th place  
=86:08:42 total time

**Del Spider Scharffenberg**, Portland, OR, 52  
1997 Badwater, 48:16, 13th place  
1997 Furnace Creek, 42:15:26, 10th place  
=90:31:26 total time

**Charlie Lizard Liskey**, Somis, CA, 40  
1996 Badwater, 58:26, 14th place  
1996 Furnace Creek, 39:32:08, 17th place  
=97:58:08 total time

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



### GENERAL INFORMATION

**DATE:** October 4-6, 2008.

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

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

**RACER CHECK-IN:** 12:00 to 5:30PM, 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.

**VEHICLE AND BICYCLE INSPECTION:** 12:30 to 5:30PM, Friday, at the Hilton Garden Inn parking lot. Plan on arriving in Santa Clarita with all your vehicle signage, lights, triangle, and other safety equipment in place and ready to use. All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangle, and roof lights. Plan on showing that all bicycles are safe and race-ready and are equipped, or are quickly equipable, with excellent front and rear lights and lots and lots of reflective gear. (This is done concurrently with vehicle inspection.)

**PRE-RACE PASTA FEED:** 5:00 - 6:15PM, Friday. Hosted at The Plaza Banquet Facility just prior to the pre-race meeting. The cost will be \$12, payable directly to The Plaza at the door. This includes penne pasta served with fresh marinara sauce and meatballs, fresh garlic rolls, caesar salad, and pitchers of water. First come, first-served. The meeting room has seating for 400, but no tables. The room in which the pasta is served seats about 75 with tables. Pasta feeders can sit and eat in either room, but all eating in the meeting room must be completed by 6:15pm in order for the meeting to start, and end, on time.

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

**BIKE SHOP SUPPORT AT THE START LINE AND BIKE SHIPPING:** Bicycle John's of Burbank (with additional locations in Acton, Northridge, and Lancaster) 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). If you want to pre-order anything special or extra for the race, or you need to ship a bike out in advance, then we recommend Bicycle John's for all your 508 needs! Info at [www.bicyclejohns.com](http://www.bicyclejohns.com).

**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.

**ENDING TIME:** Barring any unforeseen serious circumstances, the event is officially over for all divisions at 7:00AM on Monday, October 6. At that time, ALL racers must be off the race course.

**ENDING LOCATION:** At the finish line host hotel, as detailed below. Race Headquarters can be reached from early afternoon on Saturday until the end of the race at (760) 367-9141, Room 508. 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.

**FINISH LINE HOTEL AND RACE HEADQUARTERS:** 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). 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.

**POST RACE BREAKFAST:** New for 2008, we will enjoy a special pancakes and more breakfast on Monday morning at Palms Baptist Church 5285 Adobe Rd., Twentynine Palms, CA 92277 from 7am to 9am on Monday, October 6. This is less than five miles from the finish line! We (AdventureCORPS) are paying for all the costs of breakfast, however a suggested donation of \$5 per person is encouraged at the door, all of which will go to support Palms Baptist's good work in the community. Racers, crew, and staff, please plan on staying to enjoy the breakfast before you hit the road on Monday morning. Let's start a neat new tradition to close out this memorable experience, while supporting the finish line host community in the process. See you there!

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

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

**AWARDS:** All solo and team OFFICIAL FINISHERS will receive a finisher's medal at the finish line. They will also receive an OFFICIAL FINISHER'S jersey, produced by Hincapie Sports, at the finish line (NOT in the mail after the race).

**NANCY DANKENBRING AWARD:** This Award is intended to encourage and increase the par-



*Terry Chesapeake Bay Retriever Lentz placed 3rd solo on a fixed gear bike which he built himself.*

icipation of female athletes in Ultra Cycling race events in general and the Furnace Creek 508 in specific. In particular, this Award is to encourage increased participation of female athletes who have never previously competed in any ultra race events.

Therefore, the Nancy Dankenbring Award is to be presented in recognition of the best female rookie solo rider entered, regardless of age, who enters and successfully finishes the Furnace Creek 508 in the lowest official time recorded.

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

- 508



### 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, '07, 27:32:30.  
**Mens' 40+**, Kenny Fast Truck Gecko Souza, '05, 27:15:21 (Overall Solo Record).  
**Men's 50+**, David Mudcat Holt, '05, 30:33:40.  
**Mens' 60+**, Reed Flamingto Finfrock, '07, 32:10:30.  
**Men's 70+**, Charles Honey Bee Hanson, '00, 73:40:37 (Honorable Mention; Unofficial).  
**Women's 20+**, Laura Stern, 1989, 32:48:00.  
**Women's 30+**, Seana Hoopoe Hogan, '95, 28:46:34 (Overall Women's Record).  
**Women's 40+**, Seana Hoopoe Hogan, '02, 35:06:03.  
**Women's 50+**, Carol Chickadee Chaffee, '05, 33:14:58.  
**Women's Fixed Gear 20+**, Emily Archaeopteryx O'Brien, '05, 44:24:27 (Overall Women's Fixed Gear Record).  
**Men's Fixed Gear 30+**, Barley Boar Forsman, '04, 38:24:00.  
**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 30+ Recumbent** (Stock Category), Michael Flicker Wolfe, '06, 35:49:13.  
**Men's 30+ Recumbent** (Superstock Category), Eric Hedgehog House, '94, 35:24:29.  
**Men's 40+ Recumbent** (Superstock Category), Timothy Werewolf Woudenberg, '06, 31:50:35 (Overall Recumbent Record).  
**Men's 50+ Recumbent** (Superstock Category), Ron Banana Slug Bobb, '00, 42:32:56.  
**Men's Tandem**, (30+ or 40+) Tandem Wolves, Wolfgang Erhart and Franz Kasserer, '98, 29:58:18 (Overall 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: this new stage race fixed relay format began in 2004. There are many categories in which the record has not yet been set):

#### Two Rider Team:

**Men's 20+ Two Rider Team**, Team Platypus, '06: 28:16:00.  
**Men's 30+ Two Rider Team**, Team Ox, '07: 30:00:12.  
**Men's 40+ Two Rider Team**, Team Hammerhead, '07: 25:56:28 (Overall 2x Record).  
**Mens' 50+ Two Rider Team**, Team Yak, '04: 30:43:07.  
**Mens' 60+ Two Rider Team**, Team Whooping Cranes, '07: 31:46:29.  
**Mens' 70+ Two Rider Team**, Team Leatherback Turtles, '04: 39:55:55.

**Mixed 20+ Two Rider Team**, Team Labrador, '07, 34:38:32.  
**Mixed 30+ Two Rider Team**, Team Gallus Gallus, '06: 28:20:31.  
**Mixed 40+ Two Rider Team**, Team Picklend Herring, '07: 27:34:29.  
**Mixed 50+ Two Rider Team**, Team Wrenit, '07: 31:59:05.  
**Mixed 60+ Two Rider Team**, Leatherback Turtles, '06: 33:18:13.  
**Women's 40+ Two Rider Team**, Team E.Coli, '05: 32:39:28.  
**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 Cuckoo Bee, '07, 32:02:13.  
**Mixed Recumbent 30+ Two Recumbent Team**, Team Sea Dragon, '07, 36:51:22.

#### Four Rider Tandem Team:

**Mixed 40+ Two Tandem Team**, Team Basenji, '07, 35:11:36.

#### Four Rider Team:

**Men's 20+ Four Rider Team**, Thorny Devils, '07, 36:35:33.  
**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 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.  
**Women's 30+ Four Rider Team**, Team Swallow, '06: 33:25:02.  
**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 Chinook, '07, 36:09:49.

#### Eight Rider Tandem Team

**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 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 Record).

**Men's 50+ Four Rider Team**, Team Bicycling Magazine Peacock, '95, 23:07:58.

**Men's 60+ Four Rider Team**, Team Whippet, '00, 31:37:38.

**Women's (20+ or 30+) Four Rider Team**, Team TS Technical Bat, '95, 27:31:10 (Overall Record).

**Women's 40+ Four Rider Team**, Team Red Rockettes, '00, 29:50:17.

**Women's 50+ Four Rider Team**, Team Bakersfield Black Widows, '01, 30:21:55.

**Mixed 30+ Four Rider Team**, Team Kern Hammerhead, '97, 24:13:38.

**Mixed 40+ Four Rider Team**, Team Quail, '97, 25:53:24.

**Mixed 50+ Four Rider Team**, Team Saluki, '03, 29:38:34.

**Four Rider Tandem Team**

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

**Eight Rider Tandem Team**

**Women's 30+ Tandem Team**, Team Tarantula, '96, 28:00:05.

**Mixed 40+ Tandem Team**, Kern Wheelmen T-Rex, '99, 23:54:17.

**Men's 40+ Tandem Team**, Team Davis Drills, '01, 22:45:22.

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

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

**719-746-3029  
 Paul V. Biron**

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



### HINTS ON SUPPORTING A CYCLIST

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

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

There are two ways to support a rider:

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

#### HOW TO PLAY LEAP FROG

- 1) Use this method when there are many cyclists in close vicinity, for example at the start of any ride or race, or when two or more riders are within a close proximity where following becomes a hazard to traffic and to the pace vehicle itself.
- 2) Use this method in heavy day-time traffic when following directly behind creates a bigger danger for motorists trying to pass, e.g. narrow two-lane winding roads where passing is difficult, or when three or more vehicles are stacking up behind and there doesn't look like the road ahead will provide an opportunity for passing.
- 3) When driving on the roadway, always travel the speed of traffic, not the speed of the rider. Use turn indicators and arm signals at least 200 FEET prior to stopping or turning. Signaling your intent with your left arm is useful in addition to signaling with your lights.
- 4) When parked or stopped, always display your emergency flashers.

5) When parking or stopping, do so completely OFF the roadway, and make sure the rider has enough room to pass without having to ease out into traffic.

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

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

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

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

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

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

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

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

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

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

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



**HOW TO FOLLOW DIRECTLY BEHIND A RIDER**

- 1) Follow at a distance that will allow you to stop if the rider falls.
- 2) Post a sign on the back of the pace vehicle with a white background and red reflective lettering that reads CAUTION BICYCLE AHEAD. Also, use the required Slow Moving Triangle and the roof-mounted flashing amber lights.
- 3) Always check your rear view mirrors on a continual basis for traffic to the rear. Be able to identify a motorist that is not responding to your flashing lights.
- 5) The rider should ride as far to the right as is reasonable, given the road conditions when being followed.
- 5) Prior to a hand-off, make sure traffic to the rear is clear. Carry out the hand-off as quickly as possible. If traffic comes during the hand-off, carry out the hand-off, but make sure traffic responds to your presence.
- 6) If the rider flats, pull off to the right as far as possible. The cyclist should get off the roadway and stay far enough from the vehicle as not to be hit by the pace vehicle should the pace vehicle be hit from the rear. If there is no place for the pace vehicle to safely stop, then drive ahead to the first possible stopping place. The rider should tend to the flat or wait for the crew to come back.
- 7) All hand-offs should be carried out through the right passenger window and never from the driver's side.
- 8) At least two people should be in the pace vehicle, a driver and a feeder/passers. Three is best.
- 9) A system of horn signals should be worked out between the rider and pace vehicle in case of an emergency situation to the rear, e.g. many quick honks means get over to the right, a wide load is coming up the rear, etc.
- 10) A PA system is useful to speak to the rider and give directions, e.g. turn right at the next street by the Mobil Station, etc.
- 11) A CB radio is useful to speak to your other support vehicles or to truckers.
- 12) On a narrow, two-lane road with traffic backing up to the rear, the pace vehicle should try to ease over to the right to let traffic pass. Stopping is sometimes advised, but signal the

rider that you are stopping momentarily. If stopping won't solve the congestion problem, signal the rider and drive up ahead to the first stopping place. Traffic can then pass.

13) If the police stop the pace vehicle, for whatever reason, deal in any manner you see fit and reasonable. Pace vehicles will generally be permitted providing a greater hazard isn't being created. Police departments interpret direct following differently. The bottom line is safety to all traffic.

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

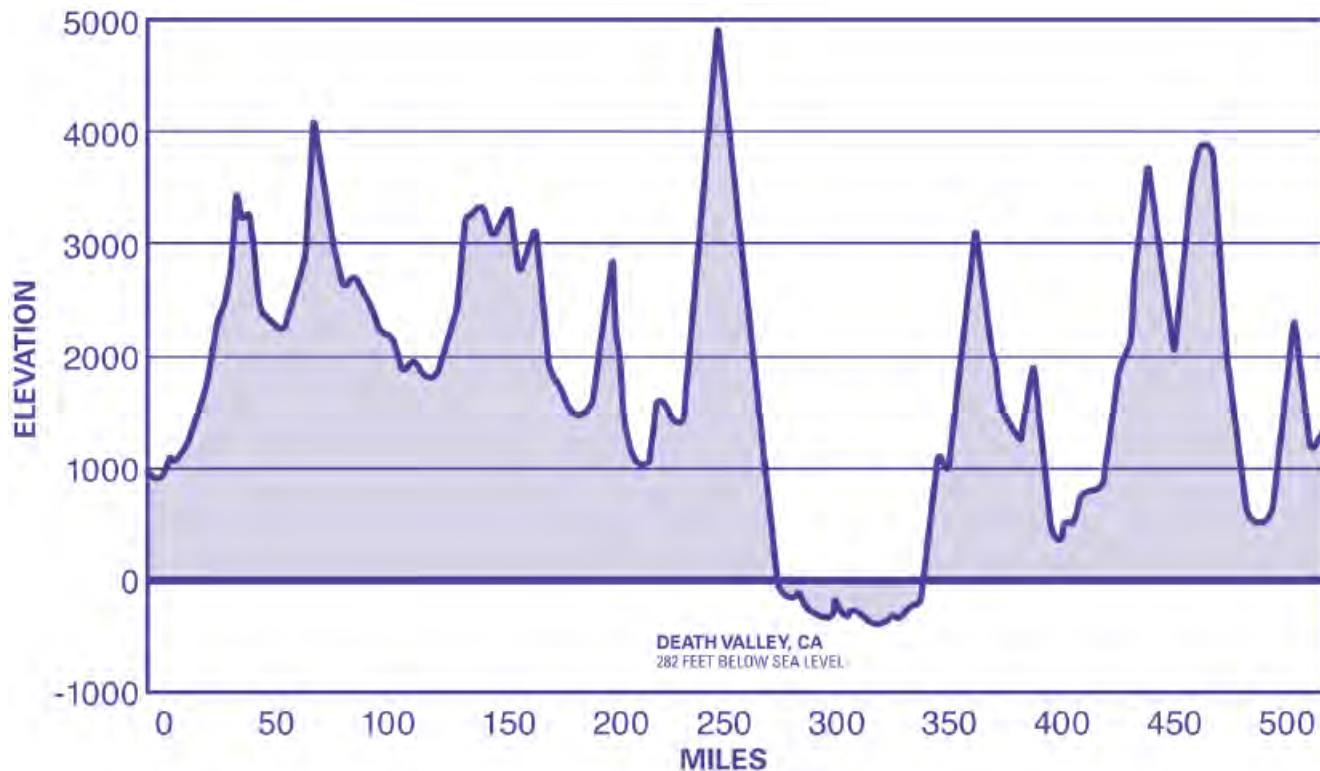
**NIGHT FOLLOWING**

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

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### COURSE MAPS, ELEVATION PROFILES, AND ROUTE

All graphics by ???; route by Chris Kostman



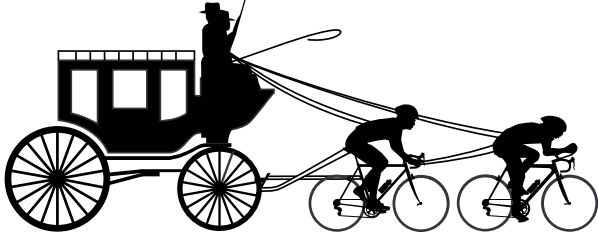
- LEGEND:**
- A = All Services
  - C = Campground
  - EL = Elevation
  - Ft. = Feet
  - G = Gas
  - M = Market
  - MTNT = Miles To Next Turn
  - MTF = Miles Thus Far
  - MTG = Miles To Go
  - R = Restaurant
  - RR = Railroad
  - SS = Stop Sign
  - T-int = T-Intersection
  - TL = Traffic Light
  - X =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



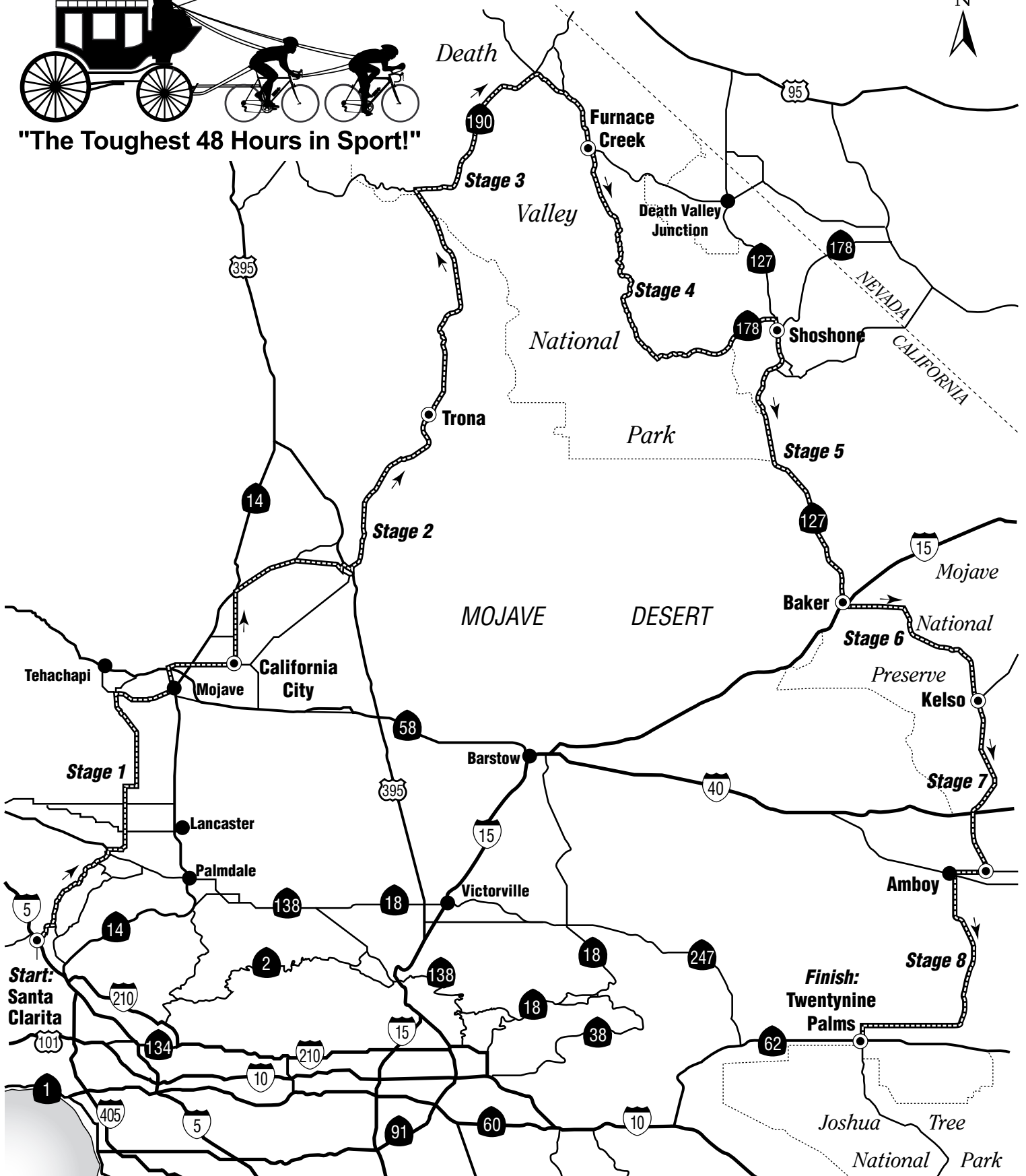
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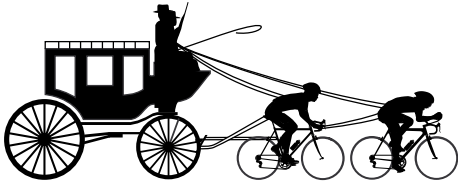
"We're Out There"



"The Toughest 48 Hours in Sport!"



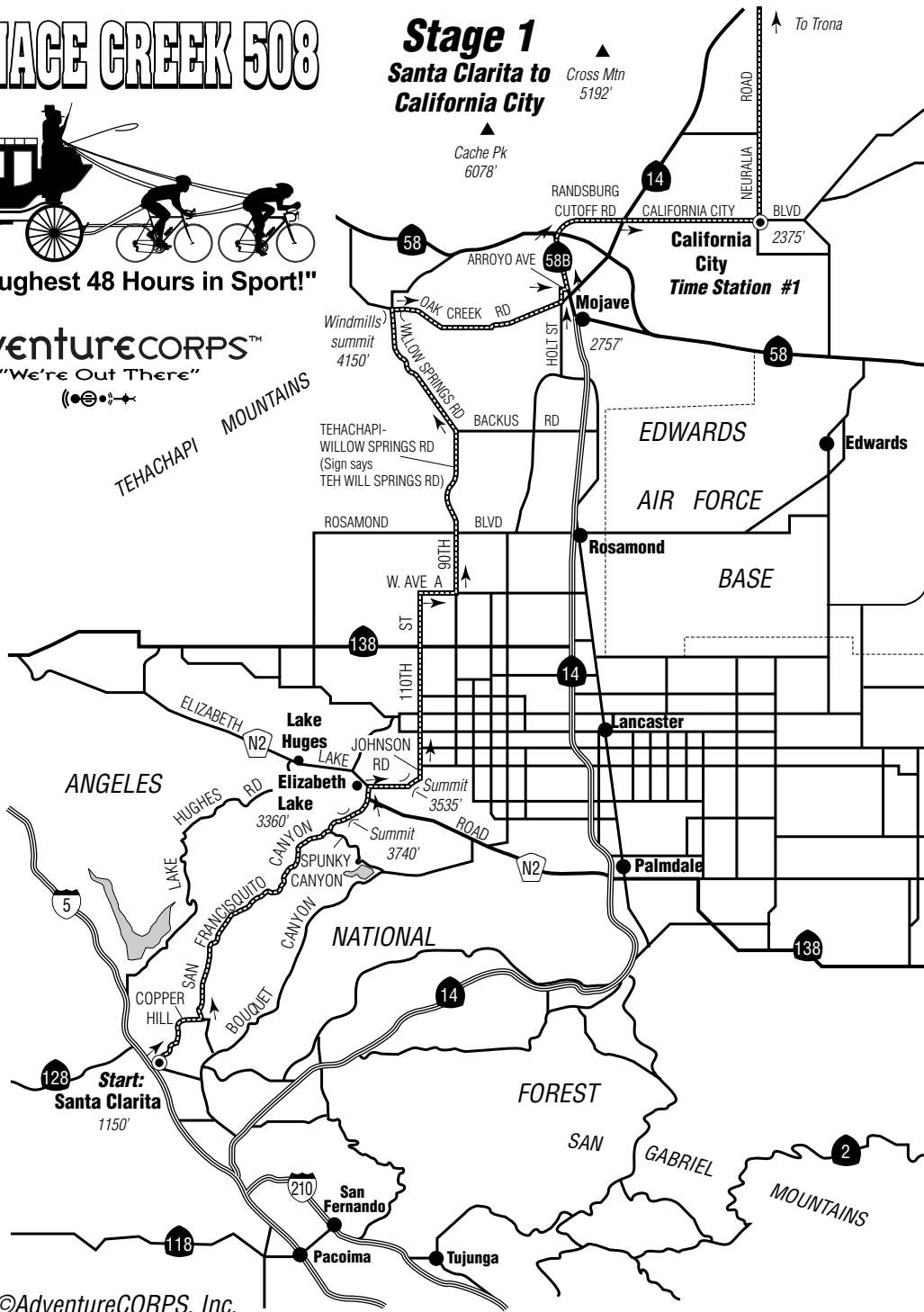
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"The Toughest 48 Hours in Sport!"

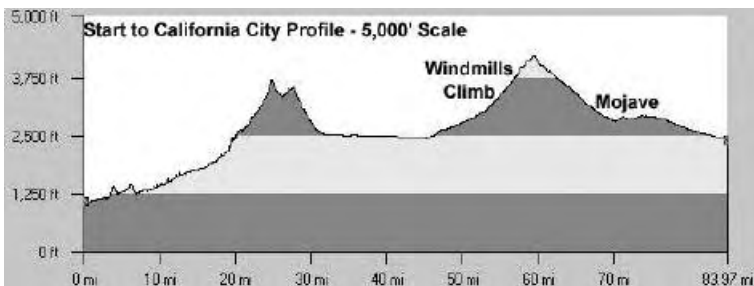
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## Stage 1 Santa Clarita to California City



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

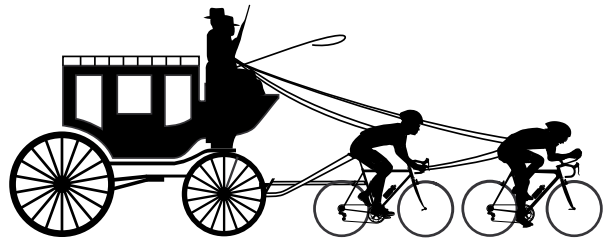




## MAP AND ROUTE DESCRIPTIONS: STAGE ONE

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	509.58
0.50	Right Rye Canyon (TL)				4.20	0.50	509.08
1.20	X Newhall Ranch (TL) - becomes Copper Hill				3.10	1.70	507.88
2.40	X McBean Pkwy (TL) (Official Race Start - End Yellow Zone)				0.70	4.10	505.48
0.60	Left San Francisquito Canyon Rd. (El 1360 ft.) <i>Warning: dangerous turn; oncoming traffic does not stop!</i>				6.00	4.60	504.98
5.40	Ranger Station on right (El 1560 ft.): Start Mountain Section One				0.60	10.30	499.28
0.30	Right San Francisquito Canyon Rd (SS, L-Int)				10.00	10.60	498.98
7.10	False summit (El 2520 ft.)				2.90	17.70	491.88
2.90	Stay Left Spunky Canyon Rd. (SS/Oblique T-INT) (El 2930 ft.)				3.00	20.60	488.98
2.30	Summit (El 3740 ft.)				0.70	22.90	486.68
0.80	Left Elizabeth Lake Rd (SS/T-INT) (EL 3400 ft.)				0.70	23.70	485.88
0.70	Right Johnson Rd. (SS/T-Int) (El 3330 ft.) <i>(All support vehicles wait here for rider to pass, then begin leapfrog support)</i>				14.00	24.40	485.18
1.30	Johnson Summit (El 3535 ft.): End Mountain Section One				12.70	25.70	483.88
4.70	X Ave "I" (SS) (El 2500 ft.) <i>You're on 110th St / Cross traffic does not stop</i>				8.00	30.40	479.18
5.00	X Ave. 'D' / Hwy 138 (SS) (El 2500 ft.) <i>Cross traffic no stop</i>				3.00	35.40	474.18
3.00	Right Ave 'A' (SS, T-int) (El2490 ft.) <i>Cross traffic no stop</i>				2.03	38.40	471.18
2.00	Left 90th St. West (SS) (El 2430 ft.) <i>Cross traffic no stop</i>				17.17	40.40	469.18
3.00	X Rosamond Blvd. (SS): Start Mountain Section Two - Cross Traffic No Stop <i>90th St. West becomes 'Teh Will Springs Rd.'</i>			R	14.17	43.40	466.18
6.10	X Backus Rd. (El 2900 ft.) <i>Begin Climb to 4150 ft. at mile 56.9 by the windmills</i>				8.08	49.50	460.08
8.10	Right Oak Creek Rd.: End Mountain Section Two (El 4060 ft.) <b>### CAUTION - GRAVEL POSSIBLE IN TURN ON DESCENT ###</b>				10.08	57.60	451.98
10.00	Left Holt St. (SS) (El 2800 ft.)				0.88	67.60	441.98
0.90	Right Arroyo Ave. (L-Int) (El 2870 ft.)				0.40	68.50	441.08
0.40	Left Business Route 58N (SS, T-int) (El 2756 ft.)				14.70	68.90	440.68
3.30	X over 58 Freeway		Mojave	A	11.40	72.20	437.38
3.60	X over 14 Freeway and continue straight to California City (El 2850 ft.)				7.80	75.80	433.78
7.80	Left Neuralia Rd. (SS/Flash) (El 2375) (Note 76 Gas on right) <i>TS #1 on right in vacant dirt lot just after turning on Neuralia Rd.</i>		California City	G/M/R	12.90	83.60	425.98

# FURNACE CREEK 508

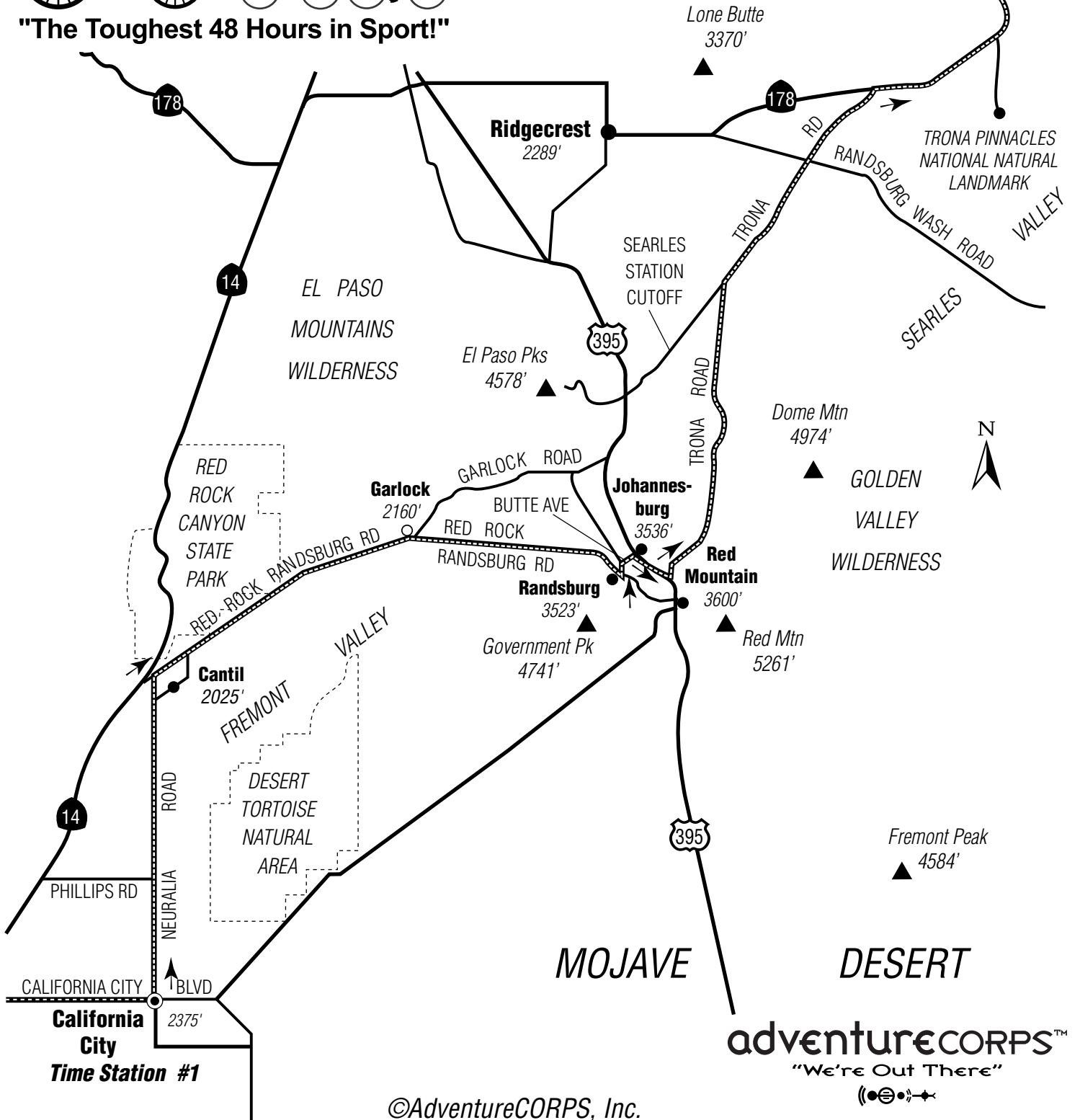


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## Stage 2 California City to Trona

To Panamint Valley,  
Death Valley

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

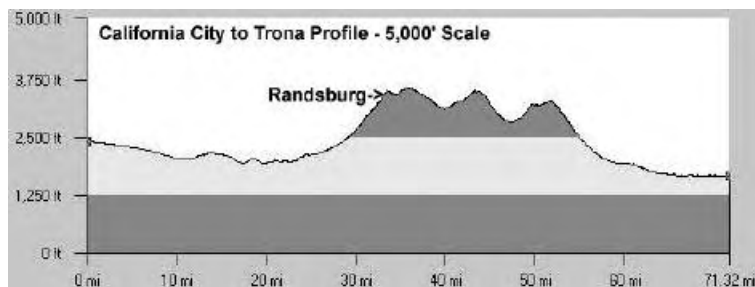


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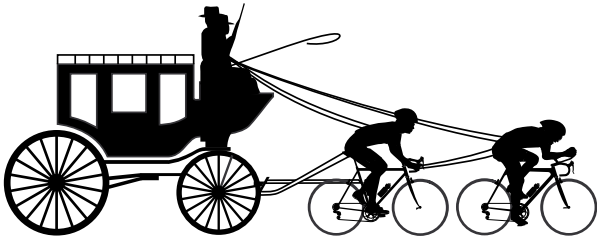
## MAP AND ROUTE DESCRIPTIONS: STAGE TWO

After	Description	Stage Two	City	Services	MTNT	MTF	MTG
12.90	Right Red Rock / Randsburg Rd. (SS/T-Int) (El. 2140 ft.)				12.08	96.50	413.08
	<i>Rolling terrain next 12 miles (El 2100 ft.)</i>						
12.08	Stay Right to Johannesburg / Randsburg on Redrock / Rand Rd. (El 2100 ft)				8.45	108.58	401.00
	<i>Start Mountain Section Three</i>						
8.45	Left Butte Ave. (T-int) (El 3523 ft.)		Randsburg	G/M	1.07	117.03	392.55
	Randsburg Fire - 760-374-2455-65						
1.07	Right Hwy. 395 (SS/T-int) (el 3310 ft.)				1.89	118.10	391.48
	### CAUTION Heavy traffic next 1.9 miles ###						
1.08	Gas station and mini-mart (El 3536)		Johannesburg	G/M	0.81	119.18	390.40
	End Mountain Section Three						
0.81	Left Trona Rd. / Trona (El 3450 ft.)				21.17	119.99	389.59
3.41	Begin rolling climbs (El 3120 ft.)				17.76	123.40	386.18
4.52	Begin 3 mile descent (EL 3500 ft.)				13.25	127.92	381.66
3.17	RR Crossing (El 2800 ft)				10.08	131.09	378.49
2.11	Rolling terrain (El 3250 ft.)				7.86	133.20	376.38
	<i>After 2.3 miles begin 6 mile descent</i>						
7.86	Right Hwy. 178 / Trona (SS/T-Int) (El 2000 ft.)				45.55	141.06	368.52
12.72	TS#2 on right, opposite Chevron Gas Station (El 1659 ft.)		Trona	A	32.83	153.78	355.80
	### GET GAS HERE: No night services next 228 miles ###						

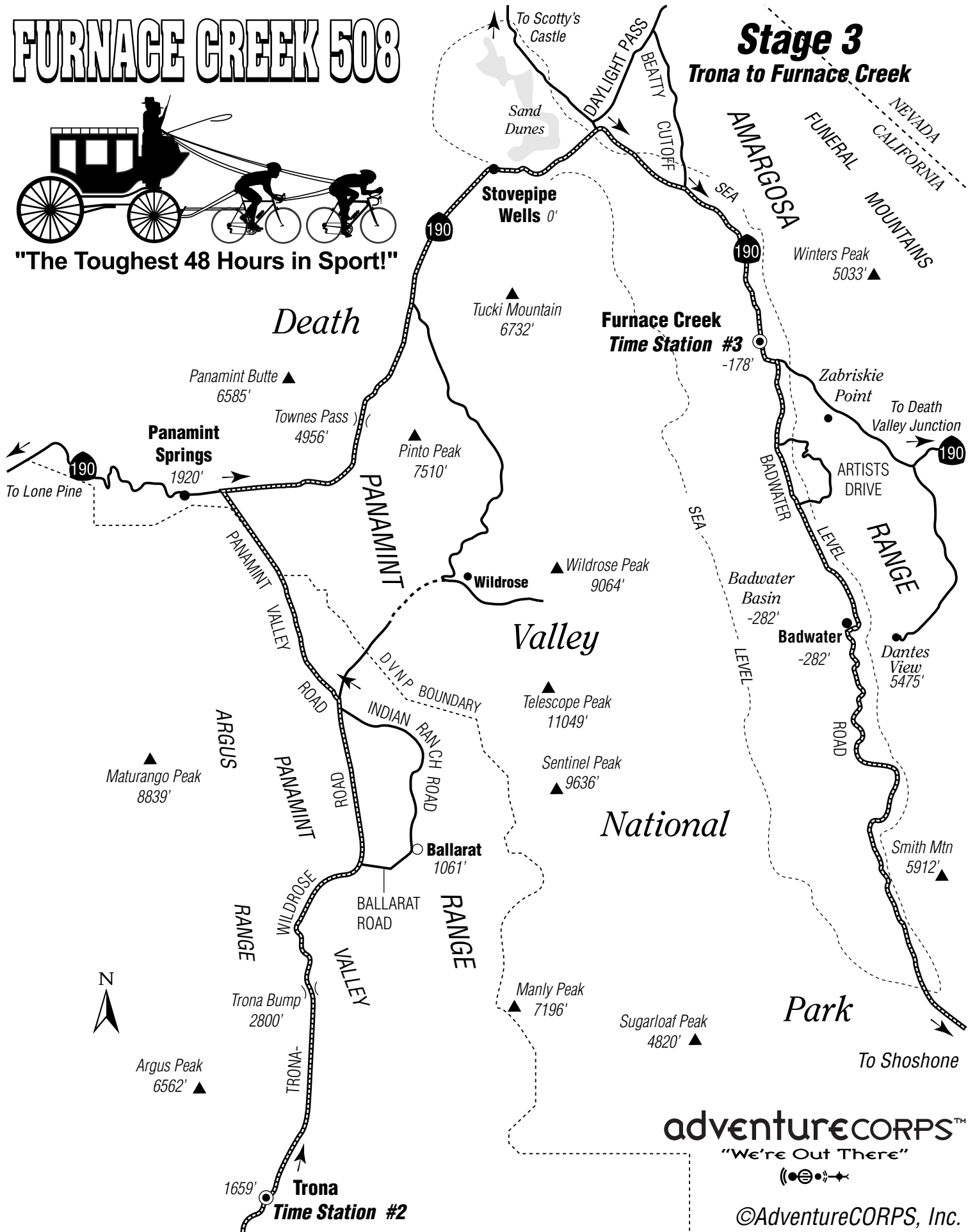


From California City, head north over flat desert terrain to the Johannesburg climb at mile 110 (Mountain Section Three). You'll climb 1500 feet in seven miles; the desert climb is steeper than it looks and grows progressively steeper. Drink plenty; each year some riders overheat here. After Jo'burg,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

# FURNACE CREEK 508



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## Stage 3 Trona to Furnace Creek

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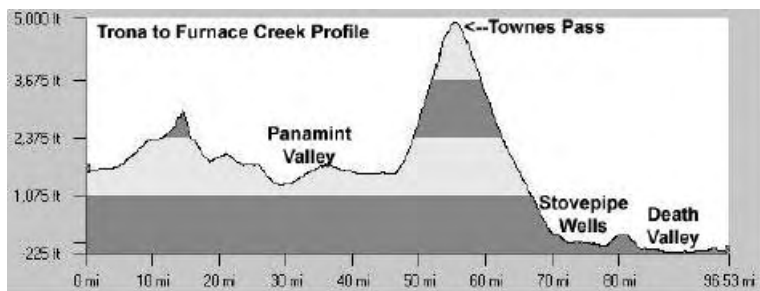
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## MAP AND ROUTE DESCRIPTIONS: STAGE THREE

After	Description	Stage Three	City	Services	MTNT	MTF	MTG
4.30	End Trona / Inyo County Line (El 1690 ft.)				29.20	158.08	351.50
	<i>Start Mountain Section Four about four miles later</i>						
11.72	Summit (El 2800 ft.) End Mountain Section Four				16.82	169.80	339.78
3.57	Nadeau Rd. (El 1900 ft.)				13.25	173.37	336.21
	<i>You're on Trona Wildrose Rd.</i>						
3.82	Ballarat Rd. (El 1300 ft.)				9.44	177.19	332.39
9.44	Left Panamint Valley Rd. (El 1286 ft.)				13.93	186.63	322.95
	<i>Head for Death Valley via 190 / Panamint Springs</i>						
13.93	Right 190 E / Furnace Creek (SS/T-Int) (El 1580 ft.): Start Mountain Section Five				53.71	200.56	309.02
	<i>After 1.6 miles begin 10 mile climb mostly 6-10% up to 13%</i>						
7.54	Radiator Water: large pullout on right (El 3550 ft.)				46.09	208.10	301.48
3.65	Townes Pass (El 4956 ft.), Entrance to Death Valley: End Mountain Section Five				42.44	211.75	297.83
	<i>### Absolutely no external sound or music next 45 miles</i>						
7.45	Pass Wildrose turnoff (El 2200 ft.)			C	34.89	219.20	290.38
	<i>Continue straight on 190 ### Campground / Quiet Zone ###</i>						
0.38	DVNP Rest area on left and right				34.51	219.58	290.00
	<i>(Pay phone / water / bathrooms)</i>						
8.92	Motel, Gas, and Mini-Mart - mostly closed at this hour! (El 5 ft.) Stovepipe Wells			A	25.69	228.50	281.08
	<i>No pay at the pump!</i>						
7.26	Beatty / Scotty's Castle turnoff (El 151 ft.)				18.43	235.76	273.82
16.69	Furnace Creek Campground on right (El -178 ft)			C	1.74	252.45	257.13
	<i>### Campground / Quiet Zone ###</i>						
0.40	Death Valley Visitor Center		Furnace Creek	A	1.24	252.85	256.73
	<i>### Quiet Zone ###</i>						
0.04	TS #3 on right immediately before Chevron (760) 786-9920 / 1906				1.24	252.89	256.69
	<i>### GET GAS: No services next 75 miles ###</i>						

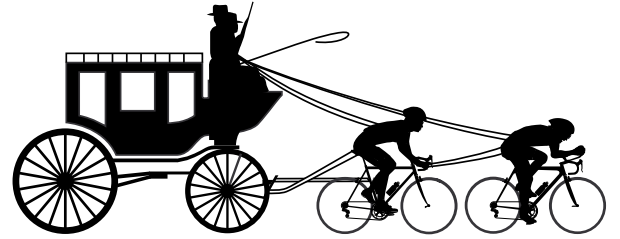


Just north of Trona (mile 160) there is a 1000 foot climb up the Trona Bump (Mountain Section Four); the descent from there into the Panamint Valley is winding and may be fast with a tailwind. Some of the road ahead is very rough, but it used to much worse. At mile 200 you'll begin the 13 mile, 3800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

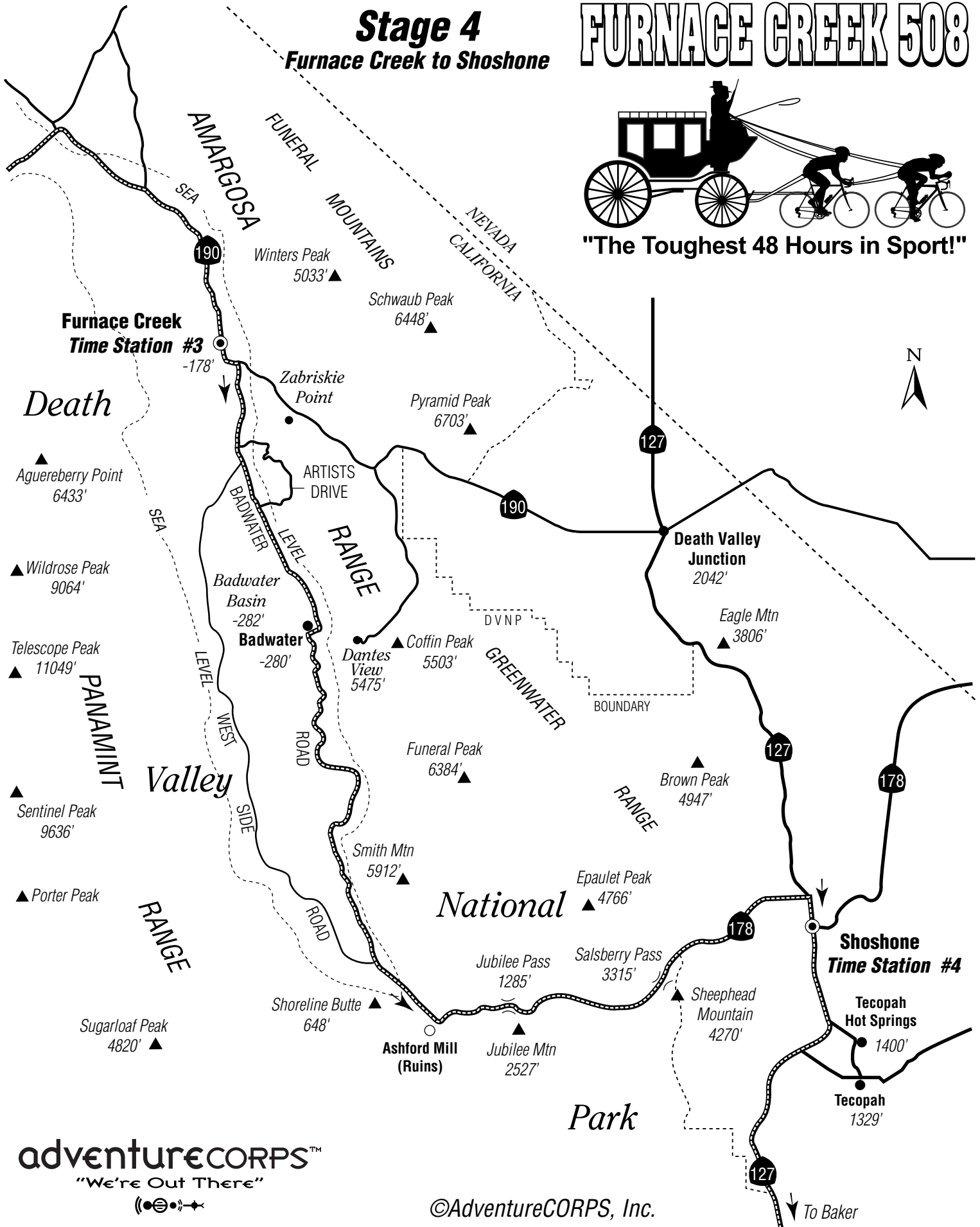


# Stage 4 Furnace Creek to Shoshone

# FURNACE CREEK 508



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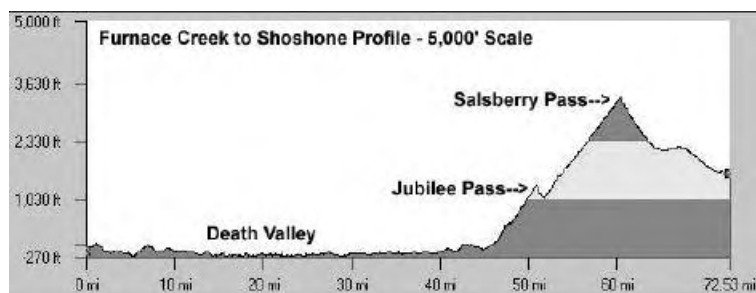


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## MAP AND ROUTE DESCRIPTIONS: STAGE FOUR

After	Description	Stage Four	City	Services	MTNT	MTF	MTG
1.34	Right Badwater / 17 miles (El sea level) ### No services next 75 miles ### <i>External sound OK 2 miles after turn</i>				45.65	254.19	255.39
10.86	Devil's Golf Course				34.69	265.05	244.53
5.55	Badwater (bathrooms) <i>Lowest elevation (-282 ft.) in North America</i>				29.14	270.60	238.98
27.20	Ashford Mills Historic Ruins <i>Bathrooms 100 yards down gravel road to right</i>				2.01	297.80	211.78
2.01	Stay Left Shoshone / Baker: Start Mountain Section Six				25.17	299.81	209.77
4.73	Jubilee Pass (EL 1285 ft.) <i>Descend 1 mile to 1050 ft.</i>				20.44	304.54	205.04
9.56	Salsberry Pass (El 3315 ft.): End Mountain Section Six				10.78	314.10	195.48
10.78	Right 178 / Shoshone at Jct. 127 (SS, T-int) ### Quiet Zone Next Seven Miles### <i>You're on 178 East / 127 South</i>				1.67	324.88	184.70
1.18	City sign (El 1572 ft.)		Shoshone	A	0.49	326.06	183.52
0.33	Chevron - open 8am/9pm every day, but has 24 hour Pay-at-the-Pump <i>TS #4 on right immediately after Gas / General Store (760) 852-9903</i> <i>### No services next 50 miles ###</i>				0.16	326.39	183.19



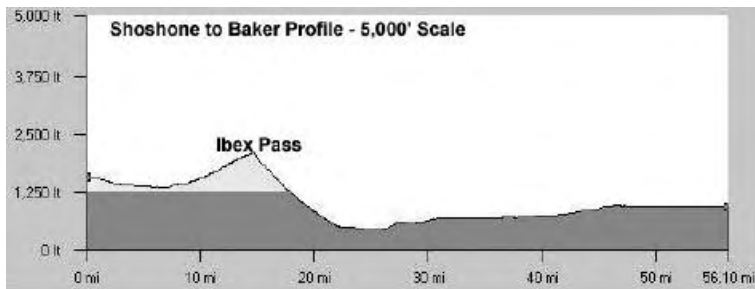
South through Death Valley, the alluvial fans are invisible in the dark, but you climb and descend several thousand feet through Badwater (El -282') to the base of the exit passes (Mountain Section Six). The first climb starts at mile 300 and climbs about 1000 feet in five miles to Jubilee (El 1285').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





## MAP AND ROUTE DESCRIPTIONS: STAGE FIVE

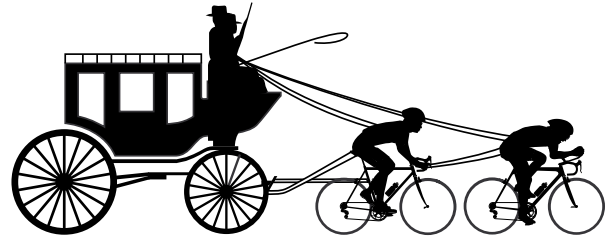
After	Description	Stage Five	City	Services	MTNT	MTF	MTG
0.19	Continue straight on 127 South, passing Jct. 178 East / Pahrump <i>### No services next 56 miles ###</i>				124.81	326.58	183.00
5.22	1st Hot Springs / Tecopa turnoff / End quiet zone El 1380 ft.)				119.59	331.80	177.78
2.95	2nd Hot Springs / Tecopa turnoff: Start Mountain Section Seven				116.64	334.75	174.83
6.35	Ibex Pass (El 2090 ft.): End Mountain Section Seven <i>5% downgrade next 3 miles - descend 8 miles total</i>				110.29	341.10	168.48
7.57	Dumont Dunes on left (El 400 ft.)				102.72	348.67	160.91
4.23	Henry Wade Historical Monument on right (El 550 ft) <i>Generally flat terrain between 600-1000 ft. next 29 miles</i>				98.49	352.90	156.68
28.10	Baker Airport on right <i>### Quiet Zone Through Town ###</i>				70.27	381.00	128.58
1.20	City sign (El 923 ft.)		Baker	A	69.07	382.20	127.38
0.42	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>				68.65	382.62	126.96



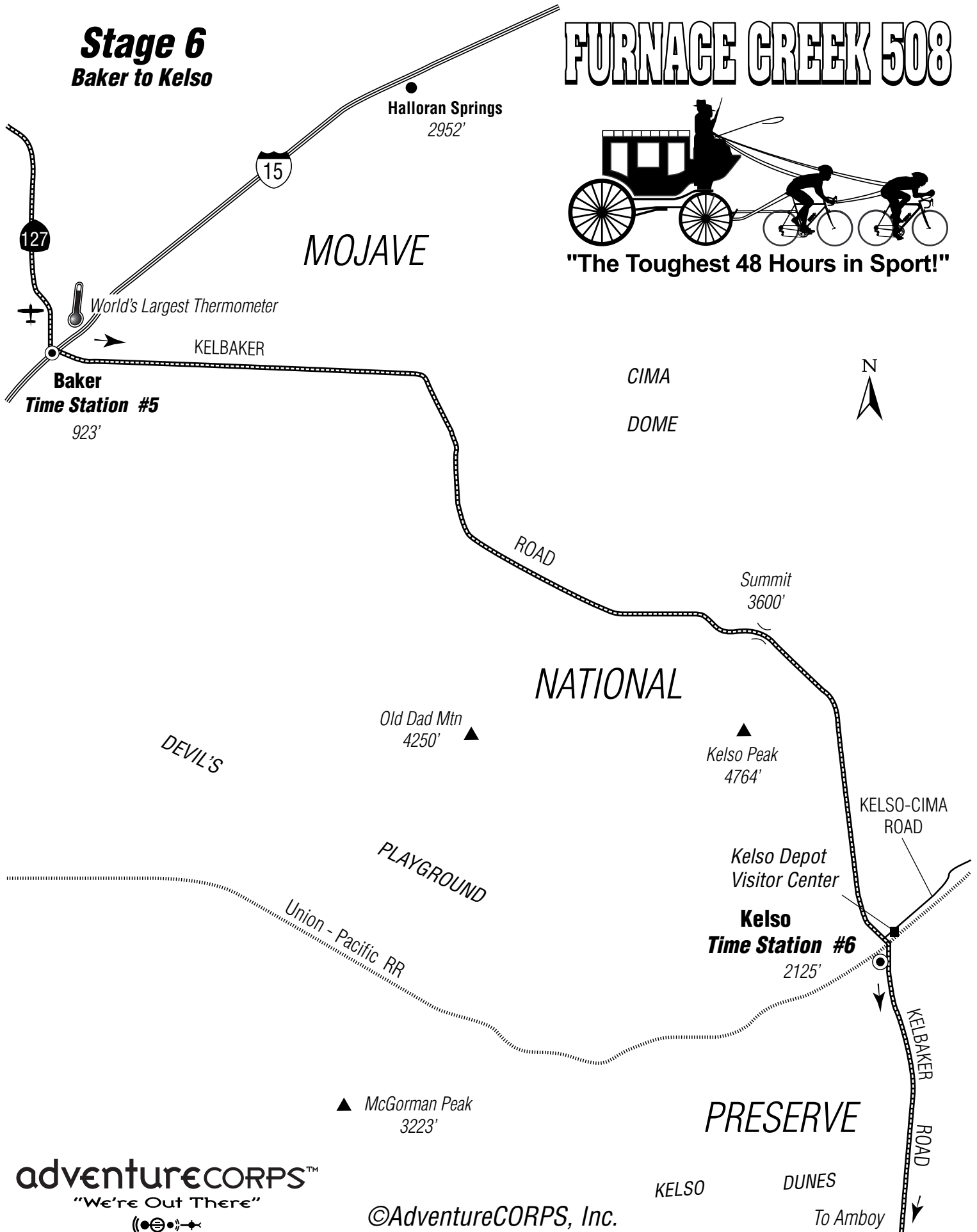
After an easy 750 feet climb up Ibex pass (Mountain Section Seven), there's a killer, long downhill, then the road to Baker is mostly flat and straight. Watch for Baker's world-famous, world's largest thermometer in the distance. The crew should stock up on gas, ice and food in Baker as no supplies are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

# Stage 6 Baker to Kelso

# FURNACE CREEK 508

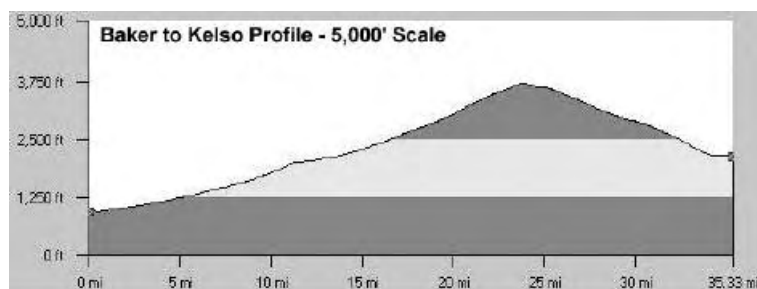


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## MAP AND ROUTE DESCRIPTIONS: STAGE SIX

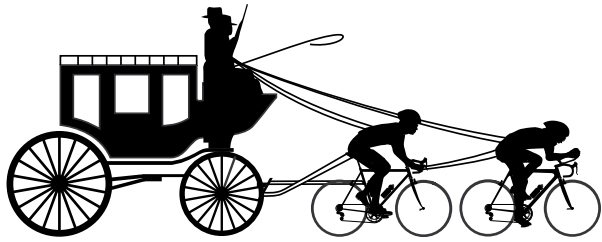
After	Description	Stage Six	City	Services	MTNT	MTF	MTG
	X Baker Blvd. (SS) ### Last Chance for Gas & Supplies until Finish ##				68.70	382.62	126.96
0.07	Jct. I-15 / Go over I-15 / Enter Mojave National Preserve				68.58	382.69	126.89
	<i>Rough pavement next 4 (40?) miles / End quiet zone</i>						
2.14	Cattle guard: Start Mountain Section Eight (El 1000 ft.)				66.44	384.83	124.75
	<i>Average 2.4% grade for next 21.4 miles. Pavement gets rough at 403 mi.</i>						
21.14	Cattle guard / Summit (El 3600 ft.): End Mountain Section Eight				45.35	405.97	103.61
	<i>Begin 11 mile descent after one mile. Rough road continues.</i>						
9.28	Cattle guard: View of Kelso Dunes to right and of your route straight ahead.				36.07	415.25	94.33
	<i>### Quiet zone on descent ###</i>						
2.22	Pass Kelso - Cima Rd. and Kelso Depot Visitor's Center on left / Quiet zone		Kelso		33.85	417.47	92.11
	<i>Stay straight Kelbaker Rd. / no services</i>						
0.04	X RR Multiple Tracks (El 2125 ft.)				33.81	417.51	92.07
	<i>### Caution - high speed train crossing and occasional train parking ###</i>						
0.04	TS#6 on right immediately after tracks				33.80	417.55	92.03



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

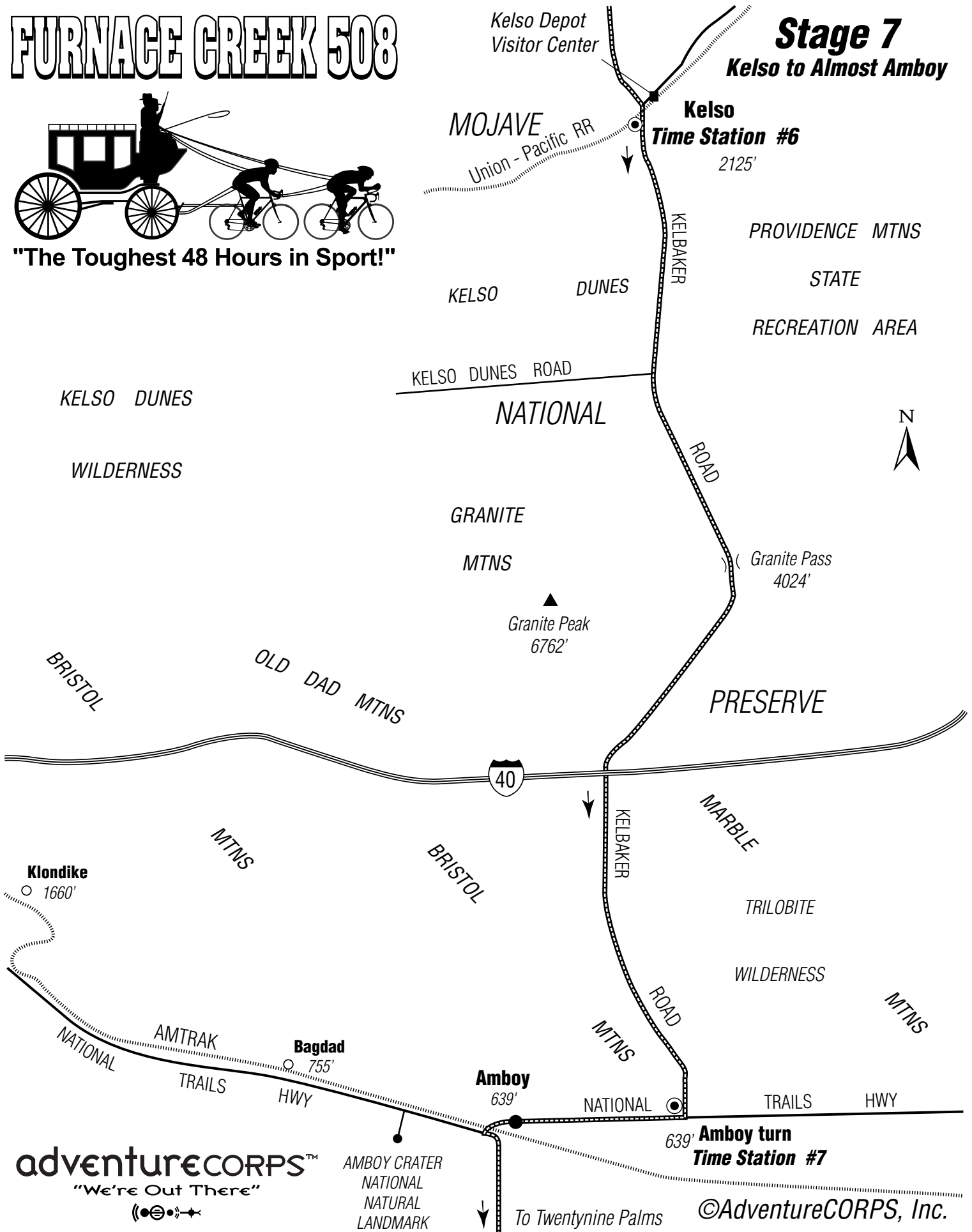


# FURNACE CREEK 508



"The Toughest 48 Hours in Sport!"

## Stage 7 Kelso to Almost Amboy



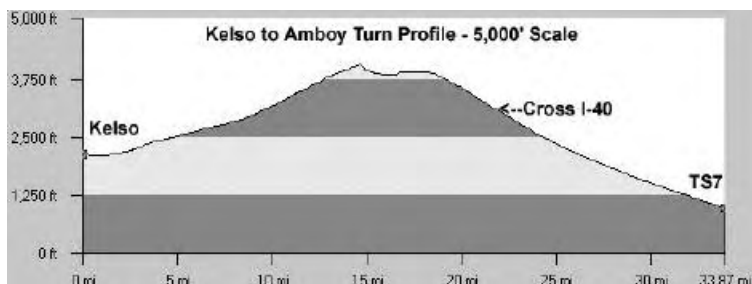
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AMBOY CRATER  
NATIONAL  
NATURAL  
LANDMARK

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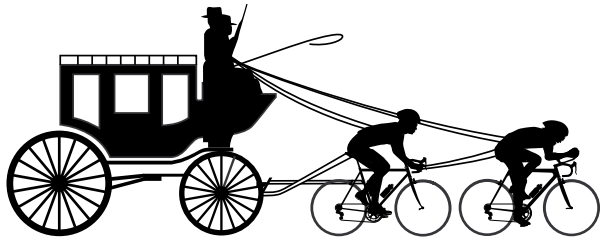
## MAP AND ROUTE DESCRIPTIONS: STAGE SEVEN

After	Description	Stage Seven	City	Services	MTNT	MTF	MTG
0.63	Cattle guard / end quiet zone: Start Mountain Section Nine (El 2150 ft.) <i>12.3 mile climb</i>				33.18	418.14	91.44
7.11	Kelso Dunes Rd. (El 2760 ft.)				26.07	425.25	84.33
4.65	Historic site of the old dirt road section and former TS#6 (El 3700 ft.)				21.42	429.90	79.68
2.00	Cattle guard / Microwave tower <i>Granite Pass (unmarked El 4024 ft.) End Mountain Section Nine</i>				19.42	431.90	77.68
3.40	"Soft Shoulders" sign <i>Begin 20 mile descent</i>				16.02	435.30	74.28
4.60	Cattle guard / Leaving Mojave National Preserve (El 2970 ft.)				11.42	439.90	69.68
0.08	X under I-40				11.34	439.98	69.60
0.13	Continue gentle downhill				11.21	440.11	69.47
11.19	TS#7 on right at National Trails Highway (SS/T-Int) (El 1060 ft.)				0.00	451.30	58.28



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

# FURNACE GREEK 508

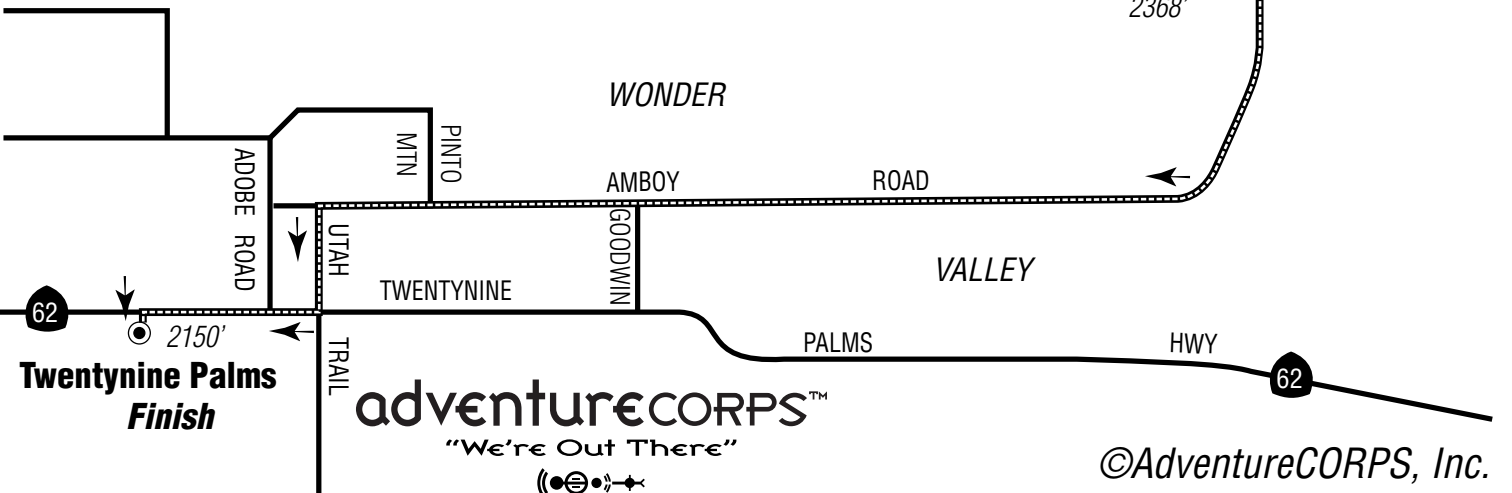
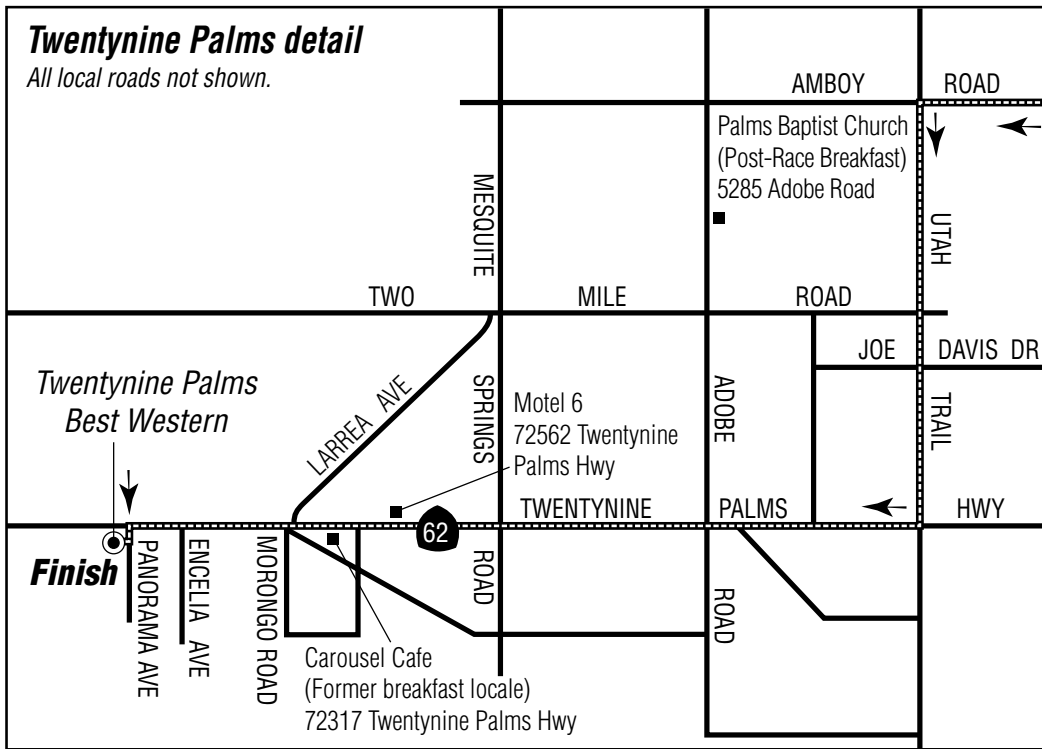
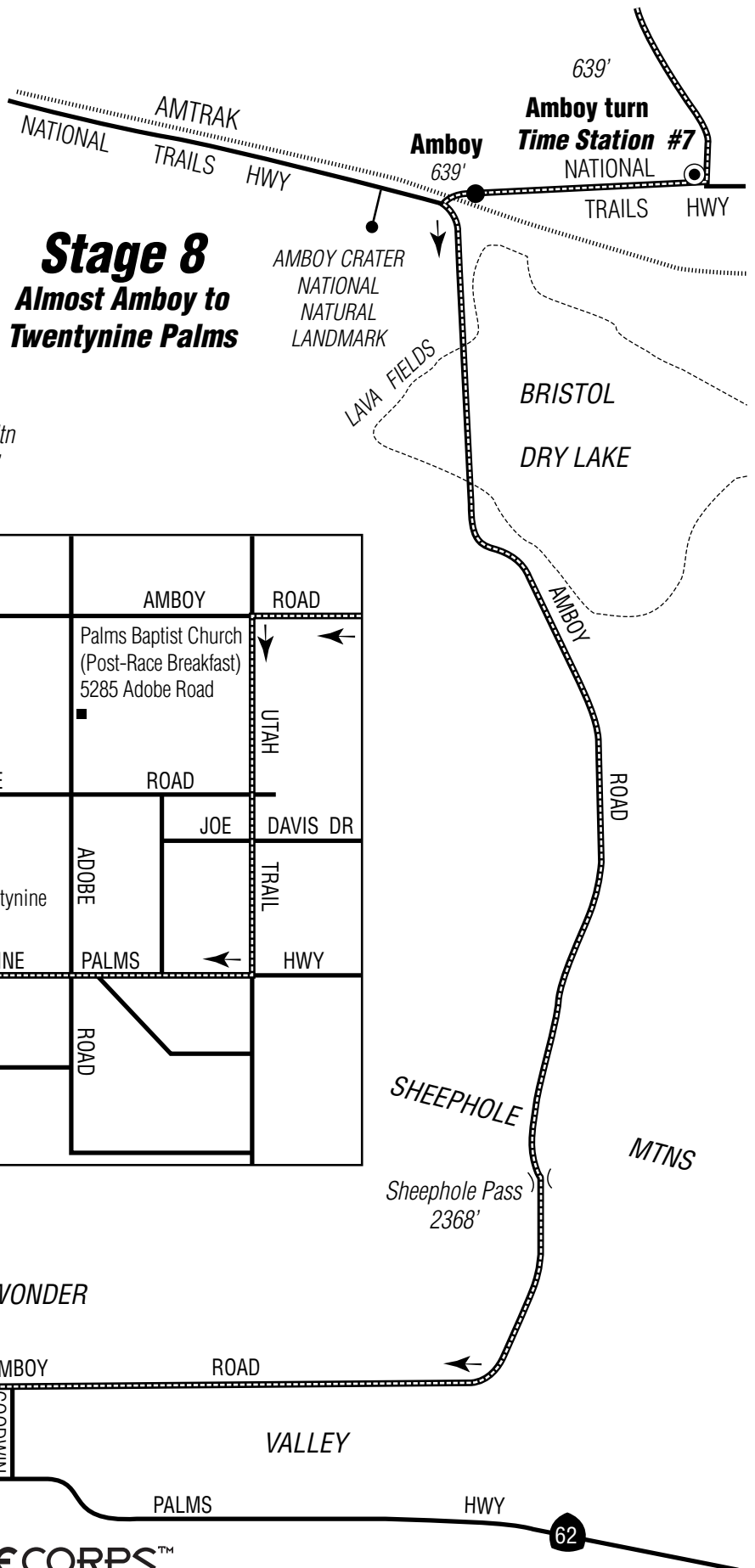


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## Stage 8 Almost Amboy to Twentynine Palms



Lead Mtn  
2891'



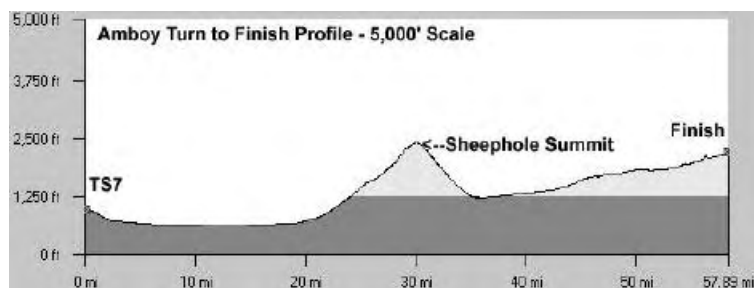
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## MAP AND ROUTE DESCRIPTIONS: STAGE EIGHT

After	Description	Stage Eight	City	Services	MTNT	MTF	MTG
11.19	Right National Trails Highway / Amboy (SS/T-Int)				6.58	451.30	58.28
5.40	City sign (El 639 ft.) ### Quiet Zone through town ###		Amboy	Unknown	1.18	456.70	52.88
0.89	X Multiple RR tracks End quiet zone				0.29	457.59	51.99
0.26	Left Amboy Rd. '29 Palms / Yucca Valley' ## DO NOT MISS ## ### Caution sandy shoulders and rough pavement ahead ###				45.86	457.85	51.73
14.52	Start Mountain Section Ten (El 800 ft.) Climb begins gradually, gets steeper. Road quality improves.				32.34	471.40	38.18
8.63	Former location of TS#7 in large pullout on left				23.71	480.15	29.43
1.35	Sheep Hole Summit (El 2368 ft.): End Mountain Section Ten Begin 5.5 mile descent ### Quiet Zone to Finish ###				22.34	481.50	28.08
14.66	Wonder Valley West Fire Station and Community Center on right				7.58	496.16	13.42
7.58	Left Utah Trail ("Joshua Tree National Park" sign) DO NOT MISS!!!				2.00	503.74	5.84
1.00	X Two Mile Rd. (SS) (El 1800 ft.)		29 Palms	A	1.00	504.74	4.84
0.25	X Joe Davis Dr.				0.75	504.99	4.59
0.75	Right 29 Palms Hwy / SR62 (SS/Flash Red)				3.76	505.74	3.84
1.00	X Adobe Rd. (TL) (El 1935 ft.) 7-11 right				2.76	506.74	2.84
1.00	X Mesquite Springs Rd.				1.76	507.74	1.84
1.00	Pass KFC.: All teammates may get on bikes together.				0.76	508.74	0.84
0.50	X Encelia Ave. at Burger King on left Watch on left up ahead for Best Western				0.26	509.24	0.34
0.30	Left Panorama Ave. (Sprint Finish Line) Turn just before Best Western				0.01	509.54	0.04
0.04	Right into Best Western Driveway (el 2150 ft.) ## Finish at Best Western (760) 367-9141. Congratulations, crew and racer!!! ##				0.00	509.58	0.00



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



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

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

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

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

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

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

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

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

F. The clock will not stop for any reason.

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

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

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

J. The Race Director has the authority, at any time, to overrule any rule or invent a new rule based on extenuating,

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

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

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

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

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

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

E. Fixed Gear Division: Bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Bike frames shall be steel, traditional double diamond design (forks are unrestricted) and wheels (maximum 25 mm rim depth) with 32 spokes minimum. Aerobar attachments and aero-designed parts are prohibited. Wheel switches are permitted only for wheel failures, and must be identical or essentially identical to the failed wheel. Bike switches are not permitted. Riders may not coast with feet off the pedals. Riders must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter.

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

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

G. Classic Rendezvous Division: 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.

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

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

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

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

### **4. BICYCLE LIGHTING**

A. While riding at night (defined as between 6:00PM Saturday and 7:00AM Sunday and between 6:00PM Sunday and 7:00AM Monday), each bicycle must be equipped with a legal front and rear lighting system and this system must be ON at all times. The front light (which may be helmet-mounted, rather than bike-mounted) must be constant on, not flashing, and visible from 300 feet, and the rear light, which may be flashing, from 500 feet. Riders must have full lights and reflective gear on, and be followed directly by their pace vehicle, between 6:00PM Saturday and 7:00AM Sunday and between 6:00PM Sunday and 7:00AM Monday. We highly recommend the taillights and reflective gear (and the identity products) offered by [www.RoadID.com](http://www.RoadID.com). -TP

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

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

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

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

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

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

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

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

### **7. SUPPORT VEHICLES**

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

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

C. Solo racers, solo tandems, and two- or four-person relay teams bring ONLY ONE support vehicle for the duration of the race. Eight-person tandem relay teams may have no more than two vehicles. Note: Any vehicle associated in any way with any racer(s) is considered a "support vehicle," thus "unofficial" support vehicles or family/friend cheering squads are not allowed.

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

E. All vehicles (and all cyclists) must obey the vehicle code laws of California. It is the responsibility of all driver (and all riders) to be familiar with all laws. A violation by a crew member will be assessed against the racer. -TP or DQ

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

G. Support vehicles must be equipped with the following:

i) At least two amber (not red) flashing lights mounted on the far left and right rear of the roof visible only from the rear. The support vehicle must use the flashing roof lights at all times when following its racer. These flashing lights must be very bright and of very high quality. They may NOT be little bicycle lights taped to the back of your van! Go to auto supply or RV rental stores to prepare these lights. Do not wait until the last minute to do so. See the website for more information. -DQ

ii) A sign that reads CAUTION BICYCLE AHEAD. This type of sign can be ordered through a sign shop or pre-ordered from the race office (during registration, not later) for pick-up at the race. -DQ

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

iv) Team or rider totem must be visible and easily legible (in words, not only pictures) on all four sides of the support vehicle. Lettering must be 6 inches high. Do not block windows. Solo signage should not use the word "TEAM." Signage for 2x teams must state "2X" and signage for 4X teams must state "4X."

### 8. FOLLOWING YOUR RACER

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

Hints during daylight support:

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

B. All racers must always be followed literally, directly, and as closely as safety permits, by an appropriate support

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

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

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

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

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

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

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

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

J. Either prior to or immediately after the start of the race, support vehicles must drive ahead of the racers, at normal and safe road speeds, and stay ahead of all of the racers until the first point in the course designated for providing racer support. Crew vehicles may not be on the race course in the vicinity of the cyclists for the first 24.40 miles of the race, thus they must leave the start line immediately before



the race start, or within seconds after the start of the race. Racers should be prepared to make their own repairs during this 24.40 mile segment of the race; however, limited neutral support may be provided, as may be announced prior to the race. - TP

**9. NIGHT DRIVING**

A. Support vehicles 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

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

C. Hand-held spotlights may not be used while the vehicle is in motion. -DQ

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

**10. ROUTING / DIRECTIONS**

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

B. If a racer is seen being driven up the course with the intention of making up for lost time and mileage, the racer will be disqualified. -DQ

**11. SAFETY**

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

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

C. It is the racer's responsibility to make sure that the support crew members are receiving enough sleep necessary

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

Crews must observe these safety hints:

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

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

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

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

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

H. Safety begins with reading, studying, and knowing the race rules in their entirety. To demonstrate that the rules have been studied completely, each entrant must bring a one dollar bill (or more) in a sealed envelope to the pre-race meeting. The racer or team totem must be written on the outside of the envelope and it must be hand-delivered to the Race Director when called upon to do so. It will not be returned (but will be donated to charity).

I: REMEMBER: Safety supersedes competition!

**12. SUPPORT CREW RULES**

A. A support crew member is defined as anyone who actively assists a racer in any manner at any time during the race

(not counting race staff who "assist" all entrants by doing their job). A person who is not a member of the support crew, (does not travel in the support vehicles, does not eat crew food or associate with support crew members) who aids the racer in any way without the opposition of the crew captain and/or the racer, can be considered a crew member.

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

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

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

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

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

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

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

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

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

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

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

### 13. STAFF AND TIME STATIONS

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

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

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

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

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

### 14. TEAM DIVISION RULES

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

A. Relay team members will ride one stage at a time, from time station to time station. Thus, two rider team members will race four stages each and four rider team members will race two stages each.

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

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

Ci. Exception for either two or four rider teams: If a rider is physically unable to complete his or her designated leg, the team must return to the previous time station and restart with the next rider in sequence. Although that rider may return to the rotation order later, the team must then remain out of sequence for the remainder of the race in terms of which stages are completed by which rider.

Cii. Example for a four rider team: Rider C is physically unable to complete stage three. His or her team must return to Trona and restart there with rider D, with no credit given for time lost or miles already completed. Thereafter A will complete stage four, B will complete stage five, C will complete stage six (if capable, otherwise D would complete stage six), etc.

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

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

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

F. At least one racer, or two in the case of tandems, must finish. This means that the rest of the racers may drop out.

**15. TIME PENALTIES**

Non-DQ rule violations will result in the following time penalties for solo and relay racers, which must be served at TS#7, approximately 58 miles from the finish line. Note that penalized teams which refuse to serve their penalty time at TS#7 will be disqualified from the race and barred from entering again in the future.

- 1st offense: 15 minutes total
- 2nd offense: 30 minutes total
- 3rd offense: Any penalty up to being DISQUALIFIED

Upon observing a racer's violation of a traffic law or race rule, a Race Official will issue a time penalty or a disqualification to the crew, whose responsibility it is to inform the racer. If any member of a team is penalized, the entire team must serve the penalty. An entire team can be penalized or disqualified because of the actions of any one team or crew member. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone.

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

A. The FURNACE CREEK 508 uses public roads, requiring the observance of all event rules, traffic laws and the motor vehicle code. This includes, but is not limited to, stopping appropriately for traffic lights, stop signs, 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. -DQ

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

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

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

## OFFICIAL RULES

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### 17. BANNED SUBSTANCES

A. As a condition of competing in this event, all racers must be willing to submit to a drug urine test before, during, or after the race. -DQ

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

C. If a racer has used any banned substances within six months of the race, written notification must be submitted to the race office. This information will remain confidential. Our medical advisors will review the type of substance

used and the reasons involved and a written response will be sent to the racer. -DQ

### IN CONCLUSION

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

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

• 508



*This is pre-race, but Team Zorilla smiled just as nicely at the finish line in 2007!*





## P-B-P... R.I.P.?

By Bill Bryant

A bare handful of riders have died during the various editions of Paris-Brest-Paris since the first one in 1891. Most were killed by motor vehicle drivers on the busy N-12 highway used before the route change in 1979, while more recently another died of natural causes. Any death during the event is lamentable and casts a somber shadow. Happily these incidents have been rare and for most randonneurs, PBP remains a cherished sporting experience that has been going strong for well over a century. The profound joy that is felt with a successful PBP finish is like few others.

But what if the event itself died? That is a very real possibility and came rather close to becoming reality following the most recent edition in August of 2007. It wasn't at all expected, but sometimes a small action by a single person can have a big effect on everyone else.

It probably shouldn't come as a surprise that some of the civic authorities along the route are not too keen about having the marathon pass through their region, at least compared to the cheering fans alongside the road or the randonneurs who ride it. There is always the safety aspect to consider—sleep deprivation is part and parcel of every PBP and having a bunch of two-wheeled zombies wander through your region is not a comforting thought to the police and provincial government officials. Don't kid yourself, the hospitals along the route do treat more patients, and the police do have more incidents to deal with during the four days and nights of PBP. Add in the intense traffic jams that take place around each check-point, both from the riders themselves and the vast armada of support cars, and one can readily see that however excited the randonneurs become about PBP, not everyone shares that enthusiasm. And since these same authorities grant the permits to allow the event to be held on public roads in the first place, this matters.

So what happened? On the Thursday of the ride, on the return to Paris, a group of randonneurs and randonneuses were halted by a railway crossing gate. At first everyone stopped as they should, but then a rider did the unthink-

able—he ignored the warning bell and flashing lights and started riding around the crossing gate! As he made his way across the rails he was narrowly missed by a TGV express hurtling past at about 250-300 kph! Had he been only a second slower it would have been a disaster of tragic proportions. The stunned randonneurs nearby were horrified by the near-miss, and then relieved that he wasn't killed. The train operator radioed the police and the errant rider was soon pulled over and sternly admonished by ACP ride officials (who had also been alerted by the witnesses at the crossing.) They told the rider in no uncertain terms that he would certainly be given a time penalty, if not outright disqualification from the ride. They also scolded him for what this would have done to PBP itself—an event, paradoxically, that this fellow loves dearly. It was a truly a close shave and the cyclist could only hang his head in shame. Not only had he nearly committed suicide, but this type of stunt was exactly the type of thing that regional authorities would cite in the future when they turned down the application to let PBP pass through their area. These thoughts hung heavy and made the rest of his ride back to Paris a melancholy experience instead of the triumph it should have been.

Alas, the wayward randonneur was an American and my involvement as a Randonneurs USA representative was requested afterward. It was clear to me that the officers of the Audax Club Parisien were stunned by this incident, even weeks after it took place. Normally they speak in respectful tones to, and about their fellow randonneurs. But this time their shock caused a frankness that I had never experienced with them before. Words like stupid, idiotic, and thoughtless were used; their astonishment was impossible to ignore. They were concerned about the rider's welfare of course, but also made it clear that had he been hit by the train, they felt that 2007 might have seen the last edition of the Paris-Brest-Paris Randonneurs. They told me, "This must never, ever happen again." A careless action by a single impatient rider could have ruined things for everyone.

Luckily, it turned out otherwise, but I share this story as a cautionary tale. Hopefully it will not be repeated and Paris-Brest-Paris will live on forever. In the end, the rider received only a one-hour time penalty for ignoring the highway laws—but it was also hoped that I would try to help educate other cyclists on this side of the Atlantic about the importance of obeying traffic laws in general; to stop at all railway crossings when the gates are closed in particular; and especially during PBP. In any case, I don't feel any benefit will come from revealing this fellow's identity. He was genuinely remorseful as soon as it happened and real-

ized that what he had done might have had far-reaching effects beyond his own death.

More importantly, could it have been any one of us? I wonder... What if it were some exhausted rider in the dense fog of sleep-deprivation, struggling to stay inside the time limit of an event that they had trained for years to enter? Or what about some of the speedsters whose competitive fires burn so brightly that they routinely ignore traffic laws at PBP and other events in order to get the fastest time possible? Does everyone always make smart decisions in these types of situations? Over the years I've seen too many examples of questionable decision-making by tired and competitive riders to be sanguine that it would never happen again. Sometimes the all-consuming goal of making the finish

line of an important event causes people to do things they would never do otherwise. Please, play it safe in these types of situations; we'd like you to still ride with us in the future. More importantly, we'd like to avoid having good events shut down by a lone rider's carelessness.

Adapted from *American Randonneur*; used by permission of Randonneurs USA.

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## Need Help?

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Contact: Kevin Fung • [yukitopia@mac.com](mailto:yukitopia@mac.com)



## Solo Racers

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
3 Toed Sloth	Monroe	Mike	New York	NY	43	40+	M	Rookie
Adder	Albers	Debbie	Healdsburg	CA	45	40+	F	Rookie
Alpine Ibex	Emde	Michael	Spokane	WA	38	30+	M	Veteran
Athenian Rottweiler	Benincasa	Robyn	Cardiff	CA	40	40+	F	Rookie
Aye-Aye	Adams	Deanna	Prescott	AZ	20	20+	F	Veteran
Bald Eagle	Ellis	Bill	Novato	CA	50	50+	M	Veteran
Bobolink	Fisher	Bobbi	Burbank	CA	60	60+	F	Veteran
Bulldog	Secrest	Michael	Scottsdale	AZ	55	50+	M	"Rookie"
Bumble Bee	Berge	Catharina	Pullman	WA	42	40+	F	Veteran
Bushbuck	Botha	Andreis	Grimshaw	AB	56	50+	M	Veteran
Buzzard	Barisone	Luigi	Montecastello		34	30+	M	Rookie
California Kingsnake	Facchino	Carlo	Santa Clara	CA	33	30+	M	Rookie
Chartreux	Velez	Jean Marc	Les Chesnay	Ile de France	46	40+	M	Veteran
Chow Chow	Kreiling	Steve	Montara	CA	56	50+	M	Rookie
Crazy Clownfish	Morice	Tom	Scottsdale	AZ	53	50+	M	Rookie
Crazy Horse	Briand	Dominique	Feyzin	Rhone	53	50+	M	Rookie
Desert Duck	Teal	Steve	Phelan	CA	43	40+	M	Veteran
Desert Locust	Ruscigno	Matt	Los Angeles	CA	30	30+	M	Veteran
Desert Mouse	Weiss	Erhard	Siselen	BE	58	50+	M	Rookie
Desert Rat	Schrank	Ric	Virginia City	NV	43	40+	M	Veteran
Dik Dik	Armstrong	Shanna	Lubbock	TX	34	30+	F	Veteran
Donkey	Jones	David A.	Canoga Park	CA	62	60+	M	Veteran
Dromedary	Richmond	Billy	San Jose	CA	42	40+	M	Veteran
Emperor Moth	Davidson	Brian	El Segundo	CA	30	30+	M	Veteran
Empress Penguin	Smith-Batchen	Lisa	Tucson	AZ	48	40+	F	Veteran
European Wild Cat	Melczer	Andrew	Garden Grove	CA	46	40+	M	Rookie
Fabled Tortoise	Carrroll	Bruce	Oakland	CA	54	50+	M	Rookie
Fisher Weasel	Fischer	Jared	Las Vegas	NV	38	30+	M	Rookie
Flamingo	Finrock	Reed	Springville	CA	62	60+	M	Veteran
Guanaco	Sauers	Dan	Sunnyvale	CA	57	50+	M	Veteran
Hellhound	Brazell	Ryan M.	Allston	MA	26	20+	M	Rookie
JabberJaw	Hogan	Roger	Sanger	CA	46	40+	M	Veteran
Jaguar	Martin	Jeffrey	Antioch	CA	46	40+	M	Veteran
Japanese Macaque	Watanabe	Jun	San Francisco	CA	32	30+	M	Rookie
Liger	Drake	Isabelle	Laguna Beach	CA	55	50+	F	Veteran
Loggerhead Shrike	Treadwell	Robert	Spokane Valley	WA	44	40+	M	Rookie
Loon	Dakus	Scott	Henderson	NV	48	40+	M	Veteran
Mako	Armstrong	Karen	Spokane	WA	48	40+	F	Veteran
Merlin	Lester	Greg	Cazadero	CA	53	50+	M	Veteran
Microraptor	Liner	Saralie	Santa Monica	CA	56	50+	F	Veteran
Nanook	Grant	Joan	Sunnyvale	CA	28	20+	F	Veteran
Pancake Tortoise	Ryan	Jim	Sammamish	WA	47	40+	M	Veteran
Pekingese	Bonk	Jeffrey	Sioux Falls	SD	30	30+	M	Veteran
Picachu	Ignacio	Francis-Marion	Duarte	CA	41	40+	M	Veteran
Pork Fish	Powell	Jon	Bryn Mawr	PA	51	50+	M	Rookie
Pound Puppy	Tortorich	Vinnie	Beverly Hills	CA	46	40+	M	Veteran
Python	Pollock	Graham	Folsom	CA	41	40+	M	Veteran
Quetzal	Fernandez	Monica	Casablanca		40	40+	F	Rookie
Rafiki the Baboon	Robinson	Gregory	Westlake Village	CA	39	30+	M	Rookie
RAM	Ragsdale	Chris	Seattle	WA	31	30+	M	Veteran
Raven	Rieper	Byron	Overland Park	KS	59	50+	M	Veteran
Red-Eye Vireo	Vargas	George A.	Huntington Beach	CA	43	40+	M	Veteran
Retriever	Rice-McDonald	Nicholas	Santa Clara	CA	27	20+	M	Veteran
Rocky Mountain Goat	Swanson	Reid	San Ramon	CA	39	30+	M	Veteran
Roger Rabbit	Hartleben	Michael	Berlin	Berlin	23	20+	M	Rookie
Rottweiler	Jacobson	Ralph	Santa Clarita	CA	48	40+	M	Veteran
Saluki	Stevenson	Jeff	Solvang	CA	62	60+	M	Veteran
Sea Waffle	McNulty	Kevin	Ramona	CA	44	40+	M	Veteran
Shongololo	Santilhano	Michele	Menlo Park	CA	38	30+	F	Rookie
Siberian Husky	Arenberg	Michael	Plymouth	WI	49	40+	M	Rookie
Southern Vole	Sothorn	Joel	Laguna Niguel	CA	51	50+	M	Rookie
Spider	Scharffenberg	Del	Milwaukie	OR	63	60+	M	Veteran
Spider Monkey	Snyder	Nelson	Portland	OR	37	30+	M	Veteran
Spider Pig	Nerrow	Dave	Acton	MA	41	40+	M	Rookie
Sunbird	Slife	Derek	Chandler	AZ	28	20+	M	Rookie
Super Vegan Cow	Stingaciu	Adrian	Orange	CA	35	30+	M	Rookie
Tarpon	Kluck	Laurence	Eureka	CA	60	60+	M	Veteran

## OFFICIAL ROSTER

(Cont.)

### Solo Racers

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Tarsier	Franz	Ryan	Lancster	CA	31	30+	M	Rookie
Tasmanian Wolf	Lenzen	Wolfgang	Osnabrueck	Lower Saxony	62	60+	M	Veteran
Thestral	Boutet	Jacques	Anchorage	AK	52	50+	M	Rookie
Tortuga	Gordon	James	San Francisco	CA	47	40+	M	Veteran
Triggerfish	Trager	Stuart	Villanova	PA	46	40+	M	Rookie
Trogon	Danhaus	Paul	Wausau	WI	59	50+	M	Veteran
Tui	Andrewes	Paul	Palmerston North	Manawatu	34	30+	M	Rookie
White Rabbit	Boldon	Anna	Middleton	WI	38	30+	F	Veteran
Wiener Dog	Westergaard	Danny	Rolling Hills	CA	49	40+	M	Veteran
Wild Buck	Cody	Gerry	Los Angeles	CA	30	30+	M	Rookie
Wild Turkey	Wilson	Michael	San Diego	CA	35	30+	M	Veteran
Wolf Bat	Desena	Joseph	Pittsfield	VT	39	30+	M	Veteran
Wren	Baker	Wade	Atascadero	CA	53	50+	M	Veteran

### Solo Classic

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Giant Water Bug	Gray	Steve	Henderson	NV	46	40+	M	Veteran
Protoceratops	Barnes	Steven P.	Rimforest	CA	51	50+	M	Veteran

### Solo Recumbent

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Flying Chamois	Lauer	John	Elk Grove	CA	45	40+	M	Veteran
Kakapo	Kohan	Alexander	Salem	OR	18	10+	M	Rookie
Leviathan	Smith	Ron	Chula Vista	CA	40	40+	M	Veteran
Werewolf	Woudenberg	Timothy	Moss Beach	CA	51	50+	M	Veteran

### Two Man

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Addax	Babayan	Steven	Mountain View	CA	34	30+	M	Veteran
Addax	Beauregard	Michael	Los Angeles	CA	34	30+	M	Veteran
Black Angus Cow	Kollins	Scott	Durham	NC	39	30+	M	Rookie
Black Angus Cow	Weitz	Keith	Durham	NC	40	30+	M	Rookie
BoneDog	LaChaine	Steve	Atascadero	CA	41	40+	M	Rookie
BoneDog	Lewis	Mike	Paso Robles	CA	50	40+	M	Rookie
Brontosaurus	Barton	Bevan E.	Piedmont	CA	21	40+	M	Veteran
Brontosaurus	Barton	Dennis E.	Piedmont	CA	58	40+	M	Rookie
Capybara	Barry	Thomas	Redwood City	CA	42	40+	M	Rookie
Capybara	Culbertson	Tom	Palo Alto	CA	38	40+	M	Veteran
Charlotte the Spider	Burson	Mark	Thousand Oaks	CA	53	50+	M	Rookie
Charlotte the Spider	Eichhorn	Ole	Westlake Village	CA	50	50+	M	Rookie
Collared Peccary	Grube	Paul	Henderson	NV	33	30+	M	Rookie
Collared Peccary	Hladek	Ed	Las Vegas	NV	43	30+	M	Rookie
Dorado	Spina	Omar	Oak Park	CA	36	40+	M	Rookie
Dorado	Wallace	Rick	Thousand Oaks	CA	49	40+	M	Rookie
Lagartija	Cardona	Kley	San Jose	CA	47	50+	M	Rookie
Lagartija	Wallis	Luke	San Jose	CA	55	50+	M	Rookie
Mahi Mahi	Baldino	Robert	Alameda	CA	63	50+	M	Veteran
Mahi Mahi	Burton	Joe	Livermore	CA	45	50+	M	Veteran
Margay	Duren	Paul	San Jose	CA	49	50+	M	Veteran
Margay	Holloway	Kenneth	San Jose	CA	56	40+	M	Veteran
Nutcrackers	Farinha	Joe	San Jose	CA	49	50+	M	Veteran
Nutcrackers	Franck	Gary	Morgan Hill	CA	51	50+	M	Rookie
Ox	Hansen	Boris Sørgaard	Søborg		34	30+	M	Veteran
Ox	Nygaard	Hans Anton	Copenhagen		33	30+	M	Veteran
Panda Goat	McGehee	Daniel	Mesa	AZ	46	30+	M	Veteran
Panda Goat	Peschka	Justin	Tucson	AZ	33	30+	M	Veteran
Prairie Dog	Kelsch	Franz	Gilroy	CA	60	50+	M	Veteran
Prairie Dog	Vlasveld	Paul	San Jose	CA	49	50+	M	Veteran
Squirtel	Patterson	Doug	Orange	CA	48	30+	M	Veteran
Squirtel	Patterson	Steven	Orange	CA	18	30+	M	Rookie
Sun Spiders	Hogan	Max	Camarillo	CA	47	50+	M	Rookie
Sun Spiders	Smallwood	Brian	Camarillo	CA	53	50+	M	Rookie
Sunfish	Clare	John T.	Long Beach	CA	67	50+	M	Veteran



**(Cont.)**

**Two Man**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Sunfish	Shellenbarger	Jon	Anaheim	CA	36	50+	M	Rookie
Titanium Tibia	Boschler	Jack	San Diego	CA	49	40+	M	Veteran
Titanium Tibia	Newsome	Mark	Corvallis	OR	48	40+	M	Veteran

**Two Mixed**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Alpaca	Reid	Kristina	San Francisco	CA	27	30+	F	Rookie
Alpaca	Rogers	M. Kelly	Emerald Hills	CA	52	30+	M	Rookie
Cardinal	Benavides	Dario	Palo Alto	CA	40	30+	M	Rookie
Cardinal	Ngo	Jessica	Menlo Park	CA	31	30+	F	Rookie
Flying Fishstix	Cooper	Louise	West Hills	CA	55	50+	F	Rookie
Flying Fishstix	Frost	Chris	Malibu	CA	57	50+	M	Veteran
Gulo Gulo	Cherry	Lori	Fresno	CA	50	50+	F	Veteran
Gulo Gulo	Walsh	Kevin	Lancaster	CA	51	50+	M	Veteran
Labrador	Montoya	Brandon	San Diego	CA	28	30+	M	Veteran
Labrador	Ramer	Andi	San Diego	CA	35	30+	F	Rookie
Siafu	Sundstrom	Steve	Belmont	CA	38	40+	M	Rookie
Siafu	Waitzman	Christina	Belmont	CA	44	40+	F	Rookie
Wolf Fish	Castro	Gloria	Los Angeles	CA	38	40+	F	Veteran
Wolf Fish	Trejo	Alejandro	Los Angeles	CA	45	40+	M	Veteran

**Two Recumbent**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Orthros	Atehortua	Karta	Palo Alto	CA	32	40+	M	Veteran
Orthros	Kern	James	Sunnyvale	CA	50	40+	M	Veteran
Raven Lunatics	Bradley	David	Arcata	CA	49	40+	M	Veteran
Raven Lunatics	Verheul	Jim	Westlake Village	CA	43	40+	M	Veteran
Sea Dragon	Carrell	Sara Kay	Hays	KS	31	30+	F	Veteran
Sea Dragon	Lieberman	Dana	North Hollywood	CA	40	30+	M	Veteran

**Two Tandem**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
TwoCan	Antonino	Lisa	Belmont	CA	48	40+	F	Veteran
TwoCan	Barge	Bernie	Castaic	CA	51	40+	M	Veteran
TwoCan	Barnell	Brenda	Dallas	TX	43	40+	F	Veteran
TwoCan	Skipper	Tim	San Miguel	CA	47	40+	M	Veteran

**Two Women**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Garuda	Gillis	Cara	Huntington Beach	CA	30	30+	F	Rookie
Garuda	Kelly	Claudine	Stanford	CT	38	30+	F	Rookie
Rock Ewe	Spence	Jeanine	Fresno	CA	44	40+	F	Rookie
Rock Ewe	Williams	Lisa	Fresno	CA	40	40+	F	Veteran
Snowdarter	Schneider	Anne	Davis	CA	61	50+	F	Veteran
Snowdarter	Struve	Patty Jo	Arnold	CA	53	50+	F	Veteran

**Four Man**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Agouti	Blandino	Greg	Pleasanton	CA	48	40+	M	Rookie
Agouti	Gifford	Mike	San Leandro	CA	50	40+	M	Veteran
Agouti	Messner	Sascha	Fremont	CA	37	40+	M	Rookie
Agouti	States	Christopher	Brentwood	CA	47	40+	M	Rookie
Chukar	Bell	Ronald J.	Ridgecrest	CA	48	40+	M	Veteran
Chukar	Blanco	Arty	Ridgecrest	CA	50	40+	M	Veteran
Chukar	Graehl	Adam	Ridgecrest	CA	57	40+	M	Veteran
Chukar	Strand	Ronald	Ridgecrest	CA	44	40+	M	Veteran
Desert Pupfish	Eiserich	Jason	Davis	CA	39	30+	M	Rookie
Desert Pupfish	Feliciano	Joaquin	Davis	CA	37	30+	M	Rookie
Desert Pupfish	Pfeiff	Janice	Davis	CA	34	30+	F	Rookie
Desert Pupfish	Sachs	Lorne	Woodland	CA	43	30+	M	Rookie
Domestic Carabao	Gascon	Fortunato	Fresno	CA	46	40+	M	Rookie
Domestic Carabao	Guevara	Tom	Coarsegold	CA	52	40+	M	Rookie

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

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Domestic Carabao	Quitorio	Angelo	Fresno	CA	41	40+	M	Rookie
Domestic Carabao	Tiu	Dennis L.	Fresno	CA	42	40+	M	Rookie
Prairie Falcon	Brunk	Jack	Newbury Park	CA	52	40+	M	Veteran
Prairie Falcon	Harris	Paul	Westlake Village	CA	41	40+	M	Rookie
Prairie Falcon	Pickle	Kurt	Santa Rosa	CA	38	40+	M	Veteran
Prairie Falcon	Smith	Chad	Alamo	CA	38	40+	M	Veteran
Smoking Loon	Casciani	Peter	Pasadena	CA	37	40+	M	Rookie
Smoking Loon	Crespo	Roberto I.	Pasadena	CA	35	40+	M	Veteran
Smoking Loon	Rauhe	Bruce	Monrovia	CA	45	40+	M	Veteran
Smoking Loon	Said	Haroon	Pasadena	CA	47	40+	M	Veteran
Terrapin	Lynch	Brian	Palos Verdes Estates	CA	42	40+	M	Rookie
Terrapin	Lynch	Jim	Belvedere	CA	41	40+	M	Rookie
Terrapin	Lynch	Mike	Sparta	NJ	45	40+	M	Rookie
Terrapin	Riedel	Tim	Highlands Ranch	CO	42	40+	M	Rookie
Western Mojave Tortoise	Cross	Jeff	Burbank	CA	45	40+	M	Rookie
Western Mojave Tortoise	Garcia	Rod	Northridge	CA	48	40+	M	Rookie
Western Mojave Tortoise	Sarchian	Ron	Sherman Oaks	CA	44	40+	M	Rookie
Western Mojave Tortoise	Zabrecky	Gordon	Saugus	CA	45	40+	M	Rookie
Western Wood Pewee	Clark, Jr	William West	Salinas	CA	57	50+	M	Veteran
Western Wood Pewee	Deberdt	Patrick	Salinas	CA	50	50+	M	Rookie
Western Wood Pewee	Gilman	James	Salinas	CA	59	50+	M	Veteran
Western Wood Pewee	Zimmerman	Bill	Carmel Valley	CA	57	50+	M	Veteran
Woodduck	Azad	Babak	Los Angeles	CA	35	40+	M	Veteran
Woodduck	Comer	Bruce	Playa Vista	CA	43	40+	M	Rookie
Woodduck	Fisler	Mark	Palos Verdes Estates	CA	44	40+	M	Rookie
Woodduck	Wood	Tod	Haiku	HI	44	40+	M	Rookie

**Four Men Fixed Gear**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Missing Lynx	Dibb	Dan	Long Beach	CA	51	40+	M	Veteran
Missing Lynx	Eichen	Tom	Los Alamitos	CA	50	40+	M	Rookie
Missing Lynx	Jesson	Pat	Waxhaw	NC	47	40+	M	Rookie
Missing Lynx	Page	Greg	Downey	CA	46	40+	M	Veteran

**Four Mixed**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Chinook	Fischer	David	Kennewick	WA	58	50+	M	Veteran
Chinook	Fischer	Kathy	Kennewick	WA	38	50+	M	Veteran
Chinook	Hanf	Diane	Kennewick	WA	52	50+	F	Veteran
Chinook	Strycula	Diane	Burbank	WA	47	50+	F	Veteran
Kites	Kraencke	Robert	San Jose	CA	52	50+	M	Veteran
Kites	Luo	Anna	Sunnyvale	CA	45	50+	F	Rookie
Kites	McCaw	Richard	San Jose	CA	56	50+	M	Rookie
Kites	McCracken	Louise	Alviso	CA	48	50+	F	Rookie
Sphinx	Baker	Lisette	San Dimas	CA	36	30+	F	Veteran
Sphinx	Ellis	Christine Renee	Altadena	CA	26	30+	F	Veteran
Sphinx	Foster	Eric	Del Mar	CA	42	30+	M	Rookie
Sphinx	Yee	Allen G.	South Pasadena	CA	43	30+	M	Rookie
Yodeling Plankton	Hradilova	Iva	San Francisco	CA	43	50+	F	Veteran
Yodeling Plankton	Kleban	Ed	Denver	CO	44	50+	M	Veteran
Yodeling Plankton	Wagoner	Brennis	Woodland Hills	CA	66	50+	F	Veteran
Yodeling Plankton	Wagoner	James	Woodland Hills	CA	68	50+	M	Veteran
Zorilla	Jump	Laura	San Jose	CA	40	40+	F	Veteran
Zorilla	King	Marnel	Campbell	CA	51	40+	F	Veteran
Zorilla	Parker	Lane	San Jose	CA	54	40+	M	Veteran
Zorilla	Schon	Barry	Anchorage	AK	38	40+	M	Veteran

**Four Women Fixed**

<b>Totem</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>State</b>	<b>Age</b>	<b>Grp</b>	<b>MIF</b>	<b>History</b>
Blue Footed Booby	Dean	Megan	Los Angeles	CA	24	20+	F	Veteran
Blue Footed Booby	Greenberg	Jennifer	Los Angeles	CA	23	20+	F	Rookie
Blue Footed Booby	Nadeau	Jay	Los Angeles	CA	37	20+	F	Rookie
Blue Footed Booby	Rodriguez	Beatriz	Los Angeles	CA	21	20+	F	Rookie



# FURNACE CREEK 508 2007 STAFF

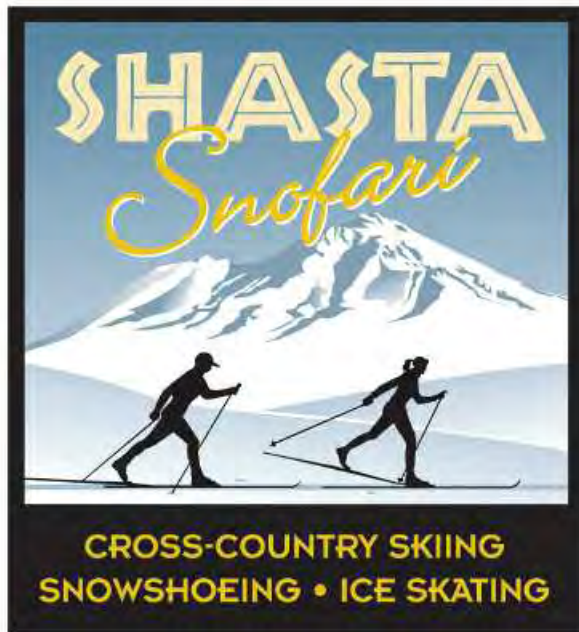


Thank you to the outstanding 2007 race staff!

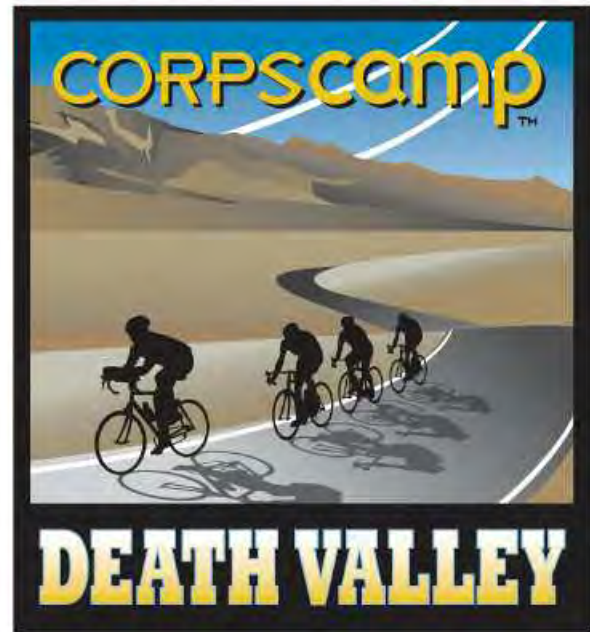
A: Dawn and Mike Derlighter B: Tom Parkes C: Officer Scott Wall, Chris Kostman, Dave Heckman, & Cindi Staiger D: Dan Dominy  
 E: Bruce Gungle & Kyle Blasch F: Mike Wilson, Rick Anderson, & Len Bertain G: Scott Dakus, Matthew Dakus, Tracy Fisher,  
 Cynthia Bodnar, & friends H: Wendy Barth I: Terry Hutt J: Jack Bochsler K: Jeff Martin, Jo Carmichael, Mike Berry, & Len Bertain  
 L: Eric Ostendorff M: Chris Kostman, Jeff Bell, & Gumby



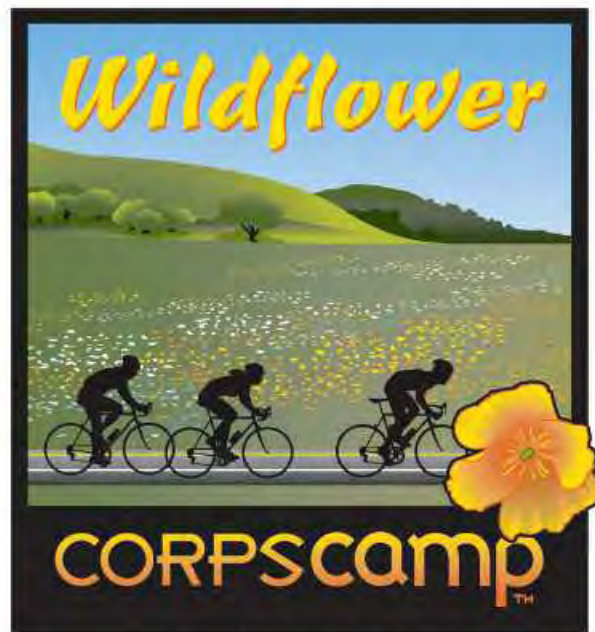
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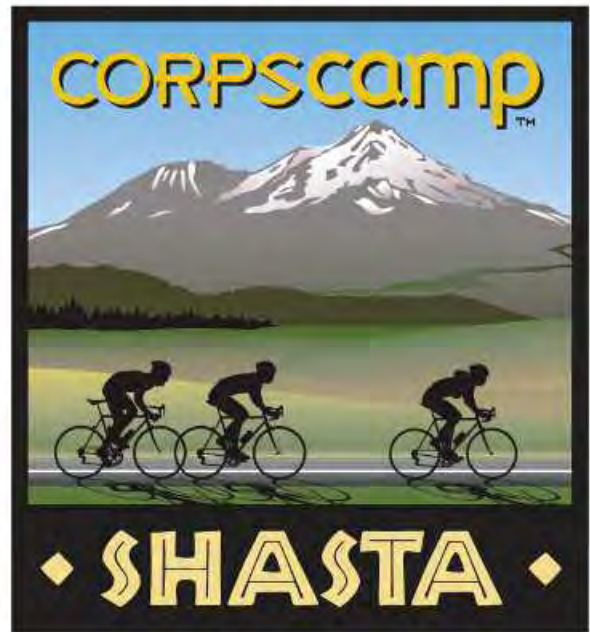
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