

The
**SILVER
STATE**
508
Since 1983



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www.ccsd.com • www.the508.com

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Front Cover: Leah "Mighty Mouse" Goldstein, overall winner of women's division at 2018 508.

Layout and Design by Kevin Fung.

GENERAL INFORMATION

RACE DATE: September 13-15, 2019.

ROUTE: The Official Route for the Silver State 508 is included in the Race Magazine and on the website. Held in the great state of Nevada, the 508 mile course covers 20,000 feet of cumulative elevation gain from Reno, through Virginia City, Silver Springs, Fallon, Austin, Eureka, and back.

START / FINISH LOCATION: Hilton Garden Inn, 9920 Double R Boulevard, Reno, Nevada 89521. (775) 850-9700.

RACER CHECK-IN: 1:00PM to 4:00PM, Thursday, at the Hilton Garden Inn. All athletes (not just crew) must check in, preferably all together as we shoot "mug shots" of all racers.

VEHICLE AND BICYCLE INSPECTION: 1:00PM to 4:00PM, Thursday, in the Hilton Garden Inn parking lot. Plan on arriving with all your vehicle signage, lights, triangle, and other safety equipment in place and ready to use. All support vehicles must be checked for maximum width, as well as totem signage, caution signs, triangles, roof lights, and comprehensive first aid kits. Also, plan on showing that all bicycles are safe and race-ready and are equipped, or quickly equipable, with excellent front and rear lights and lots and lots of reflective materials facing in all directions. This must be completed by 4:00pm, or the associated racer(s) will not be allowed to compete.

PRE-RACE MEETING: 5:00 to 6:30pm, Thursday. Location: The Grove, 95 Foothill Rd, Reno, NV 89511. The meeting is a fun and exciting event for everyone. Solo entrants must be represented by the racer and at least one crew. 2X Team entrants must be repre-

sented by at least one racer and one crew. 4X Team entrants must be represented by at least two racers and one crew or 3 racers. (ALL crew members and ALL racers are strongly encouraged, and generally expected, to attend.)

BIKE SHOP SUPPORT AT THE START: Great Basin Bicycles of Reno, owned by 508 veteran Rich Staley, will serve as the Official Bike Shop of the Silver State 508. If you want to pre-order anything special or extra for the race, or you need to ship a bike out in advance, then we recommend Great Basic Bicycles for all your 508 needs! Contact them by phone (775) 825-8258, at 8048 S Virginia St Reno, NV 89511, or at www.greatbasinbicycles.com

START TIMES: 5:00AM, Friday for Solos and Randonneurs; 7:00AM, Friday for Teams. The race will begin at the front of the Hilton Garden Inn, near the starting arch near the driveway entrance. All racers must be present at the start 20 minutes prior to their start time for pre-race instructions and photos. Front and rear bicycle lights are required for 5:00AM starters.

END TIME: Barring any unforeseen circumstances, the event is officially over for solo and team entrants at 5:00AM and randonneurs at 6:00AM on Sunday.

POST-RACE BREAKFAST FOR RACERS AND CREWS: 7:00AM, Sunday. The breakfast will be at the Hilton (only feet from the finish line) and is included in registration for racers. Crew can opt to buy-in to the breakfast. We plan on having Continental Plus (cold items and a few hot items). It's a nice way to wrap-up the event, tell tales from the road, and connect with other racers and crew to close out The 508.

• 508

THE HISTORY OF 508

Entering its 36th Anniversary edition, The 508 has a remarkable history, one that we celebrate – and build upon – every year.

This race was founded in 1983 by the godfather of ultracycling, John Marino, who also created the Great American Bicycle Race and the Race Across America (RAAM). It was then known as the John Marino Open.

Originally created primarily as the qualifier for the Race Across America, the John Marino Open – or JMO – was first staged in May of 1983. The 762-mile course made seven and a half laps around the 102-mile loop formerly used in the second half of the Hemet Double Century in Southern California. The winners of the inaugural race were Michael Secrest and Kitty Goursole. The race was held again in May of 1984 and May of 1985, and then it was moved to Arizona so that the race could be run in a format with support vehicles and time stations, like RAAM.

The first Arizona race was 750 miles from Tucson to the Grand Canyon and back, where its first champion was Scott Fortner. Subsequent editions of the AZ races went from Tucson to Flagstaff and back, a distance of 542 miles. The race was run seven times in Arizona and changed its name to RAAM Open West for a few years.

The race moved back to California with the April 1989 version of the event covering 508 miles from Santa Clarita to Death Valley to Twentynine Palms, a route suggested by the 1987 Race Across America winner, Casey Patterson. The first champion on that Santa Clarita-based course was John Hughes.

In the fall of 1990, John Marino asked Chris Kostman to take over the event. Chris was a finisher of the May 1985 race in Hemet and the October 1986 race in Arizona, as well as the 1987 Race Across America. Chris had also worked on the JMO staff in 1984 through 1989 and the Race Across America staff in 1985, 1986, and 1989. To say Chris was enthralled with the sport would be a massive understatement: Chris looked up to John Marino as a mentor and loved everything about ultra cycling, so he jumped at the chance to produce and promote the race.

In 1991 Chris changed the name of the race from RAAM Open West to Furnace Creek 508, or more simply as “The 508,” to aid in promoting the event worldwide and enhancing its distinct identity as something much bigger than just a RAAM qualifier. The totem system was begun in 1993, giving a new outlet for racers to identify themselves both during The 508 as well as in other races and in “real life.”

The race was successfully held 28 times on the Death Valley-centered route between 1989 and 2012.

In 2013, the race was abbreviated to a 353-mile route from Santa



Chris Kostman racing across Nevada's Hwy 50 during the 1987 Race Across America, with support vehicle and his mascot Gumby in tow.

Clarita to Trona and back, due to the Federal Government shutdown, which prevented the race from passing through Death Valley National Park and the Mojave National Preserve.

In 2014, squeezed out of Death Valley National Park by increasingly unrealistic permitting requirements and negativity from the Park Superintendent, Chris moved the race to the great state of Nevada, providing racers and crews with a breathtaking and challenging new route on which to continue the 31-year legacy of the event, now organized under the moniker “Silver State 508.” The first Nevada champions were Marko Baloh and Sarah Cooper.

Chris poured great amounts of energy and excitement in hosting The 508 in Nevada, based in Reno. The route is fabulous and photogenic and Chris also had personal experience with it from the 1987 Race Across America, which traversed Highway 50 across Nevada. Chris loved that stretch of America and had wanted to come back ever since. Plus the Nevada locals, officials included, have welcomed The 508 with open arms!

Chris proudly produced and directed The 508 from October 1990 through September of 2016. That's 27 years of directing The 508, and hands-on involvement with it for 33 of the 34 years it has existed!

THE HISTORY OF 508

After the 2016 race, Chris made the tough decision to pass the reigns of the event over to Jo and Rob Panzera, owners and operators of CCSD Sport Event. Rob and Jo bring over 25 years of cycling experience and 15 years of endurance sports event direction with them to the event. Jo's background is in national level competitive rowing in the United Kingdom, plus competitive endurance cycling events, with a 508 finish under her belt as part of the 2011 record-setting Four Woman Pine Martens team. Rob has crew chiefed for two separate 4 person 508 teams (both record setters at the time, 2010 and 2011), along with crew chiefing for a Race Across The West (RAW) solo completion and a Race Across America (RAAM) solo completion. Jo and Rob have also worked on the 508 staff several times over the past few years.

The 2017 race, CCSD Sport Event's inaugural directorship, was a great success with a diverse field and exciting racing action. From a two-up solo racer battle into late in the race, and many first time solo racers making it to the finish on their first go. Teams were well represented with many new additions teaming up with seasoned veterans.

With excitement and eagerness, CCSD Sport Event is committed to serving the current veterans of The 508 and expanding the community by reaching more racers and crew in the coming years. While working to grow the race by reaching out to new and potential team and solo racers, along with working toward modified formats to serve the every changing cycling demographic, CCSD Sport Event is committed to retaining the community and competitive level it has become famous for throughout the world.

We thank YOU for being here for our 36th Anniversary edition of The 508 and contributing to the rich history and pageantry of this classic ultra cycling race, which is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none.

• 508



GREAT BASIN
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Official bike shop
for the
Silver State 508
(We accept all incoming shipments for the 508)

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Special Thanks to The Grove at South Creek
for hosting our pre-event meeting!

the grove
at SOUTHCREEK

95 Foothill Rd
Reno, NV 89511
Phone: (775) 324-7683

Special Thanks to The Hilton Garden Inn Reno
for hosting our start/finish
and post-race breakfast!

 **Hilton
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9920 Double R Blvd
Reno, NV 89521
Phone: (775) 850-9700

SILVER STATE 508 *Since 1983*



Welcome to the 36th anniversary, and 45th edition, of The Silver State 508. More lovingly known as “The 508,” this is the world’s premier 48-hour ultramarathon bicycle race. The 500+ mile course is an open-air theater of bicycle racing, where individuals strive for personal achievement over long miles, tough climbs, and sunrises and sunsets. Racers and crews alike will form bonds for life as they steer their way through mountains and valleys of Nevada and The Loneliest Road in America.

As you may know, in 2017 after 28 years as the Event Director and Owner of The 508, Chris Kostman (AdventureCorps, Inc.) passed the reigns of directorship to us (Jo and Rob Panzera) and our company (CCSD Sport Event). The 2018 race, exemplified that The 508 is “The Toughest 48 Hours in Sport” with conditions making completion of the race especially challenging. While racers enjoyed relatively calm and mild conditions on the way out to Eureka on Friday, the winds picked up exponentially on Saturday morning bringing to the fore how many hours and many miles in the saddle can change the dynamics of racing in an open air theater. 2018 was a tough edition, but 2019 is shaping up to be one of the most interesting international fields with new and well-heeled racers battling it out on the roads of Nevada.

With excitement and eagerness, CCSD Sport Event is committed to serving the current veterans of The 508 and expanding the community by reaching more racers and crew in the coming years. We are working to grow the race by reaching out to new and potential team and solo racers, along with working toward modified formats to serve the every changing cycling demographic, CCSD Sport Event is committed to retaining the community and competitive level it has become famous for throughout the world.

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Jo and Rob Panzera

Event Directors, The 508
CCSD Sport Event



Paso

Robles

Cycling

Festival

4 Day Cycling Festival May 22 - 25, 2020

Memorial Day Weekend, Paso Robles, CA

Family
Activities

Wine/beer
Tasting

BMX
Stunt Show

Beer
Ride

Kids Bike
Roadeo

Wine Tasters
Tour

25 Beautiful Rides

Cycling
Village

Pasta
Dinner

Time Trial

BBQ

Velo de
Femme

Wood Fired
Pizza

Farm Tour

Giro di
Paso

Guest Speakers

Group Rides

Accommodation Options: camping to luxury



From \$73 for all 4 days
Kids under 18 FREE

GreatWesternBicycleRally.com



HALL OF FAME

CLASS OF 2019



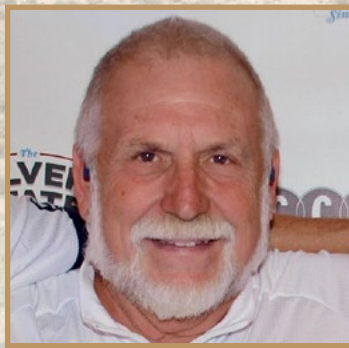
John Culligan

Totem	Year	Age	Category	Finish Time
Lhasa Apso	2009	46	Solo	43:20:56
Lhasa Apso	2010	47	Solo	40:17:35
Lhasa Apso	2012	49	Solo	39:00:39
Bird Dog	2017	54	Four Man	31:22:00
Bird Dog	2018	55	Four Man	32:45:30



Ed Hladek

Totem	Year	Age	Category	Finish Time
Collared Peccary	2008	43	Two Man	29:50:54
Borracho Burro	2010	45	Solo	43:46:50
Red Lipped Batfish	2016	51	Four Man	28:57:00
Borracho Sloth	2017	52	Two Man	29:54:00
Javelina	2018	53	Four Man	28:32:29



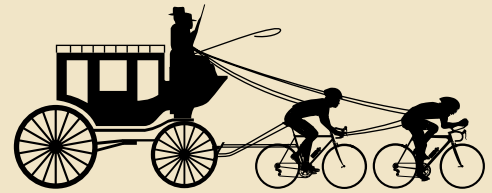
Chuck Schroyer

Totem	Year	Age	Category	Finish Time
Springbuck	1997	45	Solo	DNF
Springbuck	1998	46	Solo	DNF
Springbuck	1999	47	Solo	DNF
Springbuck	2002	50	Solo	DNF
Springbuck	2004	52	Solo	DNF
Springbuck	2005	53	Solo	43:55:40
Springbuck	2006	54	Solo	DNF
Springbuck	2013	61	Solo	27:21:00
Rabid Rhinos	2014	62	Four Man	33:29:00
Primal Dragon	2016	64	Two Man	42:00:00
White Leopard	2018	66	Four Mixed	44:25:19

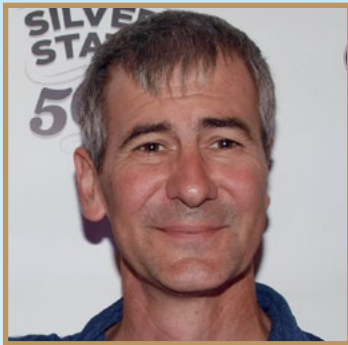
The 508 Hall of Fame honors those athletes who have shown a long-term commitment to pursuing their personal and athletic goals on the famed and fabled 508 race course. Inductees into the Hall of Fame have completed a minimum of Five 508 events, in any division or combination of divisions.

Congratulations!

SILVER STATE 508



"The Toughest 48 Hours in Sport!"



Jon Skramstad



Michael Svihura

Totem	Year	Age	Category	Finish Time
Sergeant Major	2007	32	Two Man	31:13:02
Skua	2009	35	Solo	DNF
Skua	2010	36	Solo	45:19:37
Red Lipped Batfish	2016	41	Four Man	28:57:00
Coinin	2017	42	Four Man	30:24:00
Dipper	2018	43	Two Man	31:21:12

Totem	Year	Age	Category	Finish Time
Super Tabby	2010	46	Two Mixed	40:22:34
Northern Shoveler	2011	47	Solo	37:55:29
Super Tabby	2012	48	Two Mixed	36:02:42
Super Tabby	2014	50	Four Mixed	32:50:00
Super Tabby	2018	54	Four Mixed	37:39:30

The 508 is proud to introduce the inaugural Clare Coin



This year every racer receives a Clare Coin to commemorate the life of John M. Clare, who passed away unexpectedly in early 2019. John's contributions to the sport of ultra-racing are unparalleled. He was a committed racer, volunteer, and promoter of the sport. His kind demeanor and positive attitude added immeasurably to the sport and community to which we are all engaged. He brought so many new people into the sport and he worked with them tirelessly, so they could succeed and finish challenging events.



With the Clare Coin, racers are tasked with giving their coin to someone involved in the current year's race, whether another racer, crew member from their team or another team, or a 508 volunteer in honor of John. Give the coin to someone who exemplifies the giving that John championed, the promotion John championed, the encouragement John championed, and/or the commitment John championed. While racers are enduring The Toughest 48 Hours in Sport, think about John, and think about to whom you can give your coin, before the event ends, and hand it to them in memory of John.

OFFICIAL RULES & REGULATIONS

PENALTY FOR VIOLATION OF THESE RULES IS DISQUALIFICATION (DQ), UNLESS TIME PENALTY (TP) IS NOTED.

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

The Silver State 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.

I. GENERAL RULES

A. Administrative Rules

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

B. Safety and Emergencies

1. Safety must be the single most important concern of everyone connected with the race. Safety prevails above all other rules and competition. In an emergency condition where human life is in jeopardy, all concern should be directed to the injured. If

a rule is violated in an emergency situation, or should there be a delay (e.g., stopping to give CPR to another racer), the Race Director will make necessary allowances.

2. 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.
3. Since Silver State 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!
4. It is the racer’s responsibility to make sure that the crew members are receiving enough sleep necessary for the safe operation of a motor vehicle. If a racer does not have the necessary manpower to safely drive the vehicle, the racer will be detained until the crew can safely support the racer. If a driver has become too sleepy, he or she must relinquish the driving responsibility. If no one is awake enough to drive, the racer must stop until a crew member has obtained adequate sleep. (TP or DQ)
5. If you see another racer or crew behaving in an unsafe or unsporting manner, please say something to that crew and to a race official.
6. A Race Official may prohibit a racer from continuing for safety reasons, e.g., a racer being too sleepy to ride.
7. All support vehicles must carry a comprehensive First Aid Kit. Additionally, entrants may choose to bring an AED and/or satellite phone. It is highly recommended that each support team include at least one member who has current CPR and First Aid training and certification, or a higher level of medical training.

C. Compliance with Laws.

1. It is the responsibility of all drivers and all racers to be familiar with all laws and all laws must be followed by all racers and all crew members at all times. (TP or DQ)
2. A FULL, legal stop is always required at all stop signs, at all red traffic lights, and activated railroad crossing signals. (TP or DQ)
3. Railroad Crossings: Racers and crew vehicles must stop and remain stopped at all activated railroad crossing signals until the activated signal terminates. (TP or DQ)
4. All racers, crew and staff must display courtesy, good taste, decorum, and sportsmanship at all times. Nudity is specifically not allowed. (TP or DQ)

II. RACER CONDUCT

A. Racing Rules

1. To be declared an OFFICIAL FINISHER in the race, all entrants must complete the course within the following limits: 49 hours for solo randonneurs; 48 hours for solo entrants; 46 hours for relay teams.
2. The clock will not stop for any reason.

3. A racer may not receive any type of push-off or propulsion from a person or vehicle. (TP)
4. All racers may walk or run if they so desire, providing they keep the bicycle with them. (TP)

B. Drafting/Riding

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

C. Routing

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

D. Banned Substances

1. IVs (intravenous fluids) are not permitted during the race.
2. As a condition of competing in this event, all racers must be willing to submit to a drug urine test before, during, or after the race.
3. If any USOC-banned substances are detected, the racer will be disqualified from competition and the final standings of the race itself.
4. If a racer has used any banned substances within six months of the race, written notification must be submitted to the race office. This information will remain confidential. Our medical advisors will review the type of substance used and the reasons involved and a written response will be sent to the racer.

III. BICYCLE AND EQUIPMENT REGULATIONS.

A. Bicycles

1. Bicycles must be propelled solely by human force, and by legs only in the standard division.
2. The Race Director or a Race Official may disallow any unusual bicycle, component, equipment, or apparatus before or during the race. Conventional bicycle components which are aerodynamically or otherwise designed in some unique and unusual manner are subject to approval by the Race Director before the race.
3. Devices attached to the bicycle or racer designed solely to reduce wind resistance or increase speed, e.g., air foils or sails, are prohibited.

4. All bicycles must be equipped with at least one functioning brake system; a fixed gear drivetrain alone is not considered a brake system.

B. Divisions

1. Standard: All bicycles, except those described specifically below, shall be entered in what is known as the "Standard" Division.
2. Recumbent: Recumbents and HPVs compete in their own divisions and must enter in one of the following categories:
 - a. STOCK vehicles may have any number of wheels. Vehicles may not incorporate any form of fairing, or part of fairing. Wheel discs/covers are allowed.
 - b. SUPERSTOCK vehicles are vehicles with any number of wheels. Wheel discs/covers are allowed. A front or a rear fairing is allowed. The edge of the fairing toward the racer may not penetrate the imaginary plane formed by joining the racer's shoulder centerpoints with hip centerpoints. No part of the fairing may be moved in entering, exiting, starting or stopping.
 - c. SUPERSTREET vehicles are vehicles with any number of wheels. Wheel discs/covers are allowed. Fairings can be one of two formats: Type 1: Any amount of fairing is allowed, but no part of the fairing may be moved to enter, exit, start, or stop the vehicle. Type 2: Any amount of fairing is allowed, but no more than 40% of the fairing surface may be of a hard material (i.e. composite, metal, or molded plastic), while the remaining 60% of surface area of the fairing must be of flexible, woven material (i.e. nylon, spandex). Parts of the fairing can be moved to facilitate entry and exit, or stop and start of the vehicle. The racer's head must be exposed above the fairing.
 - d. STREAMLINER vehicles are vehicles with any number of wheels and any amount of fairing allowed. Fairing panels may be moved for entry, exit, starting, or stopping.
 - e. UNLIMITED - Same rules as STREAMLINER, except vehicles do not need to be capable of self-start/self-stop. Racer must be able to exit the vehicle unaided in case of an emergency.
3. Fixed Gear: Fixed Gear bikes must use the same fixed gearing (ring/cog/wheel) for the entire event. Aerobar attachments and aero-designed parts are prohibited. Wheel switches are permitted only for wheel failures, and must be essentially identical to the failed wheel. Bike switches are not permitted. Racers may not coast with feet off the pedals. Racers must declare their gear (ring/cog/wheel size) choice at check in, which may not be changed thereafter. Fixed gear division racers may abandon that division and switch to a multispeed bike in the "standard" division, then complete the race on the multispeed bike, provided that they or their crew notifies a race official as soon as possible; they will then be treated as having ridden the entire event on the multispeed bike.
4. Tandem: Tandems are bicycles that seat two racers. Tandems must at all times be ridden by the same two racers, and may never proceed with only one racer. For tandem teams, the same two racers shall remain together in sequence for each respective stage of the course.

5. Classic Bike: The requirements to enter this division - which will be a sub-category of ANY 508 division, whether solo, tandem, or 2x / 4x relay will be to race on technology from 1983 or older. Specifically, this means: the frame and fork must be lugged steel (but built in ANY year, including brand new); no more than six cogs on the rear wheel; 32 spokes per wheel minimum; friction shifting on the down-tube or bar-ends (must be true friction shifters; not clickables set in friction mode); toe clips and straps; standard drop bars required (no aero bars). Just to be clear, the frame and parts don't have to actually be 30 or more years old; just the technology has to be 1983 or older.

C. Bicycle Lighting

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

D. Clothing

1. ANSI, CPSC, ASTM or Snell approved helmets must be properly worn and fastened by racers at all times when on the bike.
2. For your safety and the safety of other riders and road users, headphones / ear buds / earpieces in or on both ears may not be used at any time while cycling. Listening to music is particularly discouraged. Riders must at all times comply with applicable laws and ride safely given the existing circumstances.
3. No racer or crew member may wear clothing that displays poor taste or which promotes tobacco products.
4. Neither racers nor crew may publicly expose themselves during the process of changing clothes, relieving themselves, or otherwise.

IV. SOLO RANDONNEUR DIVISION

The Solo Randonneur Division is intended to allow riders to complete the course without crew or crew vehicle. All rules not inconsistent with the following Randonneur rules apply.

A. Drafting is allowed, but solely among riders within the Randonneur Division. Riders may not draft other 508 riders, any other cyclists not participating in the 508, or any motor vehicles. Riders

are never allowed to ride two or more abreast, except for the minimal time it takes to pass.

B. Riders may not accept assistance from anyone other than 508 officials, 508 checkpoints, other 508 riders, or commercial establishments (e.g., purchasing water or snacks at a convenience store) along the route. Riders may not “plant” any items along the route prior to the event, nor pre-plan support from other the support teams of other entrants.

C. Riders may provide items in “drop bags” – during Racer Check-In – to be delivered out onto the course to designated locations. These should be the size of a small duffel bag or smaller. Riders should plan on being self-supporting in every respect. Drop bags will be delivered to the following locations: Silver Springs, Fallon, Middlegate, Austin, and Eureka. Drop bags will return when the time station closes. Do not expect to receive drop bags before Sunday morning at the racer breakfast.

D. Riders should be “lit up like a Christmas tree,” particularly at night, and use extensive reflective clothing and reflective tape on their bikes. Riders must have available at all times at least two functional and adequate headlights and taillights with a generator or ample batteries. Examples of adequate lights may be found at dinottelighting.com. Examples of reflective tape may be found at www.reflectivelyyours.com. Riders may not proceed at night without both head and taillights functioning. It is also recommended riders use a mirror, such as the “Take a Look” mirror by Bike Peddler.

E. Riders must be prepared for any kind of weather condition, from 100-degree heat during the day, to sub-freezing temperatures, strong winds, rain, or snow, all of which may be experienced during the event, especially at night at elevation.

F. Randonneur riders are expected to return to the finish line under their own power, or arrange for their own transport if they withdraw from the race. Limited SAG support may be available, however a rider sagging in likely will not be transported directly to the finish, but may be required to wait at a time station or other location for long periods or ride along in an official or other vehicle for the duration of the event before returning to the finish. In other words, there is no “taxi service” nor “bus delivery” provided by the race organizers.

G. Riders receiving any unauthorized support or committing other violations will not be listed as official finishers, but may – in some circumstances – be allowed to complete the course, without being listed as a finisher. In other cases, riders may be required to abandon the event and remove themselves from the course.

V. TEAM DIVISION –TIME STATION RELAY CATEGORY

The Silver State 508 Rules and Regulations for solo racers (those above and below) apply to team racers (time station relay), where appropriate, plus:

- A.** Time Station Relay team members will ride one stage at a time, from time station to time station. Thus, two racer team members will race four stages each and four racer team members will race two stages each.
- B.** Racers will switch off while stationary in the presence of the time station staff, passing a baton between them before resuming racing. The baton will be the GPS device loaned to each racer for tracking by TrackLeaders.com. The baton must be carried by the racing rider at all times and must be presented at the finish line (dropped batons must be picked up before the racing rider moves forward on the course; lost batons will result in disqualification).
- C.** Teams must complete the route in a fixed order which will be declared prior to the race: Two racer teams must switch off at each time station, rotating A-B-A-B-A-B-A-B. Four racer teams must rotate A-B-C-D-A-B-C-D, except as noted in the exception explained below. This “rotation sequence exception rule” may not be used for strategic purposes. It may only be used because of unexpected injury, broken down bicycle, or some other significant, unforeseen incident which occurs during the race and which precludes the racer in question from completing his or her assigned stage. Note: “Being tired” or entering the race with a pre-existing injury or other problem are not suitable reasons for utilizing this rotation exception. Proof of the necessity of using this exception must be given and documented.
1. Exception for either two or four racer teams: if a racer is physically unable to complete his or her designated leg, the team can start the next racer in sequence, but a time penalty will be assessed based on location in the stage. Although the withdrawn racer may return to the rotation order later, the team must then remain out of sequence for the remainder of the race in terms of which stages are completed by which racer.
 2. Example for a four racer team: racer C is physically unable to complete stage three. His or her team starts there with Racer D, with a time penalty assessed for the location of Racer C in the stage. Thereafter A will complete stage four, B will complete stage five, C will complete stage six (if capable, otherwise D would complete stage six), etc.
 3. Example for two racer team: Racer B is physically unable to complete stage four. His or her team starts there with racer A, with a time penalty assessed for the location of Racer B in the stage. Racer B may return to the rotation on the next or any subsequent stage, or Racer A may complete the rest of the race route.
 4. The following equation will determine the time penalty: miles to end of stage divided by 10.5 mph, then converted to hours and minutes. For example, Rider B cannot finish stage and is replaced with Rider C. Rider B has completed 60 out of 100 miles, thus there are 40 miles left. 40 miles is divided by 10.5 mph equaling 3.81, which is converted to a 3 hour 49 minute penalty for the team.
- D.** Each team must enter with two or four racers (or eight if it is in the eight-racer tandem category). If one or more of the team members gets hurt or cannot ride once the race has begun, no substitutions or additions are allowed to their team roster.
- E.** Only one racer per team may ride at any time except for the last two-tenths of a mile of the race (from the hotel access road directly after the turn off from S Meadows Pkwy to the finish line), at which point all members of a team may get on their bikes and ride into the finish together, provided a crew member or teammate is available to drive the crew vehicle if it is during night hours. However, this is not allowed if the team is intending, or likely, to attempt a sprint finish with another team: sprints must be contested by one racer per team (the racer designated for the final stage).
- F.** At least one racer, or two in the case of tandems, must finish for the team to be declared finishers. This means that the rest of the racers may drop out.

VI. TEAM DIVISION—OPEN RELAY CATEGORY

The Silver State 508 Rules and Regulations for solo racers (those above and below) apply to team racers (open relay), where appropriate, plus:

- A.** There is no requirement as to how many miles each team member must ride.
- B.** Only one racer may cycle at any time. Racers will exchange completely off the active roadway without blocking the shoulder for approaching racers, by passing a baton between them before resuming racing. When performing exchanges, the incoming racer must overlap wheels with the rider heading out and exchange the baton. The baton will be the GPS device loaned to each racer for tracking by TrackLeaders.com. The baton must be carried by the racing rider at all times and must be presented at the finish line (dropped batons must be picked up before the racing rider moves forward on the course; lost batons will result in disqualification).
- C.** Riders may not push each other or assist in acceleration in any way. The retiring racer must pull off the road completely, and not block the shoulder, and wait to be picked up. The retiring racer must not circle back to a waiting vehicle. (DQ)
- D. SAFETY IS PARAMOUNT AND CRITICAL DURING EXCHANGES.** Race Officials will monitor exchanges closely.
- Choose an exchange site, which provides good visibility in both directions— minimum 600 feet in either direction. Do not choose an exchange site on a curve or bend in the road or near the crest of a hill where visibility may be limited. Avoid an exchange in a No Passing Zone unless there is a wide shoulder or good turnout space. The exchange must be on the right side of the Race Route.
 - There must be sufficient and safe parking space for all support vehicles involved in a racer exchange. Stopped support vehicles must be a minimum of 5 feet to the right of the travel lane or 5 feet to the right of the fog line.

- Support vehicles stopped and awaiting an exchange must be stopped from at least one minute before the exchange occurs until one minute after the exchange is made. The support vehicle may not stop in the traffic lane during an exchange, thus exchanges must not impede the normal flow of traffic.
- During exchanges there must be only one vehicle in motion at a time.
- During night time, all racers must be within vehicle headlights. Racers cannot advance without a follow vehicle immediately behind the racer.

E. Note the following concerning rider exchanges

1. In general, The 508 course provides limited areas for exchanges due to many miles with soft shoulders, limited shoulders, and few complete turnouts. Please remember that SAFETY is paramount and not team overall time or an individual rider's desire to exchange.
2. No rider exchanges from the race start (Mile 0.0) to meetup point with race at Mile 30.67.
3. Limited rider exchanges between Mile 82.97 to 125.47 due to soft shoulders. Crew to use only proper pullouts to exchange where Rule VI.D. in total is satisfied.
4. Limited rider exchanges between Mile 387.42 to 438.87 due to increased west bound traffic and soft shoulders. Crew to use only proper pullouts to exchange where Rule VI.D. in total is satisfied.
5. No rider exchanges on Six-Mile Canyon westbound (return leg), Mile 481.97 to Mile 489.92. Note: Racers can exchange between the end of Six-Mile Canyon and the start of Geiger Grade in Virginia City, if the racers can follow Rule VI.D. in total.
6. No rider exchanges from base of Geiger Grade westbound (return leg) from Mile 490.12 to summit of Geiger Grade Mile 493.97.

F. 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.

G. Only one racer per team may ride at any time except for the last two-tenths of a mile of the race (from the hotel access road directly after the turn off from S Meadows Pkwy to the finish line), at which point all members of a team may get on their bikes and ride into the finish together, provided a crew member or teammate is available to drive the crew vehicle if it is during night hours. However, this is not allowed if the team is intending, or likely, to attempt a sprint finish with another team: sprints must be contested by one racer per team (the racer riding the final few miles of the race as bound by Rules VI.D. and VI.E.).

H. 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.

VII. 50/50 TWO-PERSON AND TWO-TANDEM DIVISION

The Silver State 508 Rules and Regulations for solo racers (those above and below) apply to 50/50 racers, where appropriate, plus:

A. Relay team members will ride one half of the course at a time, from the start to Eureka and the finish to Eureka. Thus, the first racer (or tandem) will race from the start to Eureka and when they finish that leg, the other racer (tandem) will race from Eureka to the finish for a total overall time.

B. Racers will switch off at Eureka while stationary in the presence of the time station staff, passing a baton between them before resuming racing. The baton will be the GPS device loaned to each racer for tracking by TrackLeaders.com. The baton must be carried by the racing rider at all times and must be presented at the finish line (dropped batons must be picked up before the racing rider moves forward on the course; lost batons will result in disqualification).

C. Racers must complete the route in a fixed order which will be declared prior to the race, meaning declared first racer (or tandem) must race the leg from the start to Eureka, and second declared racer (or tandem) must race the leg from Eureka to the finish, except as noted in the exception explained below. This "rotation sequence exception rule" may not be used for strategic purposes. It may only be used because of unexpected injury, broken down bicycle, or some other significant, unforeseen incident which occurs during the race and which precludes the racer in question from completing his or her assigned leg. Note: "Being tired" or entering the race with a pre-existing injury or other problem are not suitable reasons for utilizing this rotation exception. Proof of the necessity of using this exception must be given and documented.

1. Exception: if a racer is physically unable to complete his or her designated leg, the team can start the next racer in sequence, but a time penalty will be assessed based on location in the stage. Although the withdrawn racer may return to the ride the next leg later, this would only occur if the withdrawal happens on the first leg.

2. Example: racer A is physically unable to complete the leg from the start to Eureka. His or her team starts there with Racer B, with a time penalty assessed for the location of Racer A in the stage. Thereafter A can ride the leg from Eureka to the finish.

3. Example: Racer B is physically unable to complete the leg from Eureka to the finish. His or her team starts there with Racer A, with a time penalty assessed for the location of Racer B in the stage. Racer A will complete the rest of the race route.

4. The following equation will determine the time penalty: miles to end of stage divided by 10.5 mph, then converted to

hours and minutes. For example, Rider B cannot finish stage and is replaced with Rider C. Rider B has completed 60 out of 100 miles, thus there are 40 miles left. 40 miles is divided by 10.5 mph equaling 3.81, which is converted to a 3 hour 49 minute penalty for the team.

- D. Each team must enter with two racers (or four racers for tandems). If one or more of the team members gets hurt or cannot ride once the race has begun, no substitutions or additions are allowed to their team roster.
- E. Only one racer (or tandem) per team may ride at any time except for the last two-tenths of a mile of the race (from the hotel access road directly after the turn off from S Meadows Pkwy to the finish line), at which point all members of a team may get on their bikes and ride into the finish together, provided a crew member or teammate is available to drive the crew vehicle if it is during night hours. However, this is not allowed if the team is intending, or likely, to attempt a sprint finish with another team: sprints must be contested by one racer per team (the racer designated for the final stage).
- F. At least one racer, or two in the case of tandems, must finish for the team to be declared finishers. This means that the rest of the racers may drop out.

VIII. SUPPORT CREW RULES

- A. One person shall be assigned the title of crew captain, and will act as the spokesperson for the crew and racer.
- B. At least two crew members are required for the duration of the race for the solo and two racer relay divisions. Four racer time-station relay teams are not required to have designated crew members as they can crew for themselves. Four racer open relay teams are highly recommended to have crew, because they may be utilizing two race vehicles.
- C. All crew members must sign and turn in the [Release of Liability / Agreement to Terms and Conditions](#) prior to the race. (A support crew member is defined as anyone who actively assists a racer in any manner at any time during the race.)
- D. Crew members may never cycle at any time during the race.
- E. Each racer is responsible for the actions of that racer's crew.
- F. In the spirit of sportsmanship, any support crew may offer assistance to any racer or crew at any time.
- G. Racers who drop out of competition may join another racer's crew, however a Race Official or Race HQ must be notified.
- H. Vehicles may not follow racers **during daylight (defined as 7:00 AM to 6:00 PM) on Friday** at any time. Vehicle-to-racer and racer-to-vehicle handoffs—and even verbal communication—during daylight are prohibited throughout the duration of the race.
- I. All racers must always be followed literally, directly, and as closely as safety permits, by the support vehicle at night. EXCEPTION: No direct follow is allowed, even at night, from mile 483 to mile 493.3, the ascent of Six Mile Canyon from Dayton to Virginia City and then over the summit of the Geiger Grade. "Night" is defined as the time between 6:00 PM and 7:00 AM. Racers may not ride at night without an appropriate crew vehicle directly behind them during nighttime hours, including the finish portion of the race, except as outlined below. NOTE: If any law enforcement officer disallows direct following vehicles, all entrants must comply with their directives.
 - 1. While traveling eastbound on the route at night (from Reno until the turn-around time station at Eureka), the racer must be self-sufficient with lighting to allow the support vehicle to pull-off or drop back to allow traffic to pass and flow freely. This rule is in effect to limit passing vehicles from crossing into oncoming racer traffic heading westbound on the course. Additionally, while traveling eastbound on the route (from Reno until the turn-around time station at Eureka), even at night, vehicles may not conduct vehicle/racer handoffs or communication. (TP or DQ)
- J. When following a racer, the crew vehicle shall be positioned as far right as conditions permit, allowing drivers approaching from the rear to see past the crew vehicle.
- K. When stopped, the crew vehicle shall be positioned completely off the traveled portion of the roadway, well beyond the white "fog" line, with 4-way flashers on.
- L. Crew vehicles shall not be allowed to travel in front of a racer, at or near his or her speed, within 50 meters except briefly - as traffic dictates - when leap-frogging during the day. (TP or DQ)
- M. A crew vehicle may not create any advantages for a racer by means of breaking the force of the wind to the front or side; excessive leap-frogging for the purpose of creating a wind break for a racer is prohibited. (TP or DQ)
- N. Crew vehicles shall not be allowed to travel alongside a racer, except when very briefly passing off food, beverage, or information and only when rules allow, it is safe to do so. and traffic will not be affected. (TP or DQ)
- O. 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 Race Magazine, Route Description section, no sound amplification is allowed. (TP or DQ)
- P. Under no circumstances may two or more crew vehicles follow behind a racer. Caravanning, or a procession of two or more crew vehicles behind a racer, is absolutely prohibited. (TP or DQ)
- Q. Crews shall not in any way impede the progress of other crews or any racer. Actions that offer a disadvantage to another racer are prohibited. (TP or DQ)
- R. While following the racer when rules allow, if traffic cannot pass the racer and crew vehicle safely, the crew vehicle and racer

must pull over to the right, when possible, and allow traffic to pass. If there is nowhere for the crew vehicle to pull over and the crew vehicle is causing a significant traffic problem, the driver should drive on ahead of the racer and find a spot to pull over to let the traffic pass. Signal the racer of the situation because he/she might want to momentarily pull over also. In all circumstances, the crew vehicle must resume following the cyclist as soon as possible (as soon as the traffic from behind has passed). (TP)

- S. Support crew members may not run or walk along with, next to, in front of, or behind their racers for any reason (except during water bottle hand-offs during the day). (TP)
- T. Crew vehicles may not park or otherwise be on the race course in the vicinity of the cyclists for the first 30.7 miles of the race; thus they must leave the start line prior to the race start and drive directly to the 30.7 mile location, ahead of all racers. Racers should be prepared to make their own repairs during this 30.7 mile segment of the race; however, limited neutral support may be provided by a local bike shop or race staff. (Delay of Crew Vehicle and/or TP)
- U. Following Your Racer. Hints during daylight support: (1) Use two way radio communication; (2) Use arm signals between racer and crew; (3) Plan nutritional regime before the race; (4) Drive ahead of racer, pull completely off the road and stop, get out of vehicle and listen for racer's request. Obtain necessary items in vehicle, drive ahead of racer, pull completely off the road and get out, then pass off the requested supplies.
- V. Crews must observe these safety requirements at all times:
 - Stay calm and cool, no matter what happens.
 - Trade off driving duties as often as possible.
 - Always have two wide awake crew members at night.
 - Watch for drunk and/or inattentive drivers.
 - Obey all traffic laws.
 - Watch for traffic approaching from the rear.
 - Be extra cautious at all turns and stops.

W. Night Driving

1. Crew vehicle headlights must be dimmed (not on "brights") when any oncoming traffic approaches within 500 feet, when following within 300 feet of the rear of another vehicle, when another vehicle passes, and within 300 feet of a time station. (We encourage never using the brights except during emergency situations.) This rule will be strictly enforced with a NO WARNINGS/NO TOLERANCE approach to enforcement. (TP)
2. Additional spotlights may not be mounted higher than the standard built-in headlights of the crew vehicle, except for a pass-off light mounted on the right side of the crew vehicle which is used to temporarily light the road when driving next to a racer during a pass-off of supplies.
3. Hand-held spotlights may not be used while the vehicle is in motion.

4. If the crew is unavailable during night hours, for any reason except as provided herein, the racer may not continue riding and must remain with the crew vehicle.
5. Any support crew member who is outside of a support vehicle at night must be wearing a reflective vest with 360 degree reflectivity, such as an OSHA-certified Class 2 or Class 3 certified high-visibility garment.

IX. CREW VEHICLES

- A. Vehicles wider than 80" may never be used to follow the racer. (As measured at the widest part of the back of the vehicle, not including protruding bumpers or fenders. Please note that vehicle manufacturer spec's generally DO include bumpers and fenders.) The ideal crew vehicle is a minivan, though small cars and small SUVs will work as well. Due to their height, camper vans, supersize SUV's, supersize pickups with large shells, and the like are very strongly discouraged as crew vehicles, even if they are less than 80" in width. Sprinter vans will be considered on a case-by-case basis, depending on width, height, and number of windows on the vehicle. (TP or DQ)
- B. Hummers (any model), large "SportsMobiles," extended cab pickups, cargo vans, and motorhomes are not allowed for any purpose by anyone involved with the race.
- C. Solo racers, solo tandems, and two- or four-person time-station relay teams bring only one crew vehicle for the duration of the race. Two- or four-person open relay teams may have no more than two crew vehicles for the duration of the race. Eight-person tandem relay teams may have no more than two crew vehicles. Note: Any vehicle associated in any way with any racer(s) is considered a "crew vehicle," thus "unofficial" crew/support vehicles or family/friend cheering squads are not allowed anywhere on the race route except at the start and finish locations.
- D. Crew vehicles may not pull a trailer of any kind.
- E. All crew vehicles must meet the minimum requirements of property damage and personal injury liability automobile insurance for the state of Nevada.
- F. Crew vehicles must be equipped with the following:
 1. At least two amber (not red) flashing lights mounted on the far left and right rear of the roof visible only from the rear. The crew vehicle must use the flashing roof lights at all times when following its racer. These flashing lights must be very bright and of very high quality. Do not wait until the last minute to do so.
 2. A sign that reads CAUTION BICYCLE AHEAD. Lettering must be 6 inches high, reflective red on a white background. This type of sign can be ordered through a sign shop or from [Banners and Signs Graphx](#) for pick-up at the race. ([Use this PDF form to order.](#) [Click here to see a preview of the signs you can order.](#))

3. Rear reflective equilateral “slow moving vehicle” triangle having a minimum height of 12” with a red or orange reflective border not less than 1.75” in width. The triangle can be purchased at most auto parts or RV rental stores or from [Banners and Signs Graphx](#) for pick-up at the race. (Use this PDF form to order. [Click here to see a preview of the signs you can order.](#)) Attach this triangle to the back of the pace vehicle when following behind your racer, but not at other times, such as when leap-frogging the racer. Triangles may also be ordered online via online vendors such as these (with whom we have no affiliation and for whom we offer no endorsement): www.sa-so.com or www.emedco.com.
4. Team or racer totem must be visible and easily legible (in words, not only pictures) on all four sides of the crew vehicle. For the rear, the ideal placement may be the left side of the rear bumper. Lettering must be 6 inches high. Do not block windows. Solo signage should not use the word “TEAM.” Signage for 2x teams must state either “2X TS RELAY” or “2x Open Relay” per your registered category. Signage for 4X teams must state either “4X TS Relay” or “4X Open Relay” per your registered category. If you are racing the 50/50 division, include “50/50” after 2x. You may order custom totem signs from [Banners and Signs Graphx](#) for pick-up at the race. (Use this PDF form to order. [Click here to see a preview of the signs you can order.](#))

IX. STAFF AND TIME STATIONS

- A. 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.
- B. 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 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, and to relay their racer information. The exception: Time Station Relay teams must stop at each Time Station to facilitate racer switches. See Time Station Relay rules section. (TP)
- C. Racers and crew members are expected to treat race officials with respect, courtesy, and compliance. Disrespectful or undue argument or ignoring directives from Race Officials or law enforcement will not be tolerated. (TP or DQ)

X. PENALTIES AND CHEATING

- A. Penalty for violation of these rules is Disqualification (DQ), unless Time Penalty (TP) or other penalty is noted. The Race Director has the discretion to modify penalties if multiple violations occur at the same time.

- B. Non-DQ rule violations will result in the following time penalties for solo and relay racers, which must be served at TS#7. Note that penalized teams which refuse to serve their penalty time at TS#7, or any participant who refuses to serve a penalty or willfully disobeys the direction from a race official, will be disqualified from the race and barred from entering again in the future.

1. 1st offense: 15 minutes total
2. 2nd offense: 45 minutes total
3. 3rd offense: DISQUALIFIED AND BARRED FROM FUTURE PARTICIPATION (AS A RACER OR CREW MEMBER)

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

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

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

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

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

END RULES - HAVE FUN!!!

• 508



An all new ultracycling competition, created and brought to you by the Race Directors of the 3 most challenging, most scenic, and all around greatest 500+ mile races in the world. Special recognition, awards, prizes, accolades, kudos and a place in ultracycling history for racers who complete 2 out of 3 races in a calendar year. Any distance and division counts. Complete 3 out of 3 and we'll really make a HUGE DEAL out of you!

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The BADWATER® ultra running experience returns to the (B)east Coast when the seventh *BADWATER CAPE FEAR* race takes place on Bald Head Island, North Carolina on March 21, 2020.

With 50km and 51-mile race options, Badwater® Cape Fear features a twelve-mile warm-up on the car-free, one-lane-wide roads of Bald Head Island, followed by either 19 or 39 miles of running on the wild and secluded sandy beach between Cape Fear and Fort Fisher. The race is held along the Atlantic Seaboard with spectacular views of the Frying Pan Shoals to the east and wild and undeveloped marshlands to the west. Running this remote coast is a dramatic, invigorating, and inspiring manner in which to experience the Cape Fear region in all its grandeur!

Visit www.badwater.com for all the info and to register!

SILVER STATE 508, A RACE THROUGH TIME

By Rebecca Eckland, www.milesandpages.blogspot.com

Perhaps it is fitting that an ultra-endurance event governed by the constraints of time would call Nevada its home, a place that's well acquainted with that particular master. Nearly 1.67 million years ago, ore deposits would form in veins across Nevada as the snow melted from white-glacier-capped mountains—from which she got her name—would create large, inland lakes.

These are the places the Silver State 508 riders will traverse: up and over mountain ranges and across valleys nearly ten miles long, spaces where those glaciers melted and formed miniature oceans.

The journey from Reno to Geiger Grade - or any landmarks along the 508 route - may not seem like a foray back in time, but it is. In the case of Geiger Grade's old Toll Road, an 8.75 mile climb out of Reno, riders will climb into a place which, due to the luck of the geologic draw, would inherit gold, silver and copper which would help to make Nevada a state in 1864.

Long before that happened, though, traces of time can be read in the hills in the language of Cordelian Tectonics, the language of a now-absent ocean, the silence of petroglyphs, the language of the gold rush, the pony express, and, later, the roar of fighter jets in the sky above.

STAGE 1: Reno to Silver Springs

It is hard to believe Nevada was once an ocean, especially when riders are confronted with the dry, arid air, the high elevation, and the type of vegetation only found in high desert steppe regions.

The air will be crisp and dry at the starting line of the Silver State 508 in Reno, Nevada. Named after Major General Jesse Reno, a Union officer killed in the Civil War. Reno is the Old West: images of cowboys, ranches, casinos, brothels - these are the images of Nevada to those who have cursory knowledge of her. But as riders trace their way through the streets of South Reno en route to Geiger Grade (a 8.75 mile climb) and Virginia City, there are traces of other histories, some more recent and others more distant.

In the 1850s, settlers would call the "Truckee Meadows" (the meadow which hosts Reno and Sparks) home and by the 1860s, several of the towns which dot the Silver State 508 route would be bustling mining towns as gold and silver veins were discovered by eager prospectors.

The climb up Geiger Grade at dawn is spectacular, encapsulating old and new, past and present, all at once. As riders climb up the Virginia Range to the summit at Geiger Summit, riders will arrive

at Virginia City, origin of the Comstock Lode, and an example of the "bust and boom" nature which characterized the era and still characterizes the mining industry today. At 6200' elevation, Virginia City is nearly the same elevation as Lake Tahoe which rests to its west up in the Sierra Nevada range.

Quickly, though, they will turn down Six Mile Canyon and this, too, will be beautiful... but chilly. Cottonwood trees which line the trickle of the creek will have likely changed into autumn hues and flicker like golden sequins in the morning light. The narrow two-lane road will take riders down from the Virginia Range into a large valley. This is Dayton, one of two towns which continues to argue to be Nevada's oldest.

As riders turn left onto old Highway 50, they might feel a reprieve in their legs. The landscape looks flat. But they will soon find that Nevada is, actually, the most mountainous state in the U.S. with 150 named mountain ranges. Over thirty of Nevada's mountain peaks exceed 11,000 feet and, in years of heavy snow, remain white-capped even in summer. Perhaps this is how "Nevada" got her name - in Spanish, the word means snow-covered.

The final miles of leg one suggest sage and wild horse are the most prevalent here. Homes are scattered and low-lying; horizons and sky are big.

It's hard to believe this was an ocean once, but as stage two begins, that is where evidence of that past begins.

STAGE 2: Silver Springs to Fallon



Grimes Point, where people have left a mark on history for millennia.

Between 200 million and 1.67 million years ago, most of the Silver State 508 route was beneath a gigantic inland sea, named Lake Lahontan. If riders look over their right shoulder, they will see what remains (in a sense) of this ancient ocean.

This is a "flat and fast" leg of the race and the only leg where a TT bike might be a wise choice.

As you ride, if you happen to glance up at the mountains which frame the sky, you'll notice the faint traces of a shoreline, evidence of ancient Lake Lahontan. Here is where the landscape begins to

“spread out”, (although, arguably, the biggest distances are yet to come) revealing that Nevada is, indeed, the United State’s 7th largest state with 110,540 square miles.

It is impressive that riders will cross such a large expanse on the “loneliest highway” with only the help of their teammate(s) (if not a solo racer) and the help of their crew. What will they see out there, in those ancient horizon lines which were once shorelines, long ago?

Stage 2 riders will pass through Fallon, Nevada, which is known for many things— one of which, its melons. Maybe it’s the rich soil left over from its days as an ocean floor, but Fallon melons are renown for their unique sweetness and bouquet. Because they do not ship well, very few have tasted the clay-colored flesh of the Fallon cantaloupe melon aside from lucky Nevada residents.

“Blink once and you’ll miss it,” a friend once told me when describing the size of Nevada towns along Highway 50 and maybe that’s true. Rolling into Fallon - by far the largest town along the 508 route - riders will pass ramshackle bars, hardware stores, gas stations, fast-food restaurants, brick courthouses, and casinos from another era advertising renovated restrooms on their marquees. The blinking lights fade too quickly, and the desert - the past - returns.

Flat and wide: Harmon Junction, location of Time Station 2, appears at a curve in the highway as riders draw close to a shoreline where hunters, gatherers, and shaman carved images into rock— mysterious messages of a time that this landscape has nearly erased.

STAGE 3: Fallon to Austin



Middlegate has long been a waypoint for long-distance travelers.

As riders pass into the third stage of the race, they might notice a shift in the landscape as they travel the loneliest highway deep into the heart of Nevada. There isn’t a line per se, but the sense of desolation becomes more present: the land empties of houses and even ranch and farm lands. There is a sense that one is alone in the middle of something vast and slightly unknowable.

This is the landscape of the Pony Express, where riders carried the mail across these expanses. The old trail nearly parallels Highway 50 and is marked in several locations. An old windmill powers a water

pump and cistern which still functions to this day that riders, long ago, would have used as a watering hole along their grueling trek.

The Pony Express riders had to contend with another part of Nevada’s past that is invisible today: wolves. Reportedly in 1860, Pony Express riders stationed at Cold Springs (a spot located along East Highway 50 just after riders turn onto Highway 722) were attacked by a tribe of Native Americans, killed and most of their remains eaten by wolves. There’s no need to pick up the pace as you pass by the Windmill or the old stone foundations where the Pony Express riders were slaughtered; wolves no longer reside in Nevada, however; as in many of the other “lower 48” states, they were hunted to (near) extinction.

Turning onto Highway 722, riders will notice an old ranch at the foot of the climb to Carroll Summit. This is one of the oldest ranches in the area, called “Eastgate,” one of three “gates” in Central Nevada. Eastgate (located beneath “Gibraltar Rock,”) the ranch sits in what was once a lush meadow, a green oasis of sorts. Riders will encounter the two remaining “gates” of Central Nevada on their trip back to Reno and the finish line.

Another detail that may catch a racer’s eye: the numerous signs pointing the way to lone. You might even start to wonder if all roads lead to lone... a small mining town which was founded in 1863 as a milling and trading outpost which serviced other nearby towns. In 1864 - when Nevada became a state - lone was the Nye county seat until 1867 when another town took over the title.

What lone is known for, however, is its local watering hole called the Ore House where “Buckaroo Bartender Fly” served cold beer to locals and those who happened through town. The “watering hole”: a true Nevada tradition if every there was one. A bar was never just a bar in the real “Old West” - it was a desert oasis, a community hall, a retirement home, a singles club, the “NPR” of local news, stories and gossip and the vibrant - if not vital - “hub” to everyone who dared call the Great Basin “home.”

STAGE 4: Austin to Eureka

When racers cross into the Reese River Valley, they will see a glimmer of light on the hills before them. Perched on a hill, the town of Austin is unusual in that it is not a mining town which struck it rich for silver or gold; instead, Austin’s claim to fame - and its sustenance to this day - was found in turquoise.

Native Americans believed turquoise (the “fallen sky stone”) was produced by a mixture of their own tears of joy and rain mixed with earth.

Interestingly, this belief about turquoise’s origin isn’t far from the literal truth: copper, aluminum and iron deposits oxidize and combine to form turquoise in the veins of rocks. Turquoise in its natural state is not a solid stone, but often a veneer which must be removed and shaped by careful work with hammer and chisel.

A RACE THROUGH TIME

Austin's economy is a boom-and-bust, fixed to the price of turquoise. Austin residents - or the ones I've met - all seem to have a claim somewhere near town and are proud and guarded of their turquoise holdings.

As racers climb out of Austin, they will descend into Monitor Valley and then, after a quick climb up Bob Scott Summit, into Antelope Valley. And here's another Silver State 508 fact: in nearly every Nevada valley, you can find a hot or cold spring.

If you were wondering, the reason why many of Nevada's small towns dot the edges of mountain ranges are the propensity for springs (either hot or cold) to form where the Earth's crust becomes thin. Spenser Hot Springs (a popular destination just East of Austin) are a prime example of this. Interestingly, some of the cooler pools are home to goldfish (the kind you have in a bowl at home) which have survived here for years.

Although most racers will traverse stage four in the dark, this is the country of the wildest Nevada: it is the land of antelope, of elk, of wild burro and of pictographs left in caves by the region's first inhabitants, long ago.

STAGE 5: Eureka to Austin

On this stretch of the race, it's likely cyclists will only be able to judge their progress by the shifting position of lights in the distance - lights which illuminate the distant and solitary ranches.

Eureka, like Austin (and like Lone, in fact) was founded as a mining town. To counter the rough existence a miner must endure, Eureka built a solid town-center which featured an opera house. Built in 1880, the Eureka Opera house hosted balls, masquerades and, later, silent films for the residents of Eureka to enjoy.

After turning around in front of the Opera House in Eureka, racers again face the darkness. In some ways, the misconception of Nevada's particular landscape in the 19th century featured a similar "darkness." According to a Nevada "fable," in the mid-nineteen century, the Reese River Navigation Company (formed by businessmen who had never seen the Reese River or the Reese River Valley) wanted to fill the Reese River with barges to carry the mineral wealth found in area mines to the railroad depot to Battle Mountain (a town to the North of the race route.)

According to several newspapers published in the late 1940s and early 1950s, this company "fooled thousands of credulous souls" into purchasing stock in a venture that was, simply, not possible.

If it weren't dark in the fifth stage of the race, cyclists would recognize this: the Reese River, even at its fullest, is only a few inches deep. And, perhaps more importantly, the railroad depot did not exist in Battle Mountain until well after the mines in this area ceased production.

It's a nice image, though: the way you can't know a place until you're in it. And by this stage in the race, the participants certainly are.

STAGE 6: Austin to Fallon



The view of the 508 route from atop Sand Mountain.

This might be the stage where riders begin to see dawn's light crest the mountains lining the landscape around them. Although they've traveled these parts before (in stage 3) the return trip somehow offers a different perspective. Maybe it's the fact that they are moving west (and isn't West associated with progress, Americana, the sunset, and a grand finale?)

One remnant of an older time waits for racers when they reach the foot of the climb up Carroll Summit. On the left, they may take note of an old, abandoned building fading into the shade of the canyon.

According to Nevada lore, racers may hear the voices of "Fred and Rosie," the former proprietors of Carroll Summit Station when it was still in operation. Known to be their "own best customers," the married couple were also known for their "knock-down-drag-out-brawls" which could be heard within and without the establishment.

Interestingly (or maybe it's only lore?) the landmark which sits at the end of Highway 722 was begotten in the midst of marital strife, too (but not a knock-down-brawl) in which a newly married bride threatened to walk away from her husband after they had argued. "If you do, you'll have to walk barefoot," he said, throwing her shoes high into the branches of the tree. They returned several years later with their first child to throw his shoes into the tree which sparked - as racers will see from the numerous shoes present - something of a tradition until vandals chopped the tree down in 2010. The new tree, however, has faced no difficulty in accumulating new shoes in its five years of life.

This is evidence, though, that the landscape in Nevada changes quickly: at times due to natural forces, and at others due to human manipulation, the Silver State 508 route is not what it once was, or will be. As the fourth most seismically active state in the U.S., Nevada's land literally changes shape.

Nowhere is this more visible than Earthquake Faults, Nevada which rests slightly South of Highway 50 before racers crest

Drumm Summit and descend into Dixie Valley. Early in the 20th century, Nevada experienced an earthquake large enough that its natural springs shifted positions (drying up extant ranches and offering springs were none had existed before.) Earthquake Faults (near Drumm Summit) still displays the extreme shift in the earth's crust by radical drops of twenty feet or more.

This is why Dixie Valley - and, really, the territory remaining in Stage 6 to Fallon - continues to be of interest to the military. Dixie Valley still contains a bombing range that racers will see on their left as they ride to Fallon. However, there is another (invisible) history here.

In 1963, "Project Shoals" was announced to residents of the racers' destination (Fallon) that the area east of the town had been surveyed for an "important scientific experiment": an underground nuclear exposition. According to newsreels, the military wanted to know the effect of a nuclear explosion on a seismically active area. The plan was to detonate a nuclear bomb far beneath the earth's surface - and a town filled of empty buildings then called "Shoals" - in order to see the results of such a violent explosion.

"Perhaps we were all a little concerned or shocked when the explosion took place," said a rancher who looked east from his ranch in Fallon when the detonation was set to occur. Yet, no one in Fallon felt the detonation or any negative after-effects of it, either (according to period sources.) This was only the third nuclear experiment ever conducted in the country outside the Nevada test site.

The military presence is still clear: as racers arrive in Fallon, maybe they'll spot a jet launched from Nellis Airforce Base where much of the film *Top Gun* was filmed. Or maybe they will only see a trace of its flight in the sky, a white line across the deep blue.

STAGE 7: Fallon to Silver Springs

This flat-and-fast stage quickly moves racers from Fallon to Silver Springs. Fallon, a small grid-lined town, is also known for it's hay. Although several valleys produce alfalfa in Nevada, the alfalfa produced in Fallon is world-renown due to its incredible nutritional value. Unlike other "hay" products from other regions of the state, Fallon alfalfa is often sold abroad and always sold to the highest bidder.

After leaving the small town-center of grid-lined streets, old courthouses, hotels and gas stations, Fallon's landscape opens to fields with the stray gas station, bar or homestead. Racers will probably notice (or, feel) that they are no longer in the land of "desolation" quite - and they will be right.

Although the miles which remain to the finish line have their own unique charm, they are hardly ever desolate or solitary; racers will, at the very least, have Nevada's population of wild horses to guide them home.



STAGE 8: Silver Springs to Reno

Have you seen a wild burro? Have you ridden over an exposed fault? A nuclear test site? A ancient burial site?

Have you ridden on part of the Pony Express Trail? Have you navigated by star or moonlight?

As you reach the mouth of Six Mile Canyon Road, it's very possible you have done all of these things while riding the Silver State 508.

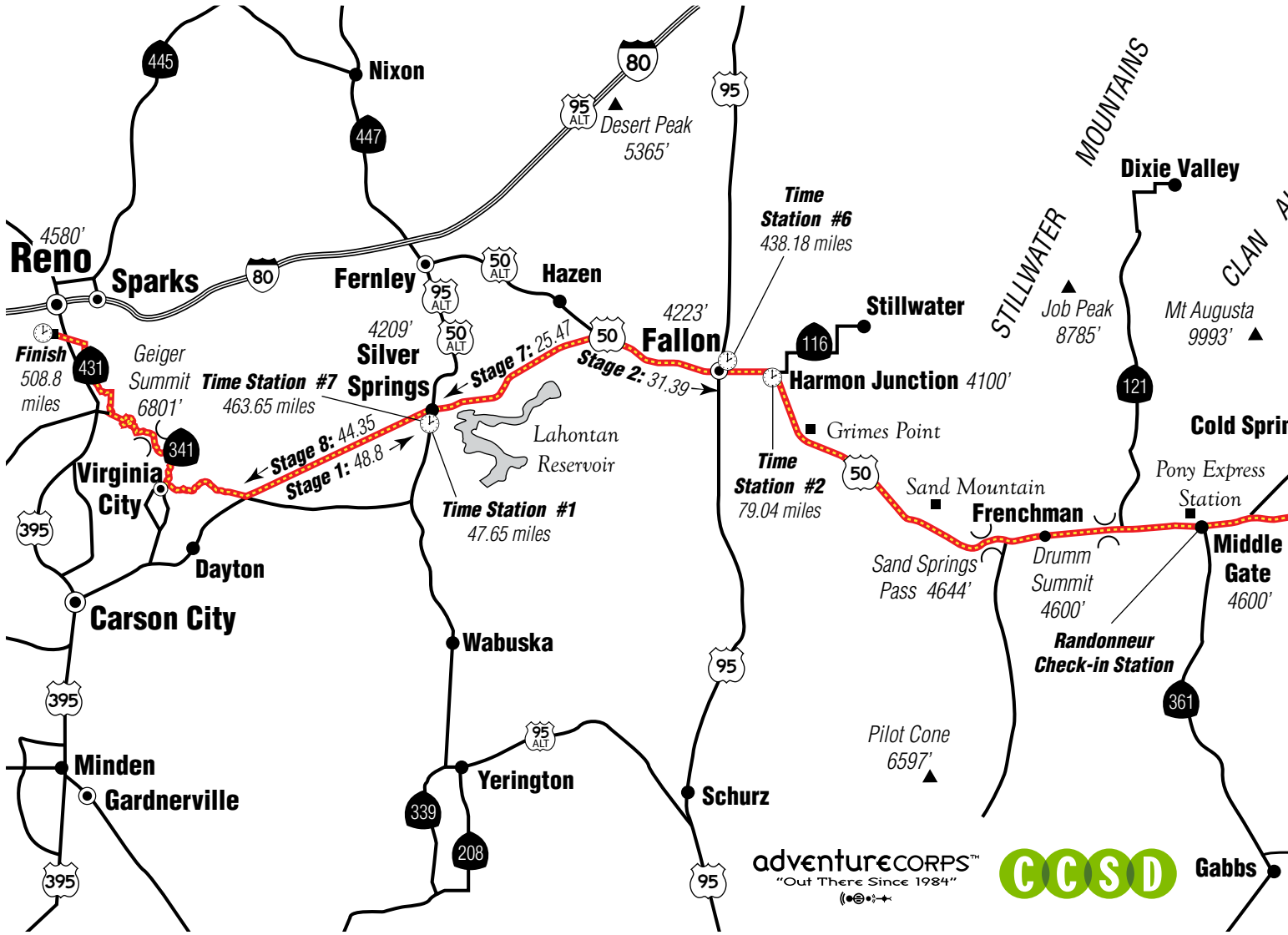
Six Mile Canyon Road (if the name didn't give it away, it is a six-mile road down—or at this point, up—a winding narrow canyon) is where the first gold of the Comstock Lode was discovered. In 1896 a fire in the Yellow Jacket Mine (near Six Mile Canyon Road) would burn, uninterrupted and under the ground, for over a year.

Six Mile Canyon leads stage 8 racers to Virginia City. This is the town where a young writer named Samuel Clemens - later known as Mark Twain - would get this start as a reporter for the local paper.

At the height of the mining boom in the 1860s, the population of Virginia City was over 25,000. However, today the population hovers around 1,000. Sometimes (at the height of tourist season) Virginia City may attempt to approximate what it once was in terms of population, but even given the annoyances of bad drivers, Harleys, and the other extremes of highway traffic, this is not the Virginia City of the mid-1860s. It will (probably) not be that place ever again.

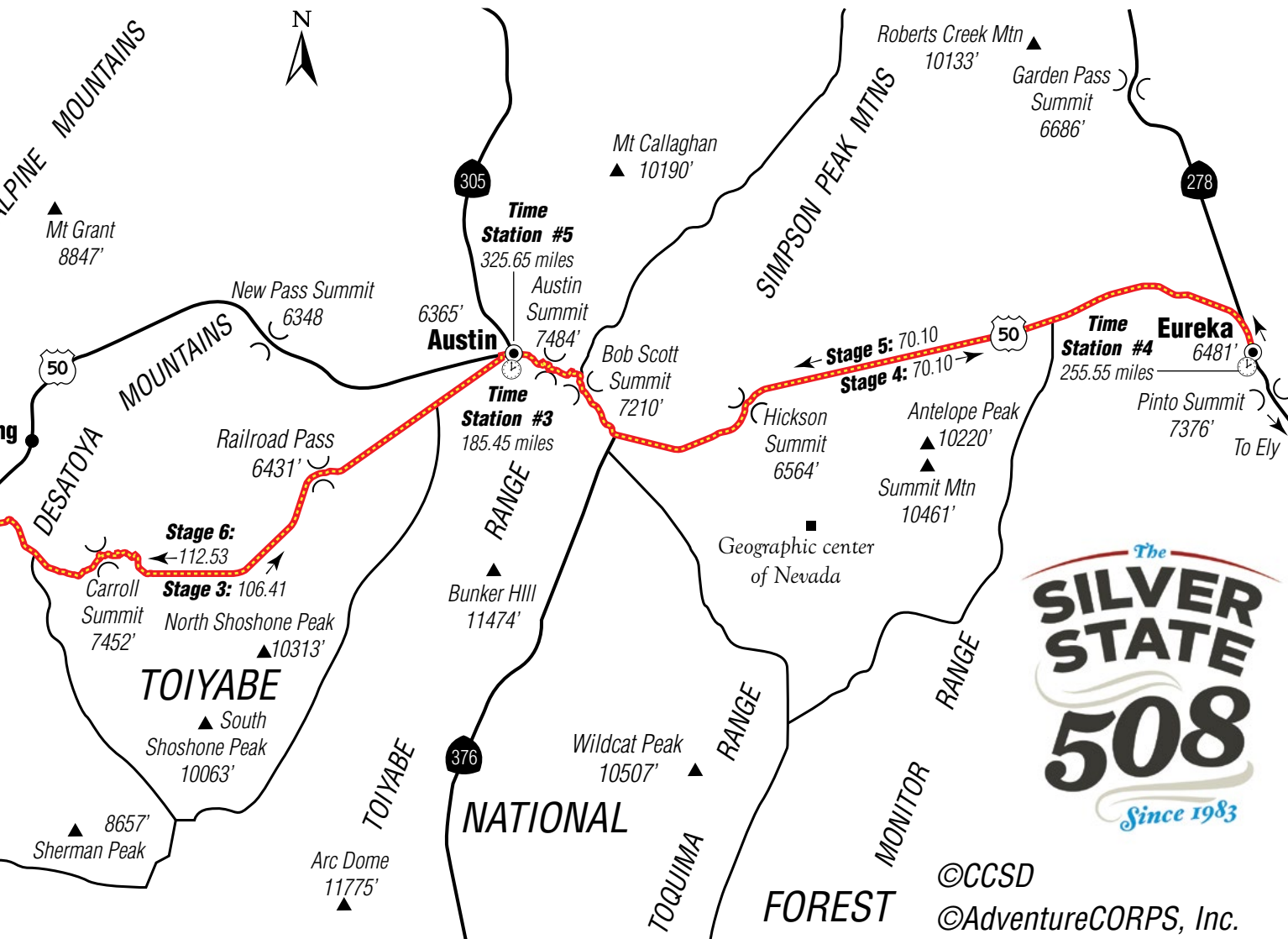
Stage 8 racers will climb to Geiger Summit from where contemporary Reno (home to over 200,000 people) is a lighted and welcome vista. Reno: once an ocean floor, is now home to several international corporations, a university, an arboretum, a bike coalition, a co-op, a vibrant cycling community, and - the latest addition to the expansive history of the state of Nevada - the finish line for the Silver State 508.

• 508



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STAGE 1: RENO TO SILVER SPRINGS

Elevation Profile



Description

The first leg of the race is 48.80 miles long and has 2996 feet of elevation gain. The race begins at Reno's Hilton Garden Inn and heads northwest on a loop around southern Reno then out to state route 341, or Geiger Grade, which, beginning at mile 9.80, then ascends into the red hills of Virginia City. The climb is a winding two-lane highway with a constant 5-8% grade, a favorite of Reno area cyclists. This historic road began as a toll facility which connected the wealth of the Comstock Lode to Reno. Riders will reach Geiger Summit, which sits at 6,889 feet elevation, after 8.57 miles of climbing with 2100 feet of elevation gain, before a winding descent into Virginia City. Originally founded for gold, Virginia City forged its name in silver mines, a town nestled into the shaded alcove of tall, barren hills. The town itself rests at 6,200 feet elevation and so the air nearly always carries a chill.

After a short cruise through the western storefront downtown, riders will begin the descent down Six-Mile Canyon, a canyon of steep walls, mine relics and cottonwoods. The site where many of Nevada's first mineral claims were made, this is arguably where Nevada became a state. When riders exit the canyon, they will have descended 2000 feet as the canyon road gives way to Highway 50. This is a fast, flat stretch of state highway with wide shoulders, leading to the first time station in Silver Springs. *On the return the Time Station is NOT located here; it will be further west in Silver Springs.*

NOTE: Crews take alternate route to meet riders at their mile 30.67."

Route

Stage Odo	Do	Ele.
0.00	Start in front of Hilton Garden Inn, 9920 Double R Blvd, Reno, NV 89521	4474'
0.05	Exit Hilton Garden Inn lot RIGHT onto access road (west)	
NOTE: Crews take alternate route to meet riders at their mile 30.67!		
0.05	Right on Double R Blvd (north)	
0.41	Left on Sandhill Rd	
0.52	Left on Prototype Dr (SS)	
0.59	Right on Gateway Dr (SS)	
1.11	Continue Straight on Offenhauser Dr (bike lane starts)	
1.48	Road curves left and becomes Portman Dr	
1.65	Right on E Patriot Blvd (SS)	

Route Cont.

Stage Odo	Do	Ele.
1.93	Right on Longley Ln (TL)	
2.10	X E Huffraker Ln (TL)	
2.27	Right on Maestro Dr (TL)	
2.71	Right on Double R Blvd (SS)	
3.56	Left on Double Diamond Pkwy (TL)	
4.07	X Trademark Dr (SS)	
4.52	Left on S Meadows Pkwy (SS)	
5.72	Right on Veterans Pkwy (TL)	
6.77	X Carat Dr (TL)	
7.77	X Steamboat Pkwy (TL)	
9.14	Left on Curti Ranch Rd. (TL) (Barcello Rd. on right)	
9.52	Right on Equestrian Rd (SS, T-int)	
9.80	Left on SR 341 (TL) becomes Geiger Grade Road	
13.67	Scenic Overlook on right	5600'
15.37	Storey County Line	6000'
16.87	X Cartwright Rd. False Summit "Virginia Highlands"	6380'
18.37	Geiger Summit	6789'
21.97	Virginia City Limits	6200'
22.07	Public Bathrooms on Left SLOW	
22.37	Fire Department on left SLOW	
22.62	Left on Taylor Street (Flashing Yellow light) SLOW	
22.66	Immediate Left on D Street SLOW / NO SIGN!	
22.96	Right on Mill Street (SS) (SR-79) SLOW	6150'
23.37	X R Street; becomes Six Mile Canyon Rd. WATCH SPEED	
28.87	Leave Storey County; Enter Lyon County; Speed Limit 25MPH!	4640'
29.77	Stay straight / left to stay on Six Mile Canyon Rd.	
30.37	X Ring Road (SS)	
30.47	Fire Department on left / New Life Foursquare on right at 202 Six Mile Canyon Rd. 89403	
30.67	CREWS WAIT HERE BEFORE HWY 50: use gravel road on south side of paved road.	
CREWS! ABSOLUTELY DO NOT STOP ON SHOULDER between here and Time Station One.		
	(Give your rider a 20-minute head start.)	
30.86	Left on Hwy 50 (SS) FAST-MOVING CROSS TRAFFIC! 60MPH ZONE	
46.10	Straight through roundabout at Jct 439 to stay on US 50	
47.87	Silver Springs City Limit	4209'
48.67	X Alt 95 (SS, Flashing Red)	
48.77	TIME STATION 1 at Shell Gas / Silver Saver Mart on Right at Truckee St. 1000 U.S. 50, Silver Springs, NV ☎(775) 577-2180 Market is open 500am-900pm Weekdays, 600am-900pm Weekends. Pumps take Credit Cards ONLY (no ATM / debit cards) 24/7.	

2996' elevation gain / 3272' elevation loss / 4204' min altitude / 6817' max altitude. © Silver State 508/CCSD

STAGE 1: RENO TO SILVER SPRINGS (CREW DRIVING ROUTE)

Stage Odo	Do	Elevation
	NOTE: Crews take this alternate route to meet riders at their Mile 30.7!	
0.00	Start in front of Hilton Garden Inn, 9920 Double R Blvd, Reno, NV 89521	4474'
0.05	Exit Hilton Garden Inn lot left onto access road (east)	
	NOTE: Crew is exiting on the access road going in the opposite direction of the riders on the access road.	
0.10	Right to follow access road toward S Meadows Pkwy (Chevron/McDonald's on your right side)	
0.15	Right on S Meadows Pkwy (west)	
0.75	Turn left onto the US-395 S/Interstate 580 S ramp	
3.21	Take exit 57B for Old U.S. 395 S toward Virginia City/Carson City/So Lake Tahoe	
3.68	Slight right onto S Virginia St	
4.20	Left onto NV-341 E	
4.40	At the traffic circle, continue straight onto NV-341	
	You are now on the same route as the cyclists. Do not stop except in emergency!	
17.45	Turn left onto Six-Mile Canyon (AKA State Rte 79) in Virginia City	6800'
24.35	Stay straight / left to stay on Six Mile Canyon Rd. in Dayton, NV	
25.00	X Ring Road (SS)	
25.05	Fire Department on left / New Life Foursquare on right at 202 Six Mile Canyon Rd. 89403	
25.25	CREWS WAIT HERE JUST BEFORE HWY 50: use gravel road on south side of paved road. Now follow Stage 1 directions for cyclists, starting at their mile 30.7. HIGHLY RECOMMENDED TO NOT STOP BETWEEN HERE AND Time Station One. (Give your rider a 10-minute head start.)	



SILVER STATE 508 ROUTE DESCRIPTION: STAGE TWO

STAGE 2: Silver Springs to Fallon

Elevation Profile



Description

Heading north and then east, Highway 50 leads riders of the 508 in the basin of what was once an ancient alkaline lake, Lake Lahontan, underscoring the stark nature of contrasts. This prehistoric ocean is only visible in the cliff faces high above the road where the ancient shoreline weathered the constant lapping of waves. What was once a completely aqueous environment is now its opposite, dry rock and sand, covered in brush. During this second stage of the race, riders will cover 31.35 miles, gaining a mere 266' in elevation while descending 489'. Fallon is the largest city on the race route with myriad services available, while the time station, located about five miles east of town, has gas and the usual mini-mart fare.

Route

Total	Stage Odo	Do	Elevation
50.70	1.30	RR Tracks CAUTION	4320'
51.42	2.65	Wildlife Viewing Area pullout on right	
54.72	5.95	Leave Lyon County; enter Churchill County	4360'
56.32	7.55	Lake Lohontan on right	
65.82	17.05	Veer Right onto 50/95 (Leeteville Jct.) east towards Fallon	4180'
73.47	24.70	X Casey Rd. (TL) Walmart on right NOTE: FALLON	4120'
		Fallon has all services: Gas, Ace Hardware, Starbucks, auto parts, Walmart, fast food, McDonald's, Round Table, Subway, CVS, Pizza Hut, hotels	
75.22	26.45	Fire Station at Maine St. in downtown Fallon (TL)	
80.07	31.30	NV 116 Jct. Harmon Junction Gas & Mini Mart	4100'
80.12	31.35	TIME STATION 2 at Harmon Junction Gas 25 S Harmon Rd, Fallon, NV 89406, 5am to 10pm.	

266' elevation gain / 489' elevation loss / 4084' min altitude / 4462' max altitude.

NOTE: On the return the Time Station is NOT located here; it will be further west in Fallon.



STAGE 3: Fallon to Austin

Elevation Profile



Description

Shortly after leaving Fallon, riders will see Grimes Point, an archeological point of interest which reveals the lifestyle of early human inhabitants in the area by the petroglyphs they left behind. This stage begins to gain elevation at approximately the 25-mile mark when riders will ascend Sand Springs Pass, followed by a quick descent.

After passing the “shoe tree” and Middlegate Station, the riders next veer off highway 50 onto highway 722, a road that is, amazingly enough, even quieter than Hwy 50. Here the riders pass Eastgate Ranch as they begin their ascent to Carroll Summit, a favorite with cyclists who know the Great Basin. A 14-mile climb, Carroll Summit is known for its physical challenge (a 2000 foot ascent to an elevation of 7,214 feet) as well as for its desolation: you’re lucky if you see a single car out there. The majority of the climbing in this stage ends by mile 100 when riders leave the Desatoya Range, pass by the Yomba Shoshone Indian Reservation and climb into the Shoshone Mountains, home of Berlin, originally a mining town. Miners here used “round rocks” for dinner tables which turned out to be the fossilized vertebrae of an Ichthyosaur, a dolphin-like creature which inhabited prehistoric Lake Lahotan. Today Berlin is home to Ichthyosaur State Park, and the Ichthyosaur is Nevada’s State Fossil.

Riders descend the Shoshone Mountains into the Reese River Valley, pulling into Austin, Nevada, ending the third stage of the race for a total distance of 106.41 miles and 5049 feet of elevation gain. If riders and crew want some good food, the International Café (open 11am–8pm approximately), just up the road on the left from the time station, is highly recommended.



Route

Total	Stage Odo	Do	Ele.
80.07	0.00	NOTE: You are in the "Top Gun" zone; expect loud, low-flying aircraft!	
82.97	2.90	"Eureka 174 Miles" sign	4000'
		WARNING: Soft shoulders next 20 miles. Use proper pullouts only to stop!	
93.32	13.25	Pullout on Right	
95.07	15.00	Pullout on Right	
97.27	17.20	Hulk Salt Road on Right; pullout	
101.17	21.10	Sand Mountain Recreation Area on left; begin ascent	4000'
104.97	24.90	Sand Springs Pass	4644'
		Bombing Zone on right: Watch for Low-Flying Aircraft	
115.07	35.00	Jct. 121 Dixie Valley Rd.	4600'
115.97	35.90	Drumm Summit (Where is it?? It's really not a climb.)	4600'
120.87	40.80	Pony Express well and windmill on left	4520'
122.27	42.20	Jct. 361: Old Middlegate Station motel & restaurant just to the right	4600'
124.47	44.40	Shoe Tree on left	4700'
125.47	45.40	Right on 722 towards "Eastgate lone" DO NOT MISS	4730'
130.37	50.30	Pass Eastgate Ranch (not signed) Begin Ascent	5030'
		Watch for wild horses through here!	
138.07	58.00	Picnic Table; start ascent CELL SERVICE ENDS	6100'
141.57	61.50	Awesome view; photo opp after 1st hairpin turn	
142.12	62.05	Carroll Summit; campground; leave Churchill County; enter Lander Co.	7214'
		FAST DOWNHILL; ROUGH ROAD: Watch for Animals on Road!	
147.87	67.80	Smith Creek Ranch on left	6190'
152.17	72.10	Flatland area; Cell service resumes. Watch for Animals on Road!	
166.17	86.10	Railroad Summit, Shoshone Mountains (cattle guard, no sign)	6300'
177.07	97.00	Yomba Shoshone Indian Reservation	5700'
177.07		Watch for antelope near, possibly ON road!	
183.27	103.20	Road Veers Sharply Left SLOW	
183.57	103.50	Right on Hwy 50 (SS, T-int) NOTE: 70MPH ZONE	
185.67	105.60	JCT. 305 QUIET ZONE	6150'
186.07	106.00	Austin City Limits QUIET ZONE	6575'
186.37	106.30	Chevron Food Mart on right next to Pony Canyon Motel in Austin QUIET ZONE	6365'
186.78	106.41	TIME STATION 3 at Chevron QUIET ZONE 1000 W Main St, Austin, NV 89310, 6am to 10pm.	

5049' elevation gain / 2661' elevation loss / 3940' min altitude / 7245' max altitude.

SILVER STATE 508 ROUTE DESCRIPTION: STAGE FOUR

STAGE 4: Austin to Eureka

Elevation Profile



Description

Originally founded for gold, Austin never quite panned out and is known, instead, for its abundance of turquoise. Mines riddle the Toiyabe Mountain range around Austin, reaching elevations over 10,000 feet. The town itself is two rows of “charming businesses” and a hotel originally built in Virginia City but moved here, board by board, in 1863.

Austin is left behind with a sharp 3-mile climb out of Austin and into the Big Smoky Valley: a 100-mile expanse which fills with dust and pollen of bloom flora, creating the illusion that the valley is filled with smoke. Riders will descend into this valley’s lowest point at about 15.5 miles into the stage. Then, they will gain a bit over 700 feet in 10 miles where the ride more or less settles into a consistent elevation through Antelope Valley for the remaining miles to the mining time of Eureka. This 70.10 mile stage will gain 2,822 feet—mostly in the first 35 miles.



Route

Total	Stage Odo	Do	Elevation
186.47	0.10	Pass International Café on left; open 600am-800pm NOTE: AUSTIN	6550'
186.62	0.25	Fire Station + Sheriff's Office on right QUIET ZONE	
186.72	0.35	Toyabe Café on right QUIET ZONE	
188.37	2.00	Toyabe National Forest sign QUIET ZONE	7080'
189.57	3.20	Austin Summit: begin FAST 6% downhill	7484'
192.02	5.65	X Grass Valley Rd. (low point; begin ascent)	6800'
193.37	7.00	Bob Scott Summit (no sign)	7210'
198.42	12.05	Jct. 376 / Round Mountain; end of descent	6100'
210.67	24.30	Hickson Summit	6546'
219.37	33.00	Leave Lander County; enter Eureka County	6330'
		This is truly "The Loneliest Highway"!	
224.07	37.70	Rest Area on north side of road with two entrances	6340'
241.47	55.10	Roberts Creek	6200'
253.07	66.70	Jct. 278	6200'
255.77	69.40	Enter Eureka QUIET ZONE	6481'
256.12	69.75	County Sheriff on left QUIET ZONE	
	69.80	HUGE Fire Station on left QUIET ZONE	
256.22	69.85	E-Z Stop Gas, then Eureka Gold Country Inn on left QUIET ZONE	
		Other services in town: True Value Hardware, auto supply, café, market, steak house	
256.42	70.05	Chevron Gas & Mini Mart at Bateman St. TIME STATION 4 40 South Main Street, Eureka, NV 89316 Open 600am to 830pm, 7 days a week; 24/7 Pay at Pump Immediately east: Opera House + Jackson House Hotel across the street Owl Club Restaurant across street open 630am - 800pm Sunday; 630am - 900pm Monday	6505'

2799' elevation gain / 2729' elevation loss / 5816' min altitude / 7470' max altitude.

U-Turn here and head back to Reno!

© Silver State 508/CCSD

STAGE 5: Eureka to Austin

Elevation Profile



Description

Founded in 1864, Eureka was once Nevada’s second richest mineral producer in the state. It features a remarkable county courthouse, an opera house, and other historic buildings along its main street. For now, however, it serves as the 508’s turn around: riders reverse their trip and race back across the Great Basin which reveals itself to those who ride these miles in a race against time.

Here, riders may see Nevada’s unique species of fauna: riders have reported riding alongside wild stallions or seeing herds of antelope gazing in the distance.

Riders of this stage will cover 70.10 miles through the Antelope Valley and the big Smokey Valley, a stretch of road that is at a slight incline as the ride progresses. At about mile 46, riders will experience a slight descent from Hickson Summit before ending the stage with 14 miles of climbing into the Toiyabe Mountain Range. The first climb is to Bob Scott Summit (no sign) at 7210’, followed by a quick descent, then the continuing climb to Austin Summit (7474’) at mile 67. From here, watch speed carefully as it’s a very fast, twisty descent into Austin with a speed limit of 25 MPH. Besides not speeding, be sure to keep it quiet, too, as you pass through town. Watch for the time station at the far end of town at the gas station on the left.

Route

Total	Stage Odo	Do	Elevation
256.42	0.00	Head west from Eureka; watch for soft shoulders QUIET ZONE	6481'
259.67	3.25	Stay left at Jct. 278 to continue west on Hwy 50	
288.62	32.20	Rest area on Right with two entrances	6340'
293.62	37.20	Leave Eureka County; enter Lander County	6330'
300.32	43.90	Chain Installation Area	6400'
302.22	45.80	Hickson Summit	6546'
314.47	58.05	Jct. 376 / Round Mountain; Begin Ascent	6100'
315.22	58.80	Toiyabe National Forest	
319.52	63.10	Bob Scott Summit (no sign)	7210'
323.32	66.90	Austin Summit: WATCH SPEED: 7% GRADE DOWNHILL QUIET ZONE	7484'
		SPEED LIMIT THROUGH AUSTIN is 25MPH! No Speeding! QUIET ZONE	
325.72	69.30	Austin QUIET ZONE	6575'
326.37	70.10	Chevron Food Mart on left next to Pony Canyon Motel QUIET ZONE TIME STATION 5 at Chevron on left 1000 W Main Street, Austin, NV 89310 (775) 964-2579 Open 600am to 1000pm, 7 days a week International Café across the street is open 1100am to 800pm, 7 days a week.	

2753’ elevation gain / 2733’ elevation loss / 5848’ min altitude / 7556’ max altitude.

© Silver State 508/CCSD



SILVER STATE 508 ROUTE DESCRIPTION: STAGE SIX

STAGE 6: Austin to Fallon

Elevation Profile



Description

Leaving Austin, riders will continue briefly on Hwy 50, then make a left onto the even quieter state route 722. As on the outbound ride, it's important to keep an eye out here for wild, and domesticated, animals near, or even on, the roadway.

In stage 6 of the race, there are traces of past and present: a windmill on the north side of the highway which is an old Pony Express station. (In fact, riders will parallel the Pony Express Trail during most of the Silver State 508.) The windmill is not the original, but the well beneath is still used today. Then, riders will encounter an old Cottonwood tree filled with shoes. This is not the original shoe tree - that one was cut down a few years ago - but this neighbor tree has taken the burden of holding shoes of highway 50 travelers.

Nearly halfway through this stage, riders will continue over Carroll Summit, after which they will see the Dixie Valley Bombing Range which is still used by the Fallon Naval Air Station with targets that line both sides of Highway 50. On the right is Fairview Peak where the US Government built a small mock city. On October 26, 1963 "Project Shoal" happened: a 12.5 kiloton nuclear bomb was detonated beneath the mock city. There are still foundations that mark the location.

At mile 82, riders will begin their descent from Sand Springs Pass. 25 miles from Fallon. Thereafter, riders and crews will enjoy a view off to the right of Sand Mountain, a large dune of sand which is trapped by wind eddies in a valley. There is a rumor that in the 19th century, a Wells Fargo wagon loaded with gold stopped along its route through the state next to Sand Mountain. It remained too long, however, and the mountain moved, covering it. The wagon hasn't been seen since.

The route passes the outbound time station at Harmon Junction at mile 106.5, but it's another six miles now into town to the inbound time station in Fallon. Be sure to get all supplies you might need for the rest of the race as you pass through town; it's a quiet, remote shot back to Reno after this. By the end of this stage, riders will have covered 112.50 miles, gained 2,730 feet, and descended over 5000 feet. There are two stages, but only 72 miles, to go!

Route

Total	Stage Odo	Do	Ele.
326.37	0.00	Continue west on Hwy 50 from Austin QUIET ZONE	6576'
327.97	1.60	Big Creek Campground QUIET ZONE	6150'
		DO NOT MISS NEXT TURN!	
329.27	2.90	Left on 722 towards Airport / State Park / lone	5980'
		Watch for animals on road!	
346.92	20.55	Railroad Summit, Shoshone Mountains (no sign; cattle guard) No Cell Service	6465'
364.82	38.45	Smith Creek Ranch on right	6360'
		Watch for animals on road!	
370.82	44.45	Carroll Summit; leave Lander County; enter Churchill County	7214'
382.42	56.05	Eastgate Ranch on right (no sign) Verizon cell service resumes	5300'
385.42	59.05	AT&T cell service resumes	
387.42	61.05	Left on Hwy 50 (SS, T-int) west	4950'
388.42	62.05	Shoe Tree on right	
390.62	64.25	Jct. 361: Old Middlegate Station motel & restaurant just to the left	
392.02	65.65	Pony Express well and windmill on right	4520'
396.97	70.60	Drumm Summit (It's really not a climb.)	4600'
WARNING: Soft shoulders next 20 miles. Use proper pullouts only to stop!			
397.87	71.50	Dixie Valley Rd. / Jct. 121	
402.42	76.05	Dry lakebed; low point before ascent	4000'
407.92	81.55	Sand Springs Pass	4644'
412.17	85.80	Sand Mountain Recreation Area on right	
423.42	97.05	Historic Salt Wells Bordello location	
426.42	100.05	NOTE: You are in the "Top Gun" zone; expect loud, low-flying aircraft!	
432.92	106.55	Pass Harmon Junction mini-mart on left at Jct 116 QUIET ZONE	4100'
Time Station WAS here on outbound, but not now! Keep riding!			
436.87	110.50	Fallon City Limits QUIET ZONE	3960'
437.07	110.70	Banner Churchill Hospital on right QUIET ZONE	
437.17	110.80	Fox Peak Sinclair Gas on right QUIET ZONE	
437.67	111.30	X Maine St. (TL) QUIET ZONE	
438.17	111.80	Maverick Gas & Market on right at Venturacci Ln. QUIET ZONE	
438.47	112.10	Hyatt Express on right QUIET ZONE	
438.87	112.50	Texaco and O'Reilly Auto Parts on right at N. Allen Rd. (TL) QUIET ZONE	4223'
		TIME STATION 6 at O'Reilly's / Texaco 1960 W Williams Ave, Fallon, NV 89406 (775) 423-3231 Open 24 hours a day, 7 days a week. 2730' elevation gain / 5036' elevation loss / 4180' min altitude / 7446' max altitude	

2730' elevation gain / 5036' elevation loss / 4180' min altitude / 7446' max altitude.

STAGE 7: Fallon to Silver Springs

Elevation Profile



Description

This 25.50 mile stage begins in Fallon, home to a “Top Gun” Naval Air Station and the largest town in the region. However, Fallon’s other renown is unexpected: Fallon is known for its uniquely sweet cantaloupe and is one of the largest producers in the US of sweet potatoes as well as alfalfa which is shipped to horses worldwide.

Watch for fast-moving traffic along the first eight miles on Hwy 50 to Leeteville Junction, and be extra vigilant as you merge left across two lanes to make the left to stay on Hwy 50. (Most traffic will continue straight onto Alternate 50 towards Fernley and Reno.) Riders will gain barely 500 feet in elevation from Fallon’s “lush” valley to the next time station in Silver Springs, The time station will not be in its outbound location at the gas and mini-mart (your last for any kind of fuel before the finish line), but just beyond that intersection on the right at the Silver Strike Casino. The restaurant is closed from 900pm to 700am, but the casino is open 24/7!

Route

Total	Stage Odo	Do	Ele.
438.87	0.00	Continue west through on Hwy 50 in Fallon QUIET ZONE	4223'
438.92	0.05	Walgreens QUIET ZONE	
446.32	7.45	Leeteville Jct. 1/2 mile ahead: PREPARE TO CAREFULLY MERGE LEFT	
447.02	8.15	Left towards Carson DO NOT MISS; HIGH-SPEED TRAFFIC! 70 MPH Zone	4275'
458.22	19.35	Enter Lyon County	
462.72	23.85	RR Tracks CAUTION!	
463.52	24.65	Silver Springs QUIET ZONE	4209'
464.12	25.25	Shell / Silver Saver Mart on left at Jct. 95 Alt (Flashing Red) QUIET ZONE	
		LAST CHANCE FOR GAS! (AND PIZZA!) QUIET ZONE	
464.32	25.45	Silver Strike Casino & Restaurant on right QUIET ZONE	
		TIME STATION 7 at Silver Strike Casino 1190 U.S. 50, Silver Springs, NV 89429 (775) 577-1400 Restaurant open 700am to 900pm, Sunday - Thursday (until 1000pm on Fri, Sat). Casino open 24/7!	

499' elevation gain / 292' elevation loss / 4221' min altitude / 4560' max altitude.



SILVER STATE 508 ROUTE DESCRIPTION: STAGE EIGHT

STAGE 8: Silver Springs to Reno

Elevation Profile



Description

The final leg of the 508 is 44.35 miles that starts with a fast 17.7-mile time trial section, followed by technical ascents and descents to Reno. Riders will leave Silver Springs and follow highway 50 for about 20 miles before turning up the narrow two-lane Six-Mile Canyon. This climb increases its pitch exponentially over the six miles to Virginia City where riders are offered a brief respite from climbing when they reach town - a town where writer Mark Twain (Samuel Clemens) got his start working for the local paper. He fabricated stories (fiction so close to fact many believed his tall tales) in a stone basement beneath the street where riders ride, high above Reno where the race will end.

This stage continues climbing from Virginia City up a windy two-lane highway to Geiger Summit (6,789 feet before beginning the final descent to Reno. This will be a technical descent of 8.75 miles with many turns as riders see the Truckee Meadows spread out before them in stunning panoramic vistas. Ride carefully and keep in mind that nobody wins a race like this on the final downhill.

The remaining miles of the 508 take riders through Reno's south meadow: wetlands laced with quiet neighborhoods and business districts to the Hilton Garden Inn where the race began. Congratulations! You've put 508 miles beneath your wheels and ascended over 20,000 feet!

**LEAPFROG SUPPORT
ONLY, EVEN AT NIGHT,
FROM Mile 483.6 to 493.9!**

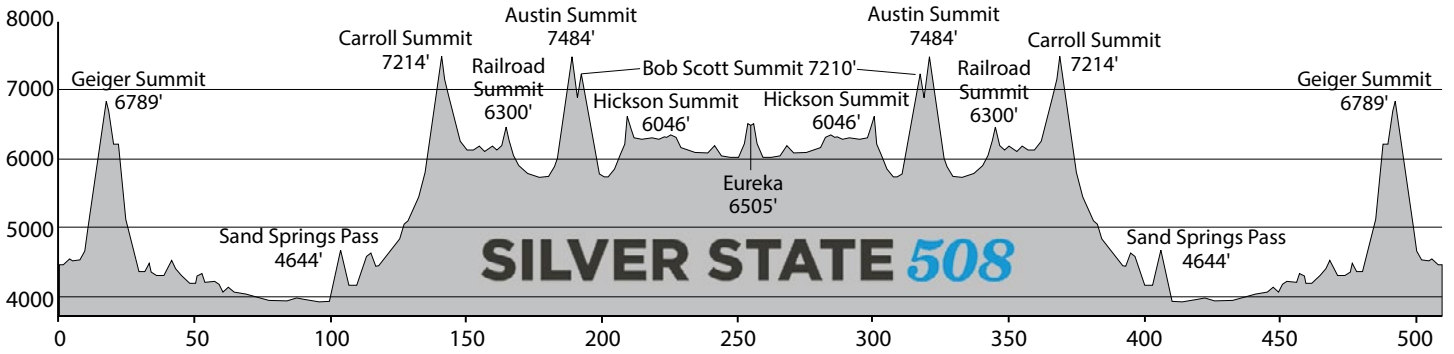
Route

Total	Stage Odo	Do	Ele.
464.32	0.00	Continue south / west on Hwy 50	4209'
471.72	7.40	Stagecoach City Limits	4319'
473.32	9.00	Stagecoach Market & Gas on right	
479.92	15.60	X Bryce Street	
481.02	16.70	X Rainbow Drive; Carson Plains Market on right	
481.97	17.65	Right on Six Mile Canyon Rd. DO NOT MISS! QUIET ZONE	
483.62	19.30	Stay left towards Virginia City DO NOT MISS! LEAPFROG SUPPORT ONLY, even at night	
489.92	25.60	Right on D Street: Big Parking Lot LEAPFROG SUPPORT ONLY, even at night QUIET ZONE	
490.12	25.80	Right on 341 (SS, T-int.) LEAPFROG SUPPORT ONLY, even at night QUIET ZONE	6170'
493.97	29.65	Geiger Summit BE PREPARED FOR 8-Mile CURVY DESCENT QUIET ZONE	6789'
SUPPORT VEHICLES: Downshift to save your brakes! Do not hold up traffic. Pull over if traffic backs up!			
495.57	31.25	X Cartwright Rd. "Virginia Highlands"	
497.22	32.90	Enter Washoe County	
501.97	37.65	7-11 on right; (LANDMARK: SO YOU DON'T MISS THE NEXT TURN) QUIET ZONE	
502.67	38.35	Right on Equestrian Rd. (TL) DO NOT MISS QUIET ZONE	
502.97	38.65	Left on Curti Ranch Rd. DO NOT MISS (First Possible Left) QUIET ZONE	
503.22	38.90	Right on Veterans Pkwy (TL) QUIET ZONE	4600'
504.67	40.35	X Steamboat Pkwy (TL) QUIET ZONE	
505.57	41.25	X Carat Dr (TL) QUIET ZONE	
506.62	42.30	Left on S Meadows Pkwy (TL) QUIET ZONE	
507.87	43.55	X Double Diamond Pkwy (SS) QUIET ZONE	
508.17	43.85	Pass Double Diamond Elementary School on left	
508.52	44.20	Right on hotel access road across from Lauren Court DO NOT MISS! QUIET ZONE	
		Street directly before Chevron/McDonalds	
508.57	44.25	Left at T to continue on access road toward Hilton Garden Inn	
		RELAY TEAMS MAY PUT ALL RIDERS ON ROAD HERE	
508.67	44.35	FINISH by turning right into Hilton Garden Inn parking lot	4474'

Vehicles: drive past finish to keep finish line clear. 9920 Double R Blvd, Reno, NV 89521 CONGRATULATIONS! You have completed Silver State 508!

3064' elevation gain / 2796' elevation loss / 4257' min altitude / 6789' max altitude.

SILVER STATE 508 ROUTE DESCRIPTION



Stage	Distance	Elev. Gain	Elev. Loss	Min. Elev.	Max Elev.
1	48.77	2842	3118	4257	6789
2	31.39	266	489	4084	4462
3	106.31	5049	2661	3940	7245
4	70.05	2799	2792	5816	7470
5	69.95	2753	2733	5848	7456
6	112.53	2730	5036	4180	7446
7	25.47	499	292	4221	4560
8	44.35	3064	2796	4257	6789
Total	508.82	20002	19917		
2x Team Data A					
1	48.77	2842	3118	4257	6789
3	106.31	5049	2661	3940	7245
5	69.95	2753	2733	5848	7456
7	25.47	499	292	4221	4560
Total	250.5	11143	8804		
2x Team Data B					
2	31.39	266	489	4084	4462
4	70.05	2799	2792	5816	7470
6	112.53	2730	5036	4180	7446
8	44.35	3064	2796	4257	6789
Total	258.32	8859	11113		

Stage	Distance	Elev. Gain	Elev. Loss	Min. Elev.	Max Elev.
4x Team Data A					
1	48.77	2842	3118	4257	6789
5	69.95	2753	2733	5848	7456
Total	118.72	5595	5851		
4x Team Data B					
2	31.39	266	489	4084	4462
6	112.53	2730	5036	4180	7446
Total	143.92	2996	5525		
4x Team Data C					
3	106.31	5049	2661	3940	7245
7	25.47	499	292	4221	4560
Total	131.78	5548	2953		
4X Team Data D					
4	70.05	2799	2792	5816	7470
8	44.35	3064	2796	4257	6789
Total	114.4	5863	5588		

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



L-R: Chris Kostman (age 17), Bob Hustwit, Mark Straley, and John Marino himself in 1984, working at the predecessor to The 508, the John Marino Open. It was a cold night there in Anza, CA and they had a fire burning in that trash can.

- 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.

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

NIGHT FOLLOWING

1) The rider must be equipped with a front and rear light, plus reflectors just as if there were no pace vehicle. Moving reflectors

or lights are advised, e.g. pedal/crank reflectors; leg lights; spoke reflectors; reflective vest; reflective tape on helmet, gloves, and shoes.

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

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

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

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

John Marino is the godfather of ultracycling, the creator of the Race Across America and the original 508.

• 508



John Marino competing in The 508 in 2011.



TRIBUTE TO JOHN M CLARE

The cycling community lost one of the greats, John M Clare, this past year. We were in shock last January about his sudden passing. John gave so much to so many in the cycling world and beyond. We loved to see his smile and friendly, gentle manner on the road, whether racing, crewing, or volunteering.

Last year at The 508, John Clare and Jon Shellenbarger raced in the two-man classic division. They chose to race the classic division so John could ride his Dad's Peugeot PX10, which was the bike his Dad rode when he started riding doubles. That bike was a gift from John's maternal grandfather, who owned a bike shop for many years. Before John's Dad passed away, he had expressed a desire to ride his vintage Peugeot in the 508. John, with the companionship of Jon Shellenbarger, made that desire a reality.

Everyone has a story of when they first met John. We first met him at The Dirty Double (which eventually became in The Dirty Devil) in San Diego County in 2011. John is one of only four riders to officially finish the course as a double. That night when he finished around midnight after starting the course at 6am, he arrived all smiles and kindness. His wife, Melinda, shadowed John the last 10 miles as he climbed in the dark up Harbison Canyon to the finish. When Melinda pulled in behind John to provide car support, John actually stopped to text us at race headquarters to ask if it was OK to have a support vehicle, since the course was listed as non-supported. Of course, we said it was OK, because of the dark, the climbing, and the road. It just really showed John's true colors as a considerate and thoughtful guy. Even while finishing in the dark on one of the most challenging 200 miles, he wanted to get the

OK to not break the rules. We have many other stories of John that we could share.

In late 2018, John was working with us on a 2019 race magazine spread about his Dad and riding the Peugeot in 2018 at The 508. He wrote a wonderful essay about the history and experience, along with digging up pictures of the bike and his Dad in the past. It breaks our heart to write this knowing John was so excited about the spread. You can see that spread on the following page.

You will be missed, John. Without you, The 508 would not be where it is today. We thank you for always being an ambassador for the race and ultra-endurance sports in general. You have touched all of our lives.

Ride on in peace, John.

BIOGRAPHY OF JOHN M CLARE

By Melinda Clare

John Michael Clare, 55, of Long Beach, California, was called home unexpectedly on Sunday, January 27, 2019, while hiking Mt. San Geronio with his son, Scott. He was born August 1, 1963, to John T. Clare and Sandra Dillon Clare in Orange, CA.

John graduated from Millikan High School in 1981 and from Long Beach State with two Bachelor's degrees—one in Administration of Justice in 1991 and one in Fire Sciences in 1999. In 2006, he earned a Master's degree in Emergency Services Administration from California State University, Long Beach.

On August 10, 1984, John married Melinda Schafer (Heilmann). They had two sons, Ian born in December of 1986 and Scott who was born in May of 1990. John and Melinda would have celebrated 35 years of marriage in August 2019.

John always loved cycling. For him, it was his Zen place. When he was about 10 years old, he began riding his bicycle down to his grandfather's bike shop in Santa Ana. He would spend the day there then ride home. John's first century was the 1975 Orange County Wheelmen Century. He was 12 years old. His bike broke down early in the ride so he rode his dad's bike while his dad fixed John's bike. John's dad caught up with him and gave him a Heath Bar since they did not have Powerbars in those days. It remained one of John's favorite candy bars.

One day, he learned about this thing called a double century and he wanted to try it because of the challenge. In 1993 John rode his first double century—the Hemet Double and he was hooked. In 2016, John was inducted into the California Triple Crown 100 Double Century Club Hall of fame. He loved riding double centuries because he was just getting warmed up and into the groove right at about 60 to 80 miles and he tackled them all. John cranked out 46 consecutive double from 2013 to 2015 including all 23 doubles in 2013 with four volunteers and in 2014 all 21 doubles with 7 volunteers. In 2014 he completed the Grand Tour Quad with Steve Meichtry on the tandem. In all, he completed 125 double centuries with 34 volunteers. John believed in giving back to the cycling community he loved and he really got excited when he came across a new rider. If the rider wanted, he would quietly and patiently coach and mentor that person, encouraging them to succeed and do better.

But that's not the end of his cycling achievements. In 2012, he competed in the Furnace Creek 508 on Team Foals. In 2013, he rode it again with a four-man team. In 2014, he rode the inaugural ride of the Silver State 508 with Jon Shellenbarger. In 2015, he rode the Silver State 508 and again in 2016. He completed the Hoodoo 500 in 2014 as part of a 2-man team named Big John/

Little Jon in 33 hours, 31 minutes, and again in 2016 as part of a 4-man team named Yeti in 33 hours, 23 minutes. In 2014, he completed the Race Across the West on a four-man team and in 2017, he was inducted into the 508 Hall of Fame. He had planned to do the 508 solo this year.

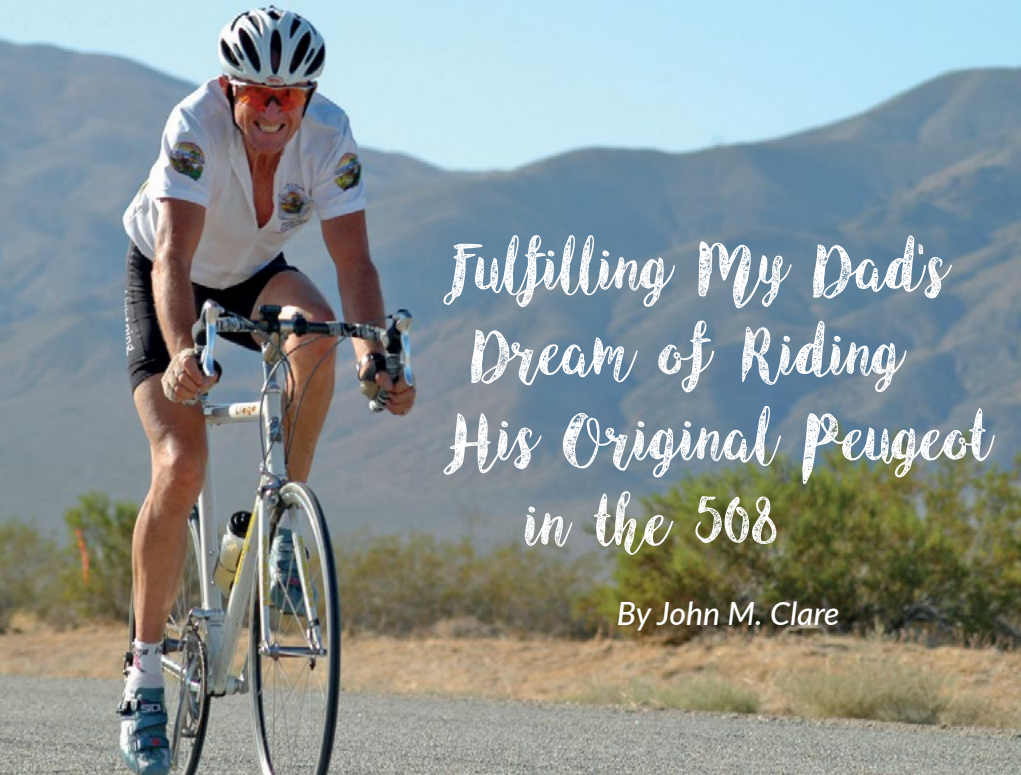
He is survived by his mother—Sandra, wife—Melinda, two sons—Ian and Scott, sister—Cynthia and two nieces—Chloe and Charlotte, Ian's partner—Erika and their children, granddaughter—Brianna, and grandson—Logan, and Scott's wife, Amri, and their unborn baby—due March 16, 2020.



Jon Shellenbarger (left) and John M Clare posed with their vintage Peugeots as Two Man Classic Team "Sunfish" during Silver State 508 in 2018.



508 Hall of Famers John M Clare (in black tee) and father John T Clare (center) shared the love for cycling.



Fulfilling My Dad's Dream of Riding His Original Peugeot in the 508

By John M. Clare

My Dad (John T. Clare) and I (John M. Clare) ran 5k and 10K races together in the mid 1990s. In 1997 he injured his ankle and was struggling to maintain his conditioning. We started riding bicycles together. I talked him into riding the Death Valley Double with me in 1999. He was riding his old Peugeot PX10 for the first few rides that year. That bike was a gift from my maternal grandfather who owned a bike shop for many years. Later that year he bought a new Litespