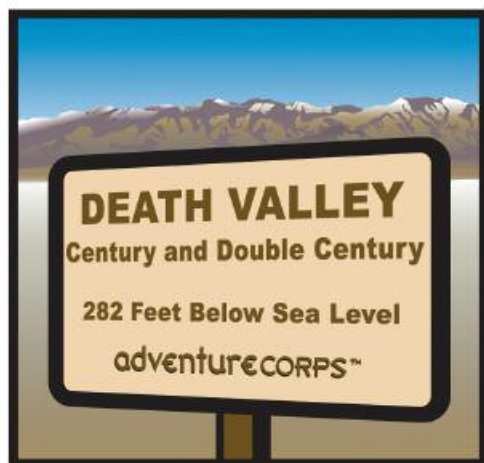




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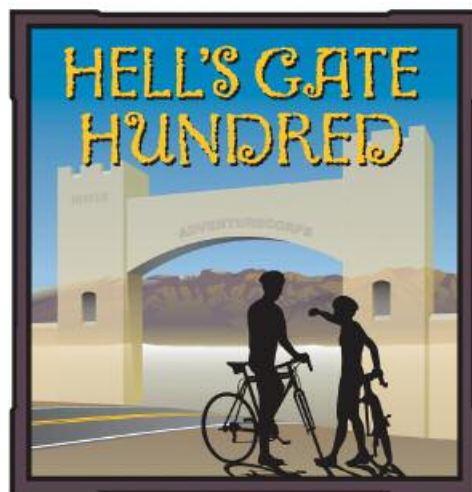


adventureCORPS™ Presents



February 26, 2011

Death Valley Century, 150, and Double Century™ - Spring Edition, an annual tradition since 1991, provides incredible, one-of-a-kind, 100-, 150-, and 200-mile cycling routes past Badwater and over the passes to Shoshone and back in Mother Nature's greatest sports arena, Death Valley National Park!



March 26, 2011

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



April 16, 2011

Mount Laguna Bicycle Classic™ was first held in 2010 and features 101 miles with nearly 11,000 feet of climbing and three different ascents of San Diego County's Mount Laguna! There are just three stop signs and NO traffic lights on this incredible route which starts and finishes in Pine Valley, CA!



October 29, 2011

Death Valley Century and Double Century™ - Fall edition offers unique 100-mile and 200-mile cycling routes in the northern end of Death Valley National Park, includes lunch on the lawn of world famous Scotty's Castle and, for double riders, visits Ubehebe Crater, and Hell's Gate.

For information, registration, and much more, visit www.adventurecorps.com





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Death Valley. Photo : Chris Kostman



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Greg "Oregon Sasquatch" Olson, 62, the final 2009 finisher, with a time of 47:25:14.

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 "Out There Since 1984"
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Front and Back Cover: David Mudcat Holt during the 2007 508. Image courtesy Ian Parker, 8-time Badwater Ultramarathon finisher.
 P1: The 2009 Start Line in Santa Clarita. Special thanks to the California Highway Patrol.
 P46 top: 4x Spike the Wonder Dog at the 2009 finish line; bottom: 19-year-old Badwater and 508 finisher Nickademus Hollon.
 P47 top: Jennie Phillips of 4x Hammer Frogs in 2009; bottom: 2009 Solo Champ Chris Ram Ragsdale.
 P48: 2009 women's solo champ Leah Mighty Mouse Goldstein.

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

adventureCORPS™

"Out There Since 1984"



Chris Kostman

Welcome to the 27th anniversary, and 36th edition, of the spiritual odyssey known as Furnace Creek 508, the world's premier ultramarathon bicycle race. Our 508 mile course serves as a dramatic forum for bicycle racing, personal achievement, and self-discovery. Some call it a "trans-personal experience," while others call it "the hell of the west." We think it's heaven on earth. Everyone agrees it's "The Toughest 48 Hours in Sport!"

The 508 was created in 1983 by John Marino, the godfather of ultramarathon bicycle racing and founder of the Great American Bike Race, Race Across America, and the Ultra Marathon Cycling Association. The race route was originally a 102 mile loop in the Hemet, CA area that was ridden seven times sequentially. The winners of the inaugural race were Michael Secrest and Kitty Goursolle. In the Fall of 1985, the race was moved to the roads between Tucson and Flagstaff in Arizona, where its first champion was Scott Fortner. It was also held twice a year for a number of years, which is why we are now celebrating our 36th edition after twenty-seven 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 2054 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 33 of the 35 races so far; I enjoy and love it more every time!

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

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

Sincerely

Chris Kostman

Race Director and Chief Adventure Officer



Death Valley Cup recognizes those athletes who complete both the Badwater Ultramarathon 135 Mile Running Race and the Furnace Creek 508 Mile Bicycle Race in the same calendar year. To earn this recognition is a very significant achievement in endurance sports and especially for those athletes who have come to know and love Death Valley and its environs.

For more information about Badwater Ultramarathon, visit www.badwater.com.

Current Death Valley Cup Record Holders:

Charlie Engle, "Water Dragon" Greensboro, NC, 47 (2nd DV Cup)	2009	Badwater, 25:45:11, 4th place	Furnace Creek, 33:19:25, 4th place	=50:04:36 total time*
Shanna Armstrong "Dik Dik" Lubbock, TX, 34	2008	Badwater, 31:16:10, 3rd female, 7th overall	Furnace Creek, 34:30:58, 5th female, 24th overall	=65:47:08 total time*

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

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

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

GENERAL INFORMATION



GENERAL INFORMATION

DATE: October 2-4, 2010.

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

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

RACER CHECK-IN: 12:00 to 4:30PM, Friday, inside the Hilton Garden Inn. Check-in must be done Friday afternoon, BEFORE the Pre-Race Meeting. All athletes (not just crew) must check in, preferably altogether as we shoot “mug shots of all racers.

VEHICLE AND BICYCLE INSPECTION: 12:30 to 4:30PM, Friday, at the Hilton Garden Inn parking lot. All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangle, 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.

PRE-RACE MEETING: 5:00 - 6:00PM, Friday. The meeting is a fun and exciting event for everyone. Solo entrants must be represented by the racer and at least one crew. Team entrants must be represented by at least two racers or one racer and one crew. ALL ARE ENCOURAGED TO ATTEND! The meeting will be held at the Embassy Suites Hotel at 28505

Westinghouse Place Valencia, CA 95133 (less than two miles from the Hilton). Directions: Take 1-5, or The Old Road, north 1.5 miles, go east on Newhall Ranch Road, take the first right onto Vanderbilt Way, and another first right onto Westinghouse Place.

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).

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

FINISH LINE HOTEL 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. Race HQ is 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.

POST RACE BREAKFAST: 7:00 to 9:00AM, Monday morning at a NEW LOCATION! “Headquarters,” a restaurant / sports bar / pool hall in Twentynine Palms, will host the post-race breakfast. It is located at 5864 Adobe Road, Twentynine Palms, CA 92277 (3.6 miles from the race finish line). We (AdventureCORPS) are paying for all the costs of breakfast. Racers, crew, and staff, please plan on staying to enjoy the breakfast before you hit the road on Monday morning. See you there!

• 508

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**Good luck to all 508
racers and crew!**

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And visit us on the web at www.bicyclejohns.com



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+, Joel Southern Vole Sothern, '08, 29:58:16.
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+, Catharina Bumble Bee Berge, '08, 29:43:01.
Women's 50+, Carol Chickadee Chaffee, '05, 33:14:58.
Women's Fixed Gear 20+, Emily Archaeopteryx O'Brien, '05, 44:24:27 (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 40+ Classic Bike 40+, Steve Giant Water Bug Gray, '08, 44:03:36.
Men's 10+ Recumbent (Stock Category), Alexander Kakapo Kohan, '08, 40:49:52
Men's 30+ Recumbent (Stock Category), Michael Flicker Wolfe, '06, 35:49:13.
Men's 40+ Recumbent (Stock Category), John Flying Chamois Lauer, '08, 32:13:18 (Overall Stock Recumbent Record)
Men's 50+ Recumbent (Stock Category), Timothy Werewolf Woudenberg, '08, 36:29:58.
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.):

Two Rider Team:

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

Four Rider Tandem Team:

Men's 40+ Two Tandem Team, Team Scarab, '09, 31:25:12.
Mixed 40+ Two Tandem Team, Team Mustangs, '09, 35:00:02.
Mixed 50+ Two Tandem Team, Team Foo Dogs, '09, 38:48:03.

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.
Mens' 40+ Fixed Gear Four Rider Team, Team Missing Lynx, '08, 32:57:25.
Women's 20+ Fixed Gear Four Rider Team, Team Blue Footed Booby, '08, 32:28:05.
Women's 30+ Four Rider Team, Team Swallow, '06: 33:25:02.
Women's 40+ Four Rider Team, Team Hammer Frogs, '09: 32:39:33.
Mixed 30+ Four Rider Team, Team Sphinx, '07: 30:27:15.
Mixed 40+ Four Rider Team, Team Kites, '07: 32:21:06.
Mixed 50+ Four Rider Team, Team Kites, '08, 32:15:16.

Eight Rider Tandem Team

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

OPEN RELAY TEAM COURSE RECORDS, 1993-2003

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

Two Rider Team

Men's 30+ Two Rider Team, Team Mountain Goat, '03, 25:38:08 (Overall 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.

• 508



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NUTRITION SUPPORT FOR FURNACE CREEK 508 COMPETITORS

By Matt “Desert Locust” Ruscigno

This article is intended to help crew members give the best nutrition support possible and is in addition to basic sports nutrition knowledge.

I first became involved with the Furnace Creek 508 as a crew chief for a close friend of mine who was new-to-ultracycling. At the time, the idea of pedaling 508 miles felt like an insurmountable goal, but we broke it down into manageable tasks and developed a plan. One of the first things I did was look at the reasons for previous years' DNF's and was surprised to see that a number of them were related to stomach issues, reaffirming my belief that nutrition is an undervalued component of training and racing. As a dietitian I know the crucial role of nutrition in athletic endeavors and prioritized it as crew chief. Below are a few of the things I've learned over the years as a crew member and racer.

Recognize the Importance of Nutrition Early On

I spent a lot of training time with my rider in 2005; I'm pretty sure I knew his habits better than he. Unfortunately there is a gap between what many riders think they do and what they actually do. Spend time on and off the bike with your rider to learn his or her real habits: not just what works regularly, but also when it's hot or cold or early or late in the day (especially when they are grumpy!). For example, I often claim to not drink cola, but at the end of a long ride on a hot day I'll gladly drink one! You need to know the intricacies of your rider and be prepared with “maybe” foods. However, do not

introduce anything new on race weekend! I know it is tempting because you heard that the fastest guy is using only Brawndo, but stick with what your rider is used to.

Have a Plan for Race Day

Most cyclists will consume about 250 calories an hour. Over 40 hours this translates to 10,000 calories! The majority of food will be based on your rider's pre-determined preferences: bars, drink mixes, fruit, gels, etc. Make sure there is more than enough and a variety. What does he or she crave when not on the bike? When I was shopping for my first solo 508 I made the mistake of getting too many chocolatey foods and was sick of them before the sun came up on Sunday. I began to crave salty and savory snacks and more substantial foods like sandwiches.

Also, remember that the crew will eat a lot! Plan on about 2000 calories and half a gallon of water per crew member for every 18 hours awake. Food is only reliably available in Trona and Baker, therefore we always start with a fully stocked van.



Matt Ruscigno has competed in numerous ultras including Paris-Brest-Paris, Norseman, (“The World’s Hardest Iron-distance triathlon”), Furnace Creek 508 (fixed gear team and solo), 20 double centuries and other running and cycling events. Formally trained as a Registered Dietitian, he’s a vegan of 13 years and works with the Vegetarian Nutrition Practice Group of the American Dietetic Association. Some of his writings and adventures can be found at nowhip.blogspot.com

Keep Close Track of What Your Rider is Eating and Drinking

We brought a laptop and had total and hourly numbers at our finger tips for the entire race. The rider has plenty to think about; the crew's job is to make sure he or she is eating and drinking enough. For example, did she eat that bar you gave her two hours ago? I've found that riders react better to, “you've only eaten 100 calories in the last hour” than, “you should eat something.” I've found that 250 calories an hour works for me and research shows that most people cannot comfortably process more than 280 calories an hour. Remember, it is impossible to replace what you burn as you go.

Hydration is a little trickier and even more specific to individuals. When I got into ultras I was drinking unnecessarily large amounts. I've learned to feel from my body when I need more liquid and when I can get



Desert Locust became Dessert Locust in 2009 (L-R): Chris Cheung, Matt, Maxwell Lucas, and Morgan Beeby at the finish line.

away with less than I had previously thought. If it's hot, obviously you'll need more. I rode part of the course recently and with the temperature over 100 degrees I drank two gallons in six hours.

Food and Water Storage

First, separate crew and rider food. The crew doesn't want to explain to their rider at 4am that they ate all of his figs. We use crates to organize food by supplements, snacks, fruits, and meal-like items. For water we use the 5-gallon refillable jugs that have spouts. Nothing works better for ease, space saving, cost and reduced waste. It's also crucial to keep cold items cold and not keep perishables out of the cooler for too long (generally not more than four hours). I'd speculate that some of those DNF's were caused by the rider eating food that had been sitting in the warm van all day. Also, it is very important for everyone handling food to wash their hands regularly.

Caffeine

Be careful here. Caffeine can affect one's sense of hunger and thirst and can also alter interest in food. Now that some bars, mixes and gels have added caffeine, you must be

prudent in calculating caffeine consumption. We've tended toward green tea as it is more hydrating and has smaller amounts of caffeine than coffee. We also like to use chocolate covered espresso beans, now affectionately referred to as magic beans...

If Problems Arise

Use the paperwork you have compiled to check the rider's intake of calories, liquid, electrolytes, and caffeine. Was anything over- or under-supplied? When in doubt, slow down, both in exertion and consumption. Stomach issues will often pass, if given the opportunity. The importance of nutrition cannot be overstated, but our bodies are phenomenal at adjusting and correcting: Give your stomach an opportunity to bounce back.

Pedaling 500 miles through the desert is never easy, but the crew's job is to minimize complications and leave the rider with only the task of pedaling. Good nutrition can be the difference between finishing and not finishing. If the rider and crew make nutrition a priority early on, it will be to their advantage and hopefully get the rider to Twentynine Palms successfully. See you out there!

• 508



HINTS ON SUPPORTING A CYCLIST

By John "Hawk" Marino

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

There are two ways to support a rider:

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

HOW TO PLAY LEAP FROG

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

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

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

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

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

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

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

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

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

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

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

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

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

HOW TO FOLLOW DIRECTLY BEHIND A RIDER

- 1) Follow at a distance that will allow you to stop if the rider falls.
- 2) Post a sign on the back of the pace vehicle with a white background and red reflective lettering that reads CAUTION BICYCLE AHEAD. Also, use the required Slow Moving Triangle and the roof-mounted flashing amber lights.
- 3) Always check your rear view mirrors on a continual basis for traffic to the rear. Be able to identify a motorist that is not responding to your flashing lights.
- 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/passer. 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

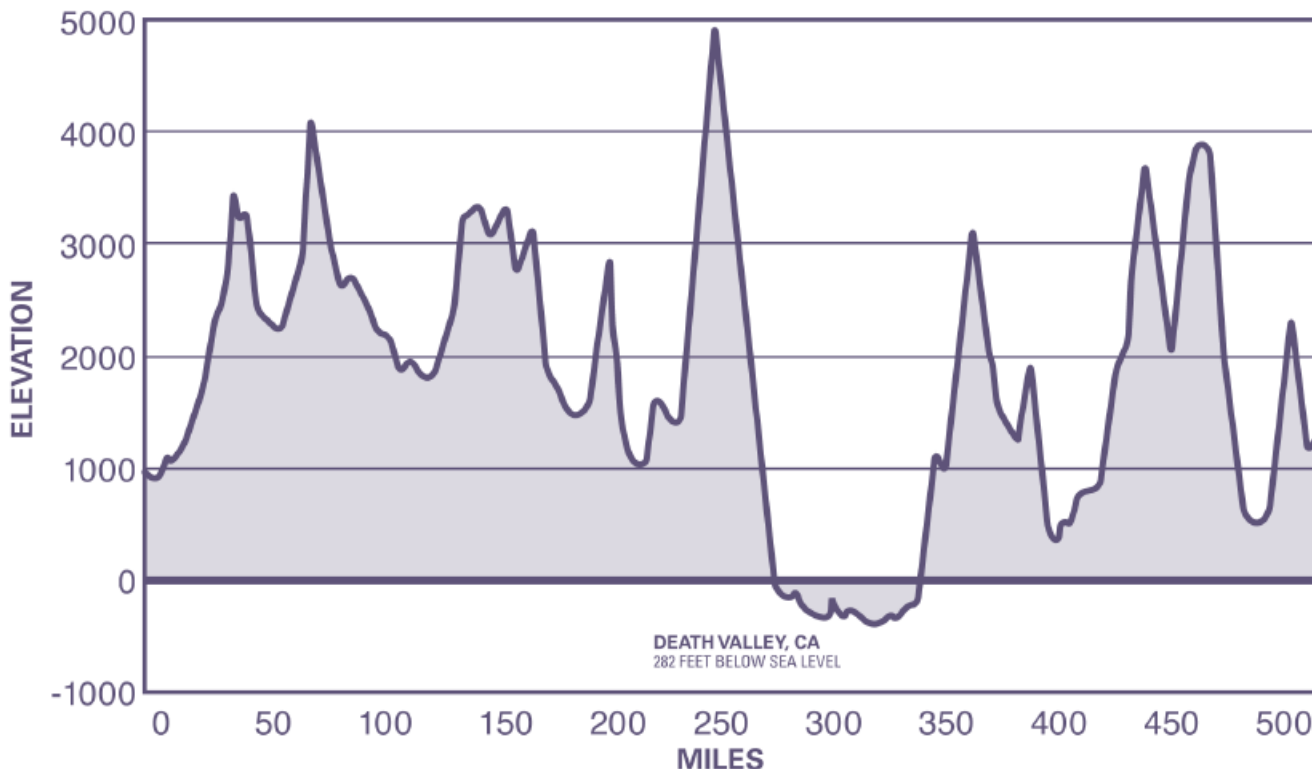
- 1) The rider must be equipped with a front and rear light, plus reflectors just as if there were no pace vehicle. Moving reflectors or lights are advised, e.g. pedal/crank reflectors; leg lights; spoke reflectors; reflective vest; reflective tape on helmet, gloves, and shoes.
- 2) Always stay behind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

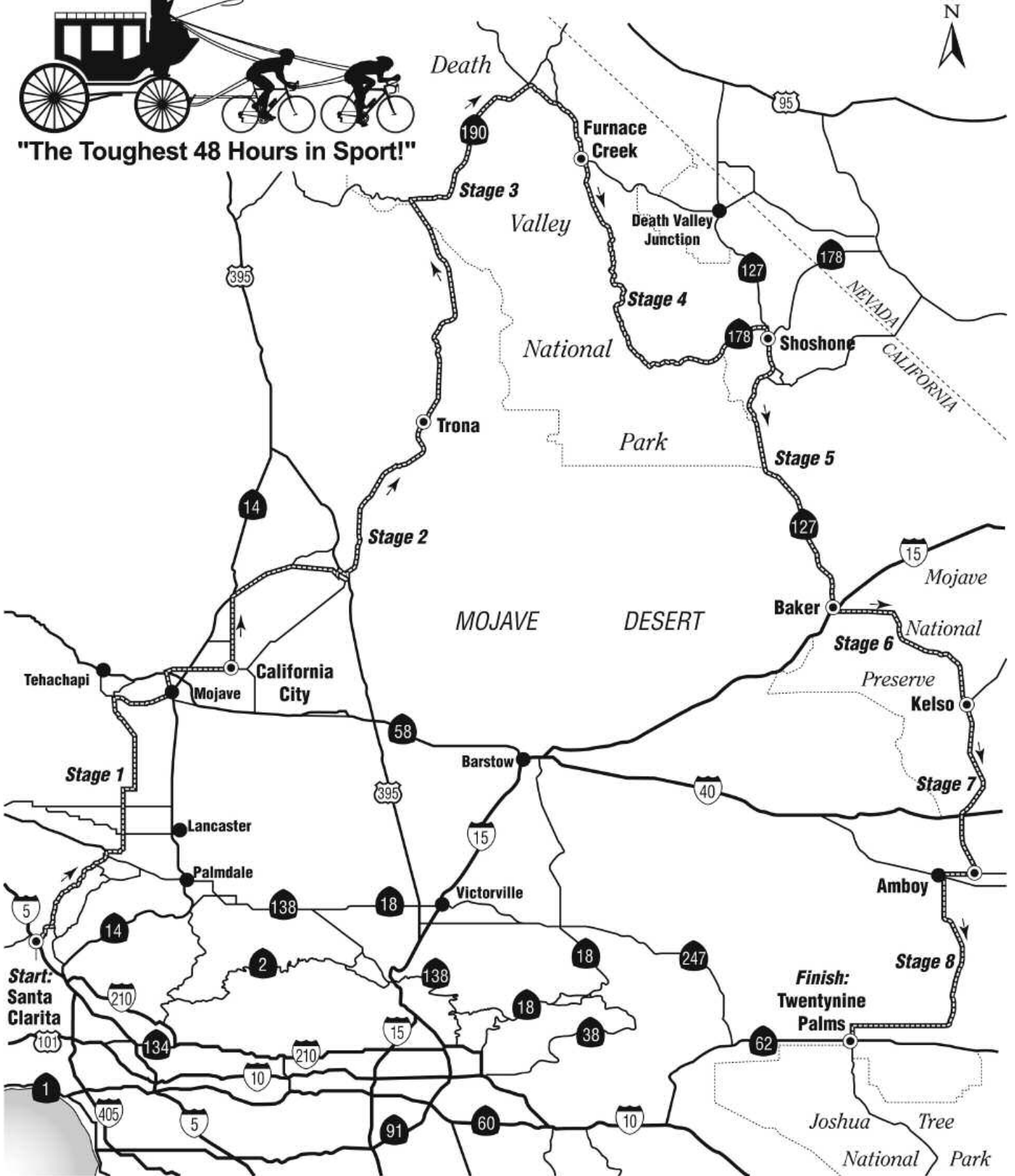
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"The Toughest 48 Hours in Sport!"



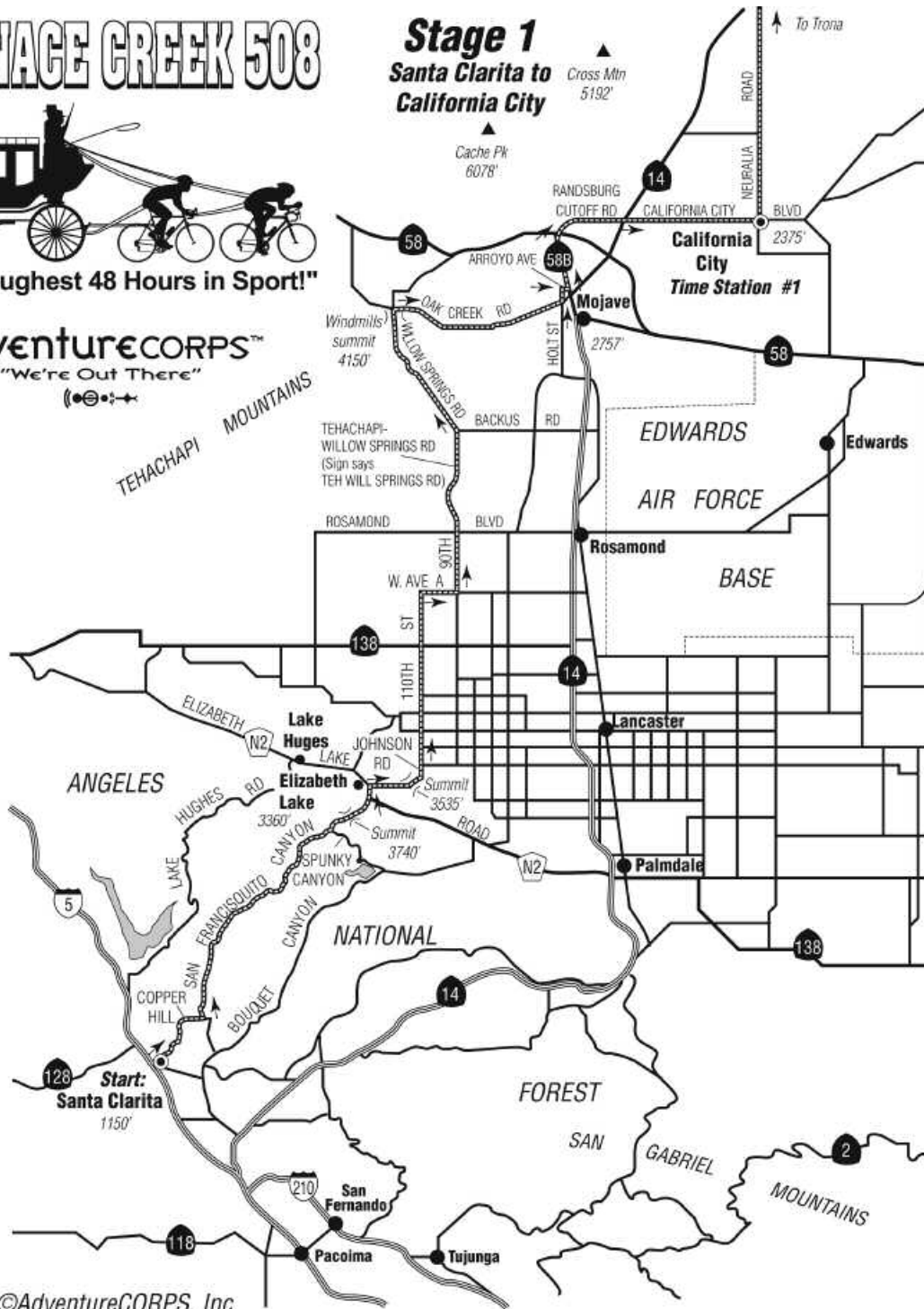
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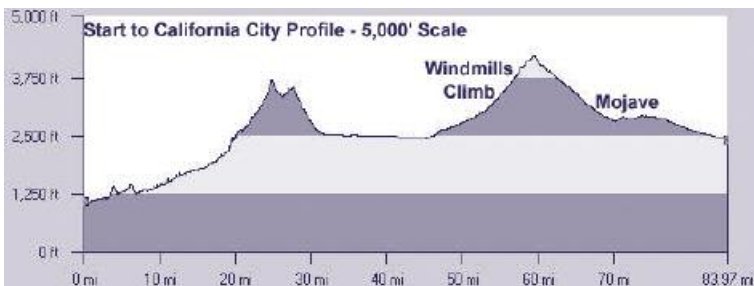
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Stage 1 Santa Clarita to California City



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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.) ### CAUTION - GRAVEL POSSIBLE IN TURN ON DESCENT ###				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

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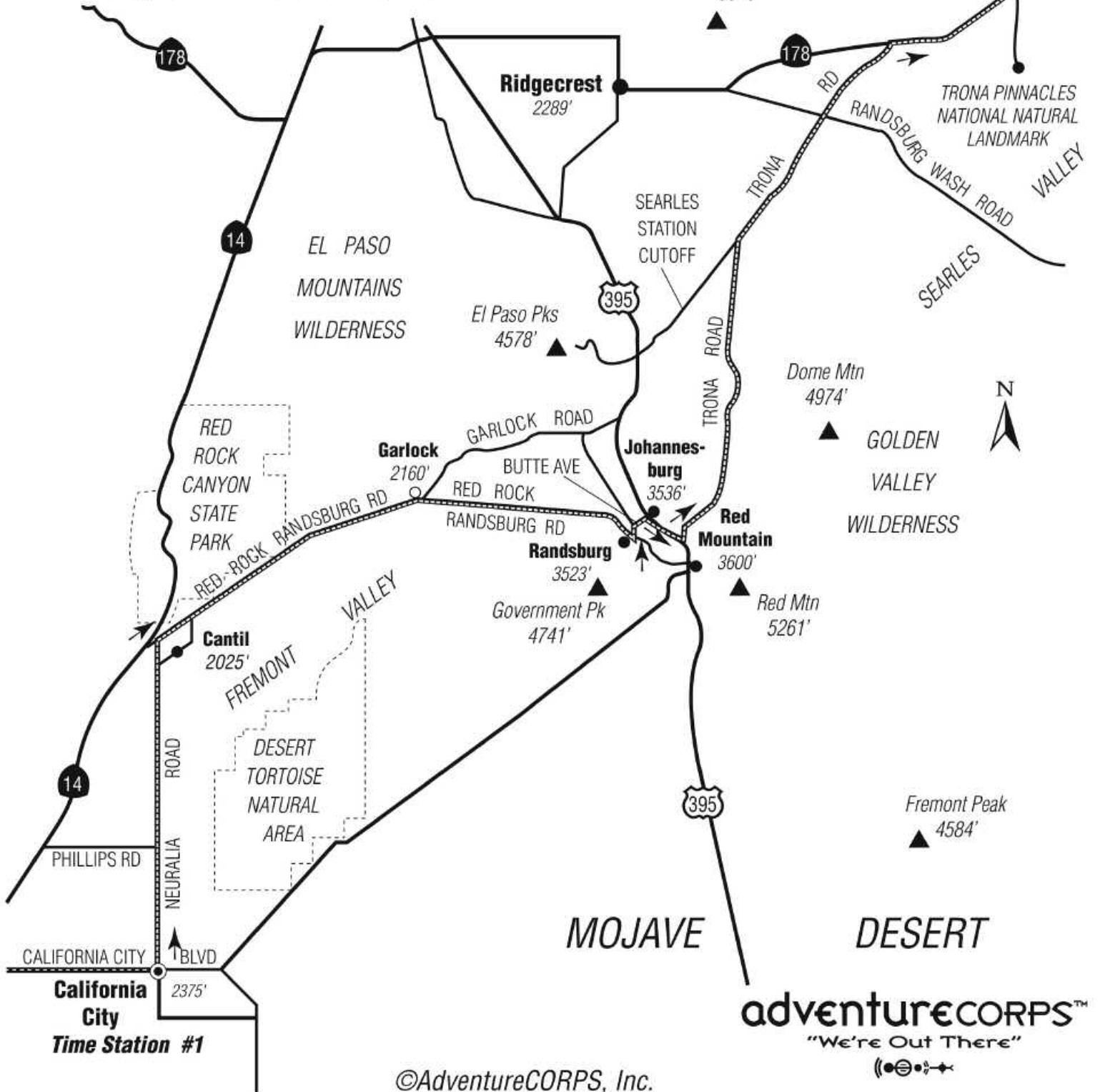
Stage 2 California City to Trona

To Panamint Valley,
Death Valley



"The Toughest 48 Hours in Sport!"

**Trona
Time Station #2**
1659'



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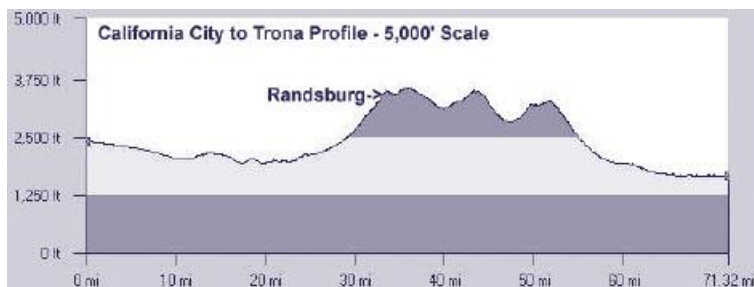
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MAP AND ROUTE DESCRIPTIONS: STAGE TWO

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 ###						

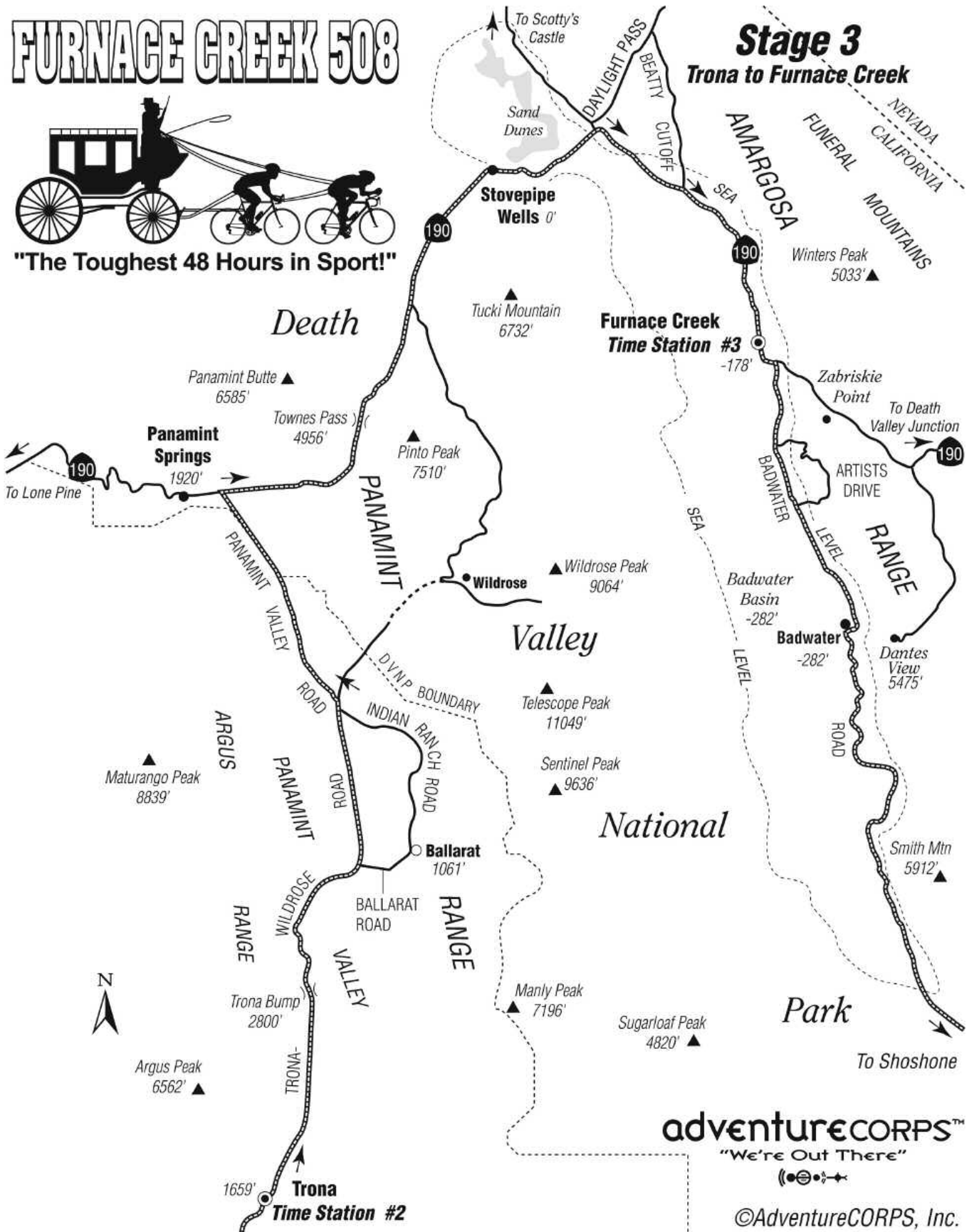


From California City, head north over flat desert terrain to the Johannesburg climb at mile 110 (Mountain Section Three). You'll climb 1500 feet in seven miles; the desert climb is steeper than it looks and grows progressively steeper. Drink plenty; each year some riders overheat here. After Jo'burg,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

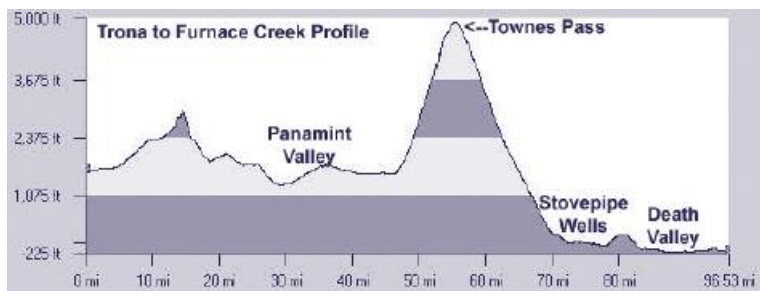


"The Toughest 48 Hours in Sport!"



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>						



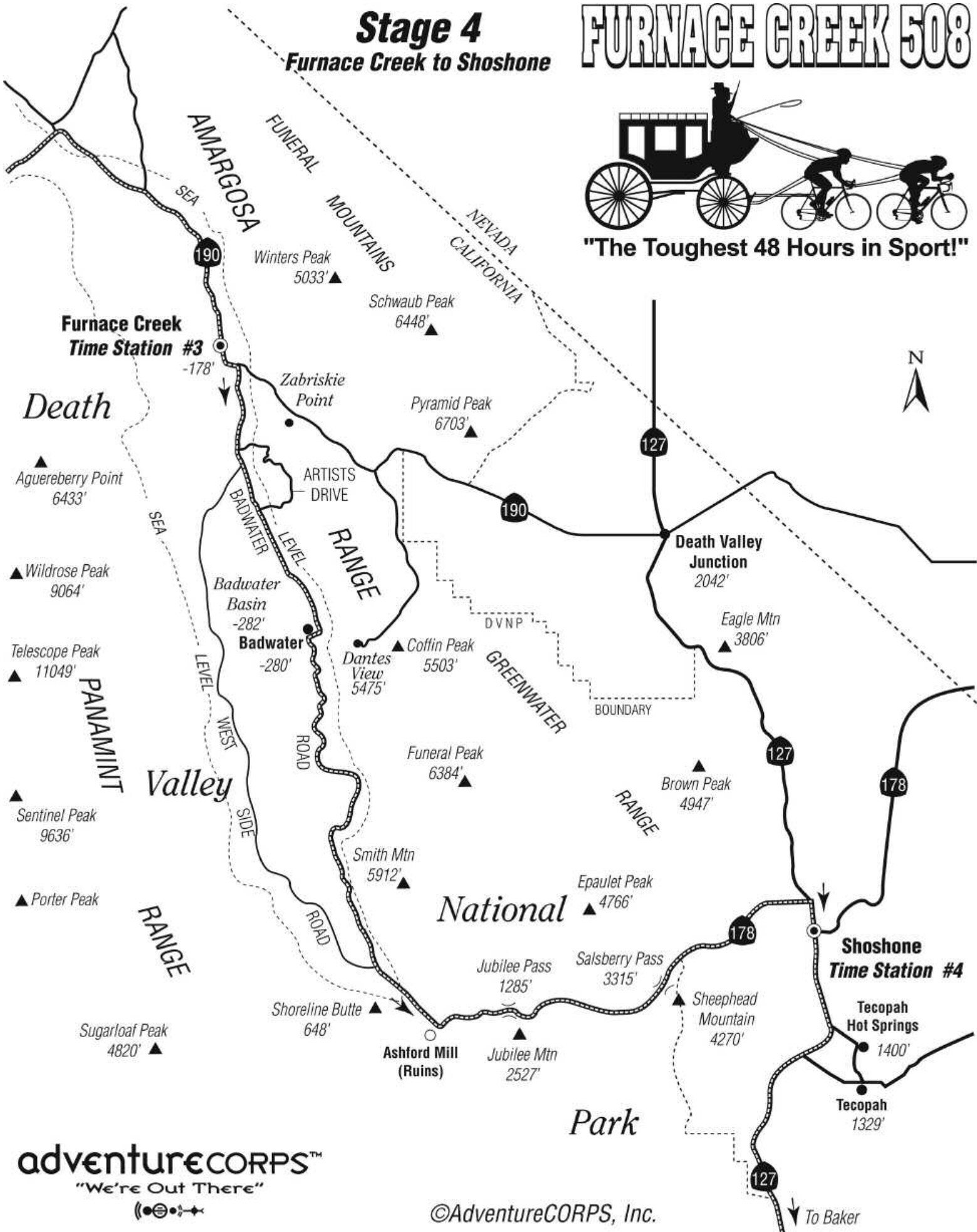
Just north of Trona (mile 160) there is a 1000 foot climb up the Trona Bump (Mountain Section Four); the descent from there into the Panamint Valley is winding and may be fast with a tailwind. Some of the road ahead is very rough, but it used to much worse. At mile 200 you'll begin the 13 mile, 3800 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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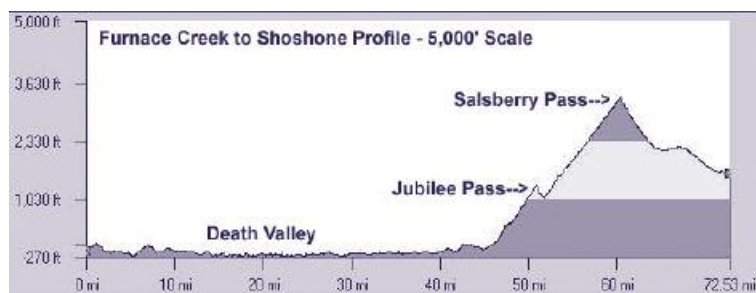


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MAP AND ROUTE DESCRIPTIONS: STAGE FOUR

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



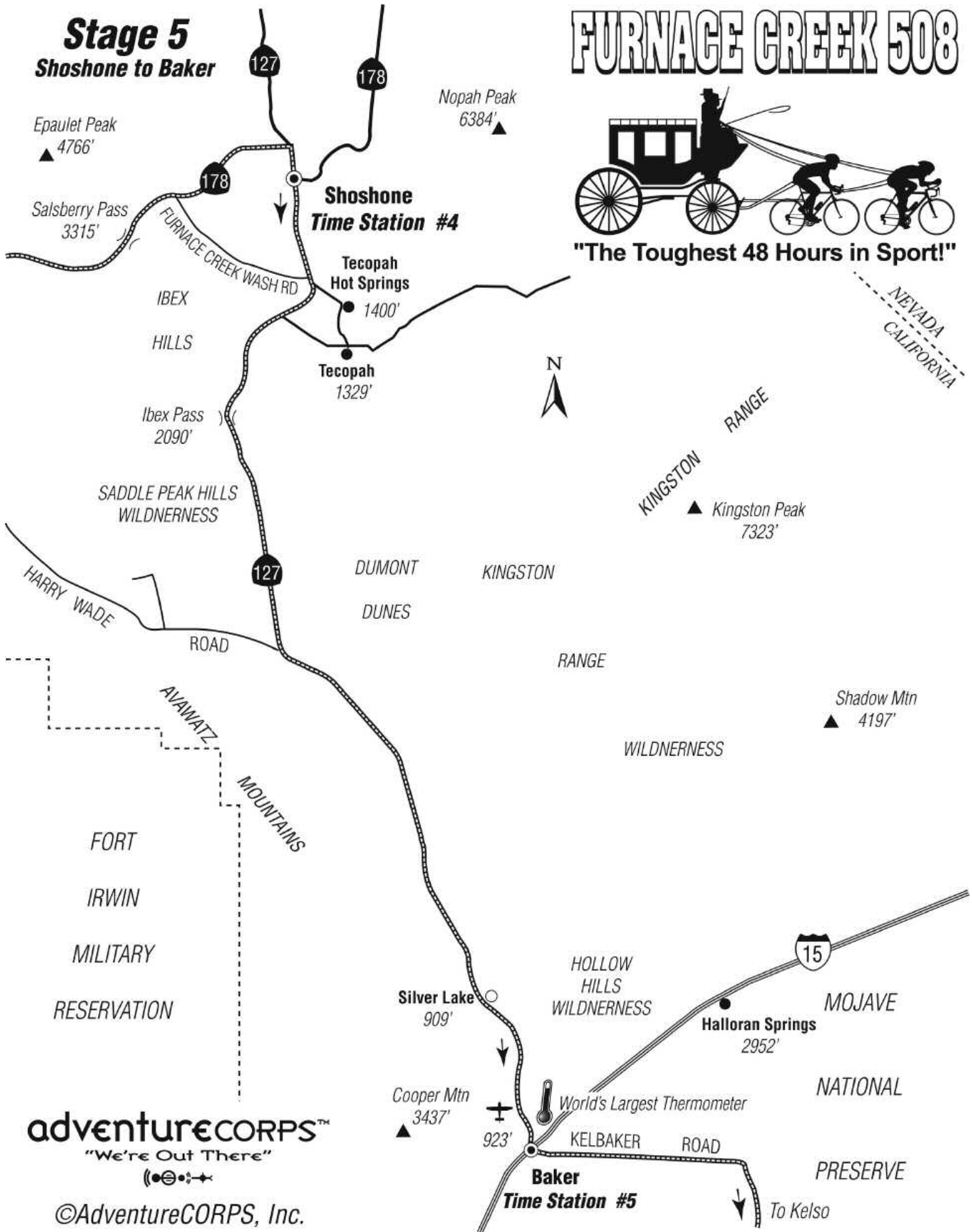
South through Death Valley, the alluvial fans are invisible in the dark, but you climb and descend several thousand feet through Badwater (El -282') to the base of the exit passes (Mountain Section Six). The first climb starts at mile 300 and climbs about 1000 feet in five miles to Jubilee (El 1285').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

FURNACE CREEK 508



"The Toughest 48 Hours in Sport!"

Stage 5 Shoshone to Baker



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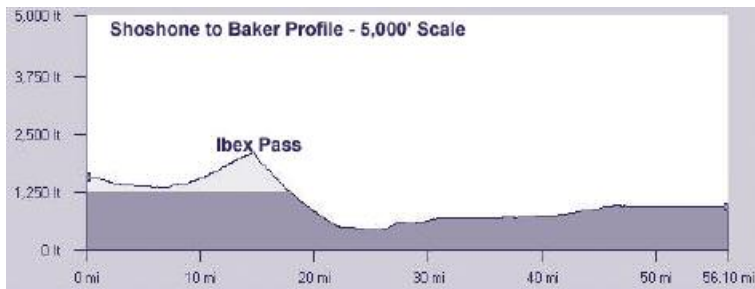
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**Baker
Time Station #5**

To Kelso

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



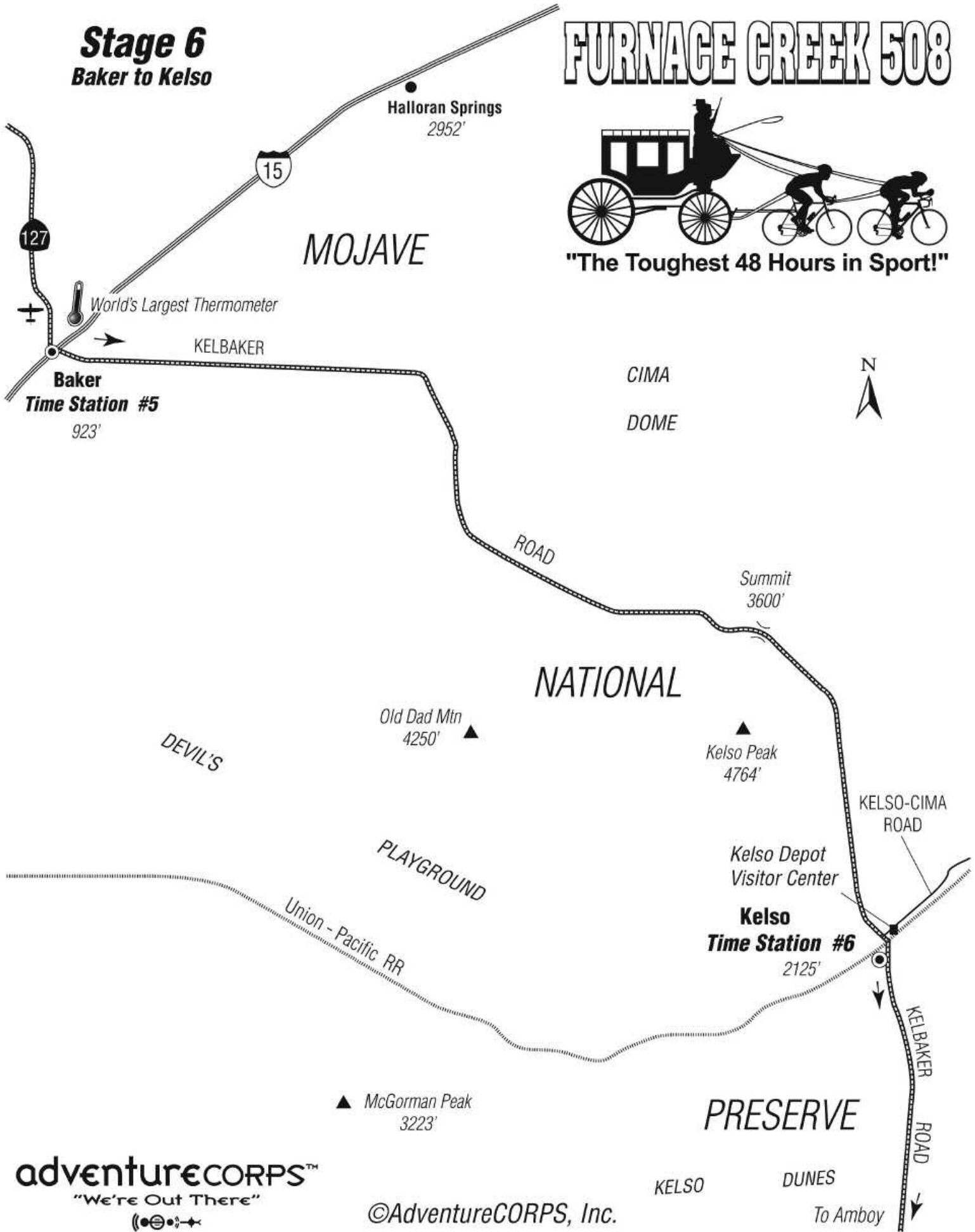
After an easy 750 feet climb up Ibex pass (Mountain Section Seven), there's a killer, long downhill, then the road to Baker is mostly flat and straight. Watch for Baker's world-famous, world's largest thermometer in the distance. The crew should stock up on gas, ice and food in Baker as no supplies are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

Stage 6 Baker to Kelso

FURNACE CREEK 508



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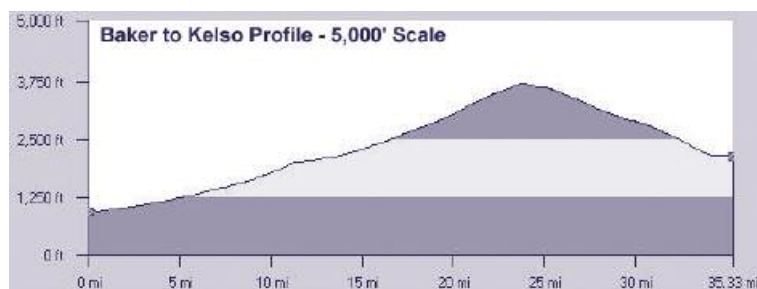
KELSO

DUNES

To Amboy

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



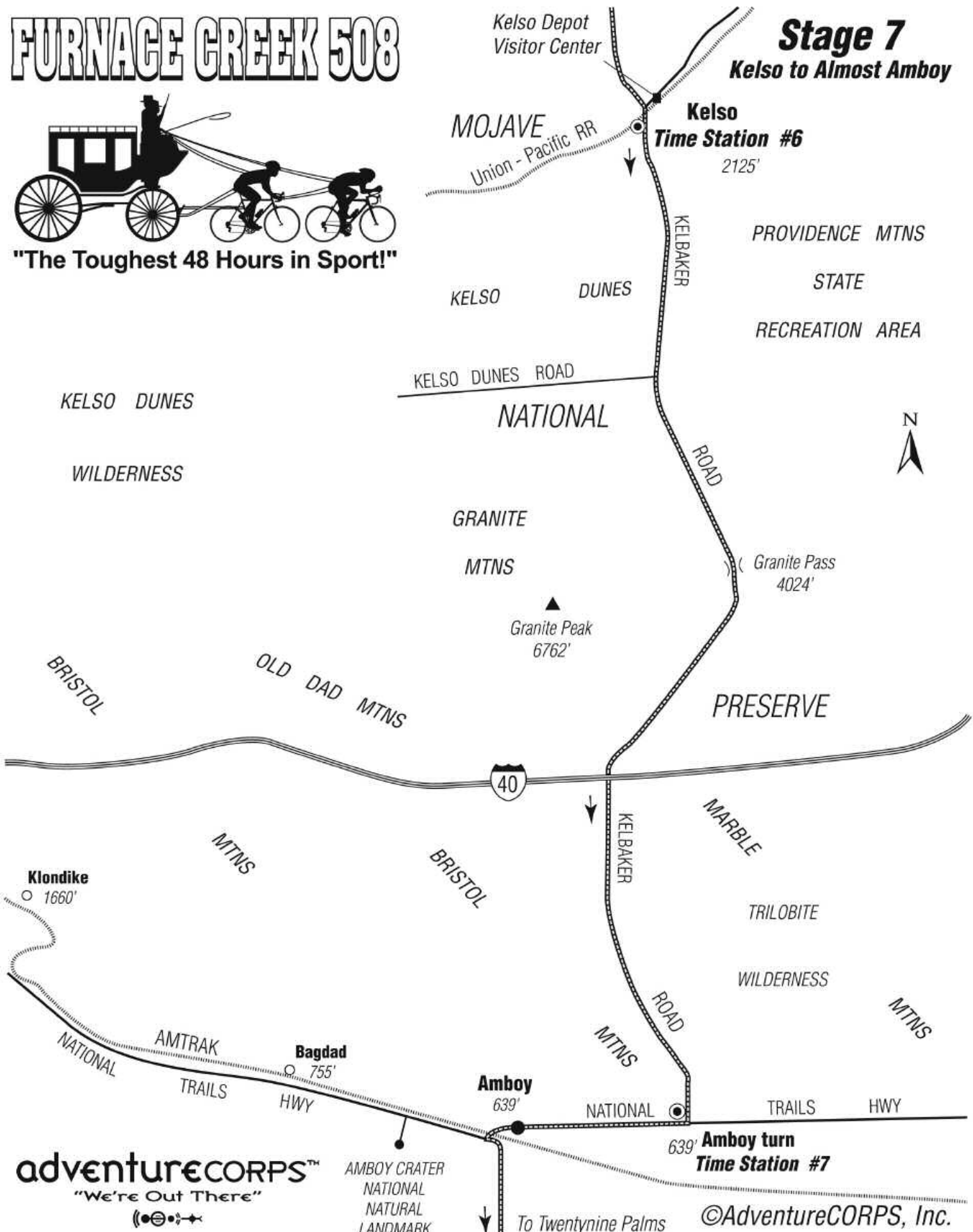
Leaving Baker, you climb a gradual but relentless 2500 feet in 20 miles (Mountain Section Eight). It may be heating up, so drink plenty. A long descent leads to Kelso at mile 418.

FURNACE CREEK 508



"The Toughest 48 Hours in Sport!"

Stage 7 Kelso to Almost Amboy



adventureCORPS™
"We're Out There"
((●⊕•+))

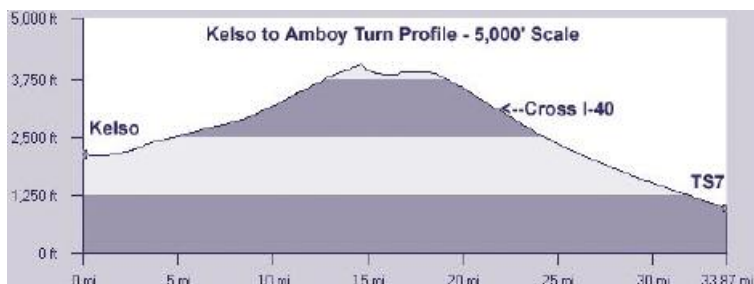
AMBOY CRATER
NATIONAL
NATURAL
LANDMARK

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To Twentynine Palms

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 CREEK 508

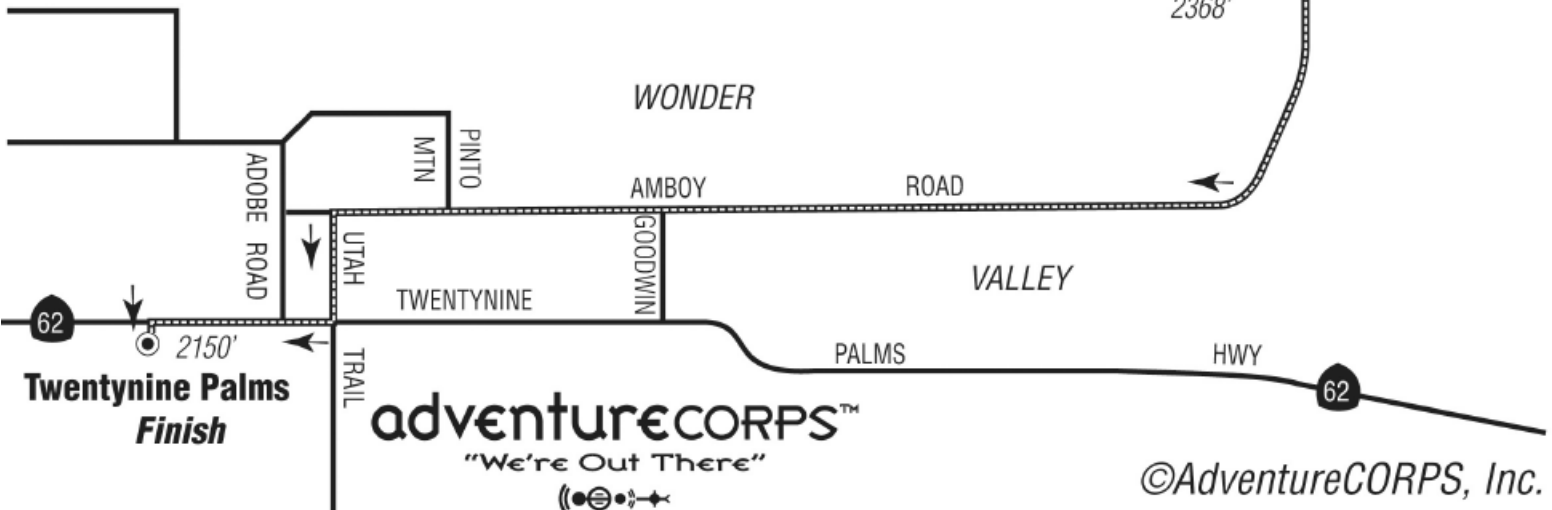
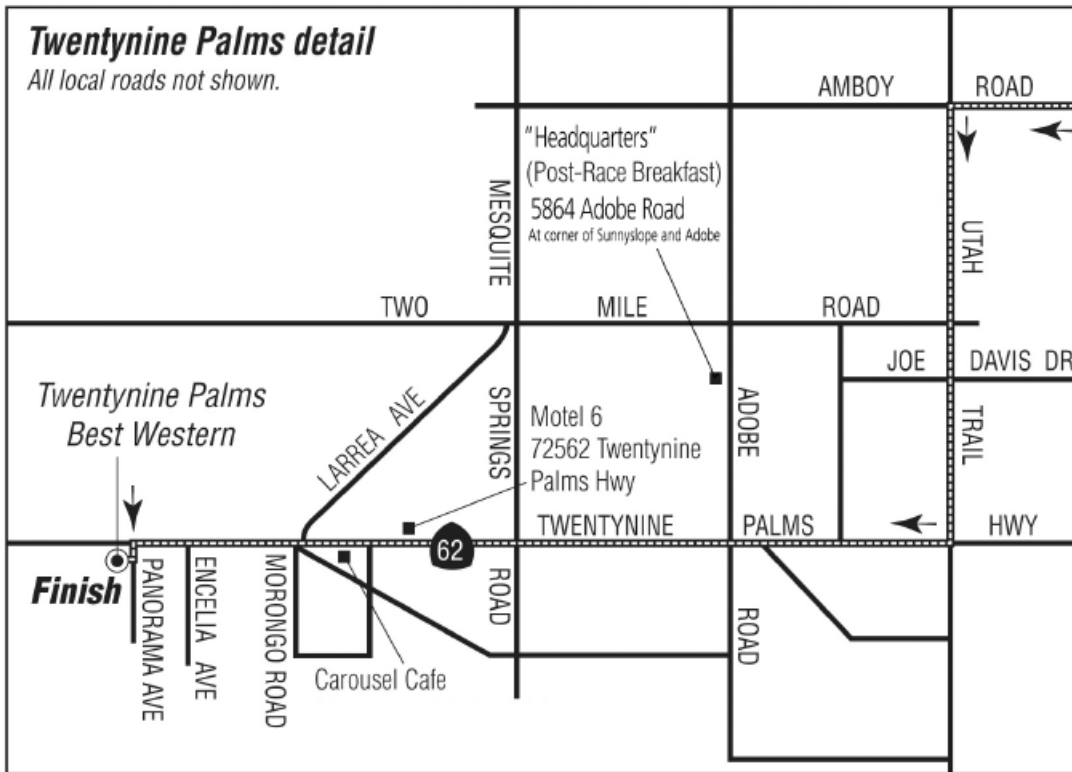


"The Toughest 48 Hours in Sport!"

Stage 8 Almost Amboy to Twentynine Palms



Lead Mtn
2891'



adventureCORPS™
"We're Out There"
((●●●)→)

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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. The clock will not stop for any reason.

F. All traffic laws must be followed by all racers and all crew members at all times. This includes a FULL, legal stop at all stop signs, at all red traffic lights, and activated railroad crossing signals. To be clear, a "FULL, legal stop" means "the complete cessation of all forward movement." The only exception would be where law enforcement officials direct riders through a controlled intersection without stopping, typically in the first few miles of the race. - TP or DQ

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

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

I. The Race Director has the authority, 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, and by legs only in the standard division.

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

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

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

E. Fixed Gear Division: Bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Bike frames shall be steel, traditional double diamond design (forks are unrestricted) and wheels (maximum 25 mm rim depth) with 32 spokes minimum. Aerobar attachments and aero-designed parts are prohibited. Wheel switches are permitted only for wheel failures, and must be identical or essentially identical to the failed wheel. Bike switches are not permitted. Riders may not coast with feet off the pedals. Riders must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter. Fixed gear division riders may abandon that division and switch to a multi-speed bike in the "open" division, then complete the race on the multi-speed bike, provided that they or their crew notifies an official as soon as possible; they will then be treated as having ridden the entire event on the multi-speed bike.

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

3. ACCOMPANYING RIDER RULES

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

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

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

4. BICYCLE LIGHTING

A. While riding at night (defined as between 6:00PM Saturday and 7:00AM Sunday and between 6:00PM Sunday and 7:00AM Monday), each bicycle must be equipped with a properly functioning and 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. Additionally, 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. -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 minivan, though small cars and small SUVs will work as well. Due to their

height, camper vans, supersize SUV's, supersize pickups with large shells, and the like are very strongly discouraged as support vehicles, even if they are less than 78" in width. -TP or DQ

B. Hummers (any model), Ford Excursions, 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. -DQ

G. Support vehicles must be equipped with the following:

i) At least two amber (not red and not strobes) 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. More info on the website. -DQ

ii) A sign that reads CAUTION BICYCLE AHEAD. -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. 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. For the rear, the ideal placement may be the left side of the rear bumper. Lettering must be 6

inches high. Do not block windows. Solo signage should not use the word "TEAM." Signage for 2x teams must state "2X" and signage for 4X teams must state "4X."

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

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 and only when it is safe to do so and traffic will not be affected. -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 may be done with the use of a public address system or other loudspeaker. However, in residential neighborhoods and QUIET ZONES designated in the route book, no sound amplification is allowed. -DQ

I. If traffic cannot pass the racer and support vehicle safely, the support vehicle AND CYCLIST must pull over to the right, when possible, and allow traffic to pass. If there is nowhere for the support vehicle to pull over and the support vehicle is causing a significant traffic problem, the driver should drive on ahead of the racer and find a spot to pull over to let the traffic pass. Signal the racer of the situation because he/she might want to momentarily pull over also. In all circumstances, the support vehicle must resume following the cyclist as soon as possible (as soon as the traffic from behind has passed). -TP

J. Crew vehicles may not park or otherwise 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 prior to the race start. 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

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 vehicle, the racer will be detained until the crew can safely support the racer. If a driver has become too sleepy, he or she must relinquish the driving responsibility. If no one is awake enough to drive, the racer must stop until a crew member has obtained adequate sleep. -TP or DQ

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. Never risk human safety. Racers and crews must "size up" every road situation and decide how best to proceed or not to proceed. Use common sense and think safety first!

F. IVs (intravenous fluids) are not permitted during the race. -DQ

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

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

I: REMEMBER: Safety supersedes competition!

12. SUPPORT CREW RULES

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

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

C. At least two crew members 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

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

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

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

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

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

I. 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. All racers and crews are required to make their presence known at each Time Station, which are located in designated places along the race route, as noted in the

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

D. Racers and crew members are expected to treat race officials with complete respect, courtesy, and compliance. Disrespectful or undue argument or ignoring directives from 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 prior to the race: 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 the withdrawn 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, or Rider A may complete the rest of the race route.

D. Each team must enter with two or four racers (or eight if it is in the eight-racer tandem category). If one or more of the team members gets hurt or cannot ride once the race has begun, no substitutions or additions are allowed to their team roster. -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, provided a crew member or teammate is available to drive the support vehicle if it is during night hours. However, this is not allowed if the team is intending, or likely, to attempt a sprint finish with another team: sprints must be contested by one rider per team (the rider designated for the final stage). -DQ

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

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, or any participant who refuses to serve a penalty or willfully disobeys the direction from a race

official, will be disqualified from the race and barred from entering again in the future.

1st offense: 15 minutes total
 2nd offense: 30 minutes total
 3rd offense: Any penalty up to being
**DISQUALIFIED AND BARRED FROM
 FUTURE PARTICIPATION (AS A RIDER OR
 CREW MEMBER)**

Upon observing a racer's violation of a traffic law or race rule, a Race Official will issue a time penalty or a disqualification to the crew, whose responsibility it is to inform the racer. If any member of a team is penalized, the entire team must serve the penalty. An entire team can be penalized or disqualified because of the actions of any one team or crew member. Race HQ and all Time Stations will be informed, thus disseminating the information to everyone. If a rider is disqualified, the rider and crew must immediately to leave the race course in the crew vehicle, with no further interaction between the rider/crew and other participants.

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 mut 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.

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

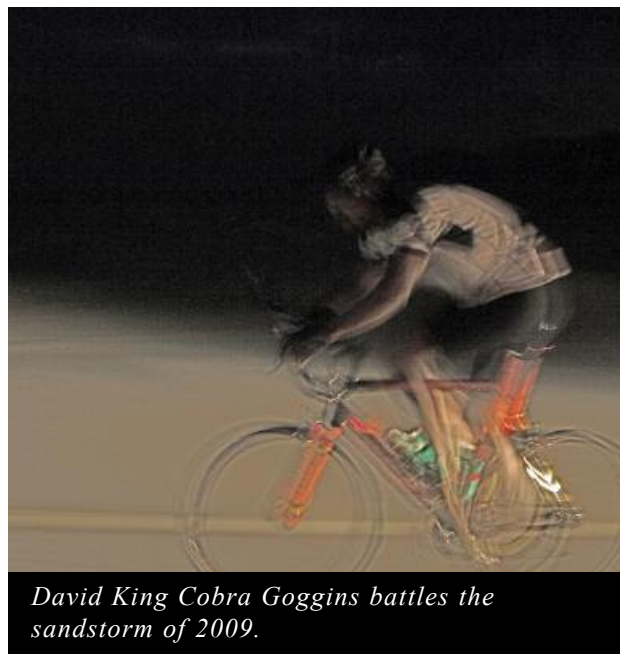
C. If a racer has used any banned substances within six months of the race, written notification must be submitted to the race office. This information will remain confidential. Our medical advisors will review the type of substance used and the reasons involved and a written response will be sent to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



David King Cobra Goggins battles the sandstorm of 2009.

FURNACE CREEK 508

HALL OF FAME

CLASS OF 2010



William West Clark

Totem	Year	Age	Category	Finish Time
Western Wood Pewee	2004	53	Four Man	38:29:35
Western Wood Pewee	2005	54	Four Man	33:40:52
Western Wood Pewee	2007	56	Four Man	35:15:51
Western Wood Pewee	2008	57	Four Man	34:01:34
Western Wood Pewee	2009	58	Four Man	41:33:04



Dan Dibb

Totem	Year	Age	Category	Finish Time
Horse	1997	40	Solo	DNF
Horse	1999	42	Solo	45:09:10
Horse	2003	46	Solo	36:30:13
Horseflies	2007	50	Two Man	31:37:20
Missing Lynx	2008	51	Four Man Fixed Gear	32:57:25
Missing Lynx	2009	52	Two Man Fixed Gear	37:48:40



Nicole Honda

Totem	Year	Age	Category	Finish Time
Golden Sun Dragon	2004	38	Two Woman	36:41:15
Golden Dragon	2005	39	Solo	42:18:17
Golden Drasenji	2006	40	Two Mixed	38:21:23
Golden Dragon	2007	41	Solo	39:52:59
Golden Gyrfalcon	2009	43	Two Mixed Classic	36:23:34



Marnel King

Totem	Year	Age	Category	Finish Time
Zorilla	2005	48	Four Mixed	33:07:31
Zorilla	2006	49	Four Mixed	33:41:06
Zorilla	2007	50	Four Mixed	32:47:05
Zorilla	2008	51	Four Mixed	32:39:52
Zorilla	2009	52	Four Mixed	34:58:11

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!



Michael Emde

Totem	Year	Age	Category	Finish Time
Alpine Ibex	2005	35	Solo, 1st place	27:49:07
Alpine Ibex	2006	36	Solo, 1st place	28:23:21
Alpine Ibex	2007	37	Solo, 1st place	27:32:30
Alpine Ibex	2008	38	Solo, 1st place	27:28:01
Alpine Ibex	2009	39	Solo, 2nd place	29:47:34



David Holt

Totem	Year	Age	Category	Finish Time
Mudcat	2004	52	Solo	33:32:03
Mudcat	2005	46	Solo	30:33:40
Mudcat	2006	50	Solo	30:46:36
Timber Tiger	2007	51	Two Man	30:12:24
Mudcat	2009	52	Solo	34:31:00



Laurence Kluck

Totem	Year	Age	Category	Finish Time
Tarpon	2004	56	Solo	46:30:24
Tarpon	2005	57	Solo	36:31:20
Tarpon	2006	58	Solo	39:04:55
Tarpon	2008	60	Solo	38:45:45
Tarpon	2009	61	Solo	45:26:22



Greg Lester

Totem	Year	Age	Category	Finish Time
Merlin	2004	49	Solo	43:06:25
Merlin	2005	50	Solo	34:55:17
Merlin	2007	52	Solo	34:16:43
Merlin	2008	53	Solo	33:20:28
Merlin	2009	54	Solo	39:20:51



Barry Martin

Totem	Year	Age	Category	Finish Time
Night Owl	1991	39	Solo	43:16:08
Night Owl	1992	40	Solo	43:48:36
Night Owl	2004	52	Solo	44:00:05
Gray Fox	2005	53	Four Man	30:22:41
Gray Fox	2006	54	Four Man	31:40:10



Greg Page

Totem	Year	Age	Category	Finish Time
Polecat	1998	35	Solo	47:13:45
Polecat	2002	39	Solo	46:54:57
Horseflies	2007	44	Two Man	31:37:20
Missing Lynx	2008	46	Four Man Fixed	32:57:25
Missing Lynx	2009	47	Two Man Fixed	37:48:40



Doug Patterson

Totem	Year	Age	Category	Finish Time
Polar Bear	2002	42	Four Man	27:01:35
Polar Bear	2005	45	Solo	40:25:26
Polar Bear	2007	47	Solo	35:20:40
Squirtel	2008	48	Two Man (with son)	31:43:06
Ratel	2009	49	Two Man	33:06:50



Jim Ryan

Totem	Year	Age	Category	Finish Time
Falcons	2001	40	Four Man	26:46:00
Falcons	2002	41	Four Man	26:24:37
Falcons	2004	43	Four Man	34:00:15
Pancake Tortoise	2008	47	Solo	35:26:58
Pancake Tortoise	2009	48	Solo	39:31:01



Barry Schon

Totem	Year	Age	Category	Finish Time
Zorilla	2005	34	Four Mixed	33:07:31
Zorilla	2006	35	Four Mixed	33:41:06
Zorilla	2007	36	Four Mixed	32:47:05
Zorilla	2008	37	Four Mixed	32:39:52
Zorilla	2009	38	Four Mixed	34:58:11



Tim Skipper

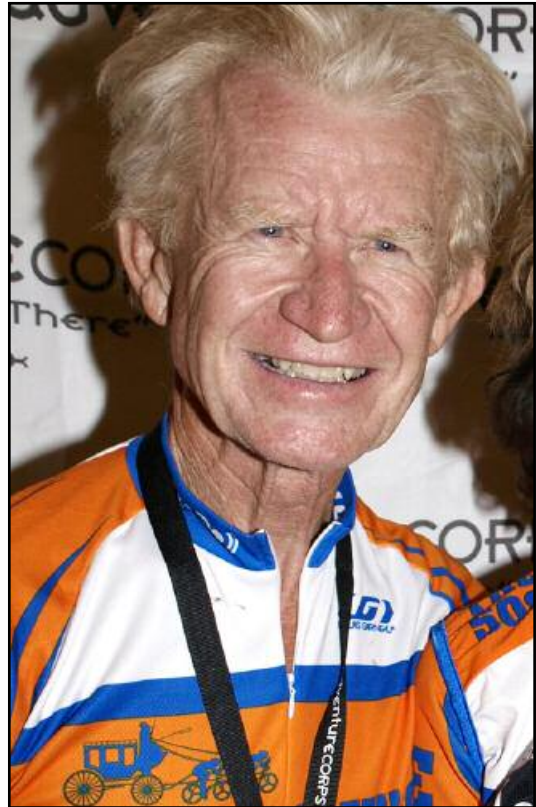
Totem	Year	Age	Category	Finish Time
Poodle	2002	45	Four Man	26:44:00
TwoCan	2003	46	Two Man	32:17:51
Basenji	2007	50	Two Tandem	35:11:36
TwoCan-JDRF	2008	51	Two Tandem	35:06:22
TwoCan-JDRF	2009	52	Four Tandem Mixed	34:28:19

In Memory of Anne Schneider and Dan Crain

Friends, Fellow Cyclists, and 508 Hall of Fame Members



Anne was inducted into the 508 Hall of Fame in 2004 after five successful 508 finishes (two solo finishes and three 4x women's team finishes), and she competed as recently as 2008 at age 60 on a 2x women's team. Sadly, she spent the last two years battling ovarian cancer, succumbing to the disease on July 30.



Dan was inducted into the 508 Hall of Fame in 2007 after five successful 508 finishes (one 4x finish, 3 2x finishes, and one solo finish). His 508 career began at age 55, but Dan was a tough competitor with a 33-hour solo finish to his credit. Dan passed away unexpectedly on August 15 during recovery from a severe collision with a car.

Totem	Year	Age	Category	Finish Time
Snail Darters	1996	48	Four Woman	30:51:38
Snail Darter	1998	50	Solo	42:31:45
Red Rockettes	2000	52	Four Woman	29:50:17
Snail Darter	2001	53	Solo	45:18:00
Snail Darters	2002	54	Four Woman	31:21:53
Snowdarter	2008	60	Two Woman	34:53:07

Totem	Year	Age	Category	Finish Time
Gastropod	2000	55	Four Man	28:35:01
Onager	2002	57	Two-Man	29:37:56
Silver Foxes	2003	58	Two-Man	29:53:01
Crane	2004	59	Solo	DNF
Crane	2005	60	Solo	33:13:11
Silver Foxes	2006	61	Two-Man	33:08:16
Whooping Cranes	2007	62	Two-Man	31:46:29
Sandhill Cranes	2009	64	Two-Mixed	39:13:41

OFFICIAL ROSTER

Solo Racers

Totem	Last Name	First Name	MIF	Age	Grp	History
Alberta Bison	Morris	Dallas	M	35	30+	Rookie
Andean Condor	Craveri	Juan	M	42	40+	Rookie
Bear	Baierl	Gary	M	43	40+	Veteran
Black Sheep	Jensen	Daniel	M	61	60+	Rookie
Bobolink	Fisher	Bobbi	F	62	60+	Veteran
BoneDog	Lewis	Mike	M	52	50+	Veteran
Boreal Owl	Oyler	Peter	M	40	40+	Rookie
Borracho Burro	Hladek	Ed	M	45	40+	Veteran
Borzoi	Dolginoff	Mark	M	60	60+	Rookie
Brooklyn Beast	Olson	Charles	M	45	40+	Rookie
Bushbuck	Botha	Andreis	M	58	50+	Veteran
Butterfly	Ramer	Andi	F	37	30+	Veteran
Carp	Carpenter	Todd	M	39	30+	Rookie
Coonhound	Gungle	Bruce	M	52	50+	Veteran
Crow	Cuddihy	Sean	M	42	40+	Veteran
Desert Coyote	Van Dyke	Kevin	M	55	50+	Veteran
Desert Duck	Teal	Steve	M	45	40+	Veteran
Desert Eagle	Davis	Greg	M	52	50+	Rookie
Desert Locust	Ruscigno	Matt	M	32	30+	Veteran
Desert Mouse	Weiss	Erhard	M	60	60+	Veteran
Desert Rat	Schrank	Ric	M	45	40+	Veteran
Devil Grasshopper	McIntosh	Scott	M	41	40+	Veteran
Donkey	Jones	David A.	M	64	60+	Veteran
Escape Goat	Talley	Josh	M	38	30+	Rookie
Flamingo	Finfrock	Reed	M	64	60+	Veteran
Flying Eagle	Gower	Scott	M	46	40+	Veteran
Francolin	Fumich	Frank	M	43	40+	Rookie
Grasshopper 2	Neff	David	M	62	60+	Rookie
Heidelberg Lion	Miller	Ted	M	40	40+	Rookie
Horned Lizard	Hollon	Nickademus	M	20	20+	Veteran
Hyrax	Yoblonski	Niki	F	31	30+	Rookie
Jaguar	Martin	Jeffrey	M	48	40+	Veteran
Lhasa Apso	Culligan	John	M	47	40+	Veteran
Long-Eared Jerboa	Nevin	Willy	M	51	50+	Veteran
Loon	Dakus	Scott	M	46	40+	Veteran
Mako	Armstrong	Karen	F	50	50+	Veteran
Mighty Mouse	Goldstein	Leah	F	41	40+	Veteran
Mudcat	Holt	David	M	58	50+	Veteran
Muskox	Hewitt	Tim	M	56	50+	Rookie
Nanook	Deitchman	Joan	F	30	30+	Veteran
Okapi	Eller	Thomas	M	52	50+	Rookie
Oregon Sasquatch	Olson	Greg	M	63	60+	Veteran
Pancake Tortoise	Ryan	Jim	M	49	40+	Veteran
Picachu	Ignacio	Francis-Marlon	M	43	40+	Veteran
Pika	Cramer	Cathy	F	46	40+	Rookie
Pileated Woodpecker	Marks	Tim	M	51	50+	Rookie
Polar Bear	Patterson	Doug	M	50	50+	Veteran
Pygmy Hippo	Majors	Brad	M	38	30+	Rookie
Python	Pollock	Graham	M	43	40+	Veteran
Quarter Horse	Elsberry	David	M	59	50+	Veteran
RAM	Ragsdale	Chris	M	33	30+	Veteran
Red-Eye Vireo	Vargas	George A.	M	45	40+	Veteran
Red-Legged Frog	Caragao	Roehl	M	47	40+	Veteran
Siberian Husky	Arenberg	Michael	M	51	50+	Veteran
Siberian Weasel	Pumroy	Christopher	M	25	20+	Rookie
Skua	Skramstad	Jon	M	36	30+	Veteran
Snakehead	Cauchi	Tony	M	38	30+	Rookie

Totem	Last Name	First Name	MIF	Age	Grp	History
Sock Monkey	Holt	Darwin	M	48	40+	Rookie
Sockeye Salmon	Salmon	John	M	42	40+	Veteran
Sooty Shearwater	Scharf	Jennifer	F	27	20+	Veteran
Stellar Jay	Sweeney	Barb	F	52	50+	Rookie
Tardigrade	Pearl	Steven	M	26	20+	Rookie
Tarpon	Kluck	Laurence	M	62	60+	Veteran
Triceratops	Barton	Dennis	M	60	60+	Veteran
Trogon	Danhaus	Paul	M	61	60+	Veteran
Unladen Swallow	Deitchman	Michael	M	34	30+	Veteran
Velvet Ant	Williams	Don	M	44	40+	Veteran
Wiener Dog	Westergaard	Danny	M	51	50+	Veteran
Wild Weasel	Winter	Jens	M	44	40+	Rookie
Wilder Giraffe	Wilder	Dezmin	M	24	20+	Rookie
Wiley Coyote	Grimm	Paul	M	42	40+	Rookie
Wolverine	Walsh	Kevin	M	53	50+	Veteran
Wooden Badger	Panek	Tobias	M	39	30+	Rookie
Wren	Baker	Wade	M	55	50+	Veteran
Yeti	Pease	William	M	27	20+	Rookie
Zorilla	Emerson	Ken	M	52	50+	Rookie
Solo Classic						
Chesapeake Bay Retriever	Lentz	Terry	M	52	50+	Veteran
Giant Water Bug	Gray	Steve	M	49	40+	Veteran
Gyrfalcon	Swarzman	Jim	M	46	40+	Veteran
Solo Fixed Gear						
Caretta Caretta	Cook	Chris	M	37	30+	Veteran
Rock Rabbit	Bickett	Adam	M	27	20+	Veteran
Scarlet Macaw	Forsman	Susan	F	40	40+	Rookie
Solo Recumbent						
Akita	Ashabranner	Rick	M	40	40+	Veteran
Werewolf	Wouenberg	Timothy	M	53	50+	Veteran
Solo Tandem						
Texas Tortoise	Estes	Gary	M	47	40+	Rookie
Texas Tortoise	Estes	Sandra	F	45	40+	Rookie
Two Men						
Emperor Tamarin	Davidson	Brian	M	32	20+	Veteran
Emperor Tamarin	Lucas	Maxwell	M	26	20+	Veteran
Flying Voles	Laird	Keith	M	56	50+	Veteran
Flying Voles	Sothorn	Joel	M	53	50+	Veteran
Hobo Spiders	Ahlum	Joel	M	25	20+	Rookie
Hobo Spiders	Nolen	Bradley	M	25	20+	Rookie
Honu	Atencio	Brad	M	46	40+	Veteran
Honu	Kostenko	Kern	M	48	40+	Veteran
Onager	Shellenbarger	Jon	M	38	30+	Veteran
Onager	Osborn	Bill	M	40	30+	Veteran
Phoenix	Hanes	Michael	M	28	40+	Veteran
Phoenix	Hanes	Steve	M	54	40+	Rookie
Red Bull	Boyd	Anthony	M	47	40+	Rookie
Red Bull	Boyd	Rodney	M	44	40+	Rookie
Simorgh	Sachs	Lorne	M	45	40+	Veteran
Simorgh	Vlasveld	Paul	M	51	40+	Veteran
Sparrow	Shepston	Mike	M	53	50+	Rookie
Sparrow	Shepston	Ron	M	63	50+	Veteran
Spike the Wonder Dog	Corman	Bob	M	54	50+	Veteran
Spike the Wonder Dog	Kilby	Jay	M	47	50+	Veteran

OFFICIAL ROSTER

(Cont.) Two Men

Totem	Last Name	First Name	MIF	Age	Grp	History
Wasco	Jemielita	Philip	M	54	50+	Rookie
Wasco	Rizzi	Robert	M	61	50+	Rookie
West Coast Puffins	Brewer	Jim	M	72	70+	Rookie
West Coast Puffins	Fieldhouse	Bob	M	72	70+	Rookie
Western Wood Pewee	Deberdt	Patrick	M	52	50+	Veteran
Western Wood Pewee	Zimmerman	Bill	M	59	50+	Veteran
Wild Dogs	Cook	James	M	57	50+	Rookie
Wild Dogs	Witkowicki	John	M	60	50+	Rookie

Two Mixed

Chinook	Fischer	David	M	60	50+	Veteran
Chinook	Strycula	Diane	F	49	50+	Veteran
Godwit	Gillis	Cara	F	32	30+	Veteran
Godwit	Lawler	Jeff	M	40	30+	Veteran
Super Tabby	Svihura	Michael	M	46	40+	Rookie
Super Tabby	Waitzman	Christina	F	46	40+	Veteran

Two Tandem Mixed

Hammerdillo	Barnell	Brenda	F	46	40+	Veteran
Hammerdillo	Howard	Nadine	F	38	40+	Rookie
Hammerdillo	Moler	Carl	M	61	40+	Rookie
Hammerdillo	Petersen	Joe	M	52	40+	Veteran
Mustangs	Albers	Bill	M	43	40+	Veteran
Mustangs	Albers	Debbie	F	47	40+	Veteran
Mustangs	Radtke	Marlies	F	50	40+	Veteran
Mustangs	Seely	Patrick	M	57	40+	Veteran

Two Woman

Two Turtle Doves	Bott	Linda	F	53	30+	Veteran
Two Turtle Doves	Watson	Justine	F	25	30+	Rookie

Four Men

Totem	Last Name	First Name	MIF	Age	Grp	History
Bloodhound	Harris	Paul	M	43	30+	Veteran
Bloodhound	McKinnen	Marcus	M	24	30+	Veteran
Bloodhound	Pickle	Kurt	M	40	30+	Veteran
Bloodhound	Smith	Chad	M	40	30+	Veteran
Blue Frog	Godin	Christian	M	52	40+	Rookie
Blue Frog	Pellerin	Patrice	M	51	40+	Veteran
Blue Frog	Suzuki	Jonathan	M	41	40+	Rookie
Blue Frog	Violette	Jean-Guy	M	54	40+	Rookie
Blue Whale	Eisenbarth	Chris	M	54	50+	Veteran
Blue Whale	Fitzpatrick	Kevin	M	49	50+	Veteran
Blue Whale	Plumb	Alex	M	52	50+	Rookie
Blue Whale	Turner	Don	M	49	50+	Veteran
Magical Liopleurodon	Batson	James	M	42	40+	Rookie
Magical Liopleurodon	Bursley	Steven	M	52	40+	Rookie
Magical Liopleurodon	Hopkins	Gil	M	54	40+	Rookie
Magical Liopleurodon	Pierce	Jason	M	36	40+	Veteran
Mahi Mahi	Baldino	Robert	M	65	50+	Veteran
Mahi Mahi	Barrow	Tim	M	51	50+	Rookie
Mahi Mahi	Barrow	Glenn	M	48	50+	Rookie
Mahi Mahi	Burton	Joe	M	51	50+	Veteran
Pound Puppy	DeRonde	Christine	F	43	40+	Rookie
Pound Puppy	Goldhill	Jonathan	M	52	40+	Rookie
Pound Puppy	Gruman	Steven	M	52	40+	Rookie
Pound Puppy	Tortorich	Vinnie	M	48	40+	Veteran
Prairie Falcon	Brown	Christopher	M	47	50+	Veteran
Prairie Falcon	Brunk	Jack	M	54	50+	Veteran

Totem	Last Name	First Name	MIF	Age	Grp	History
Prairie Falcon	Byrnes	Thomas	M	63	50+	Veteran
Prairie Falcon	Weise	David	M	43	50+	Rookie
Prasmodon	Davis	Jeffrey	M	55	40+	Veteran
Prasmodon	McAllister	John	M	46	40+	Rookie
Prasmodon	Rossano	Joseph	M	48	40+	Rookie
Prasmodon	Zlotnick	Bradley	M	49	40+	Rookie
Racer	Boethling	Rick	M	40	40+	Rookie
Racer	Case	Timothy	M	34	40+	Rookie
Racer	Thomas	George	M	47	40+	Veteran
Racer	Walsh	Mick	M	48	40+	Rookie
River Cooters	Dale	Wes	M	48	40+	Rookie
River Cooters	Danesi	Christopher	M	43	40+	Rookie
River Cooters	Schwartz	Michael	M	32	40+	Rookie
River Cooters	Shinsky	David	M	40	40+	Rookie
Rottwheeler	Kunnari	Matthew	M	20	40+	Rookie
Rottwheeler	Mason	Howard	M	68	40+	Rookie
Rottwheeler	Mason	Nancy	F	49	40+	Rookie
Rottwheeler	Mason	Neale	M	22	40+	Rookie
TwoCan-JDRF	Mori	David	M	16	20+	Rookie
TwoCan-JDRF	Skipper	Scott	M	16	20+	Veteran
TwoCan-JDRF	Skipper	Matt	M	16	20+	Veteran
TwoCan-JDRF	Skipper	Tim	M	53	20+	Veteran
Yak	Gitman	Lawrence	M	64	60+	Veteran
Yak	Holland	Bill	M	58	60+	Rookie
Yak	Kasischke	Dennis	M	64	60+	Rookie
Yak	Paul	Ed	M	57	60+	Rookie
Zombie Squirrel	Gordon	James	M	49	40+	Veteran
Zombie Squirrel	Herman	Neal	M	54	40+	Veteran
Zombie Squirrel	Koch	Devin	M	44	40+	Veteran
Zombie Squirrel	Youtsey	Stephen	M	48	40+	Veteran

Four Mixed

Totem	Last Name	First Name	MIF	Age	Grp	History
Killer Bees	Bennett	Elsie	F	34	40+	Rookie
Killer Bees	Jackson	Gary	M	58	40+	Rookie
Killer Bees	Miller	Todd	M	46	40+	Rookie
Killer Bees	Shepack	Debra	F	48	40+	Rookie
Wild Burros	Breidenbach	Jacob	M	23	20+	Rookie
Wild Burros	Dean	Megan	F	26	20+	Veteran
Wild Burros	Perry	Sasha	F	26	20+	Rookie
Wild Burros	Szerszunowicz	Michael		27	20+	Rookie

Four Recumbent

Totem	Last Name	First Name	MIF	Age	Grp	History
Raven Lunatics	Bradley	David	M	52	50+	Veteran
Raven Lunatics	Kern	James	M	52	50+	Veteran
Raven Lunatics	Schlitter	John	M	54	50+	Rookie
Raven Lunatics	Spaeth	William A.	M	50	50+	Veteran

Four Woman

Totem	Last Name	First Name	MIF	Age	Grp	History
Hammer Frogs	Cherry	Lori	F	52	50+	Veteran
Hammer Frogs	Drake	Isabelle	F	57	50+	Veteran
Hammer Frogs	Phillips	Jennie	F	49	50+	Veteran
Hammer Frogs	Spence	Jeanine	F	46	50+	Veteran
Midnight Mambas	Laytham-Herbert	Dana	F	45	40+	Rookie
Midnight Mambas	McGregor-Crane	Isabel	F	51	40+	Rookie
Midnight Mambas	Orgill	Janet	F	45	40+	Rookie
Midnight Mambas	Wiley	Melinda	F	52	40+	Rookie







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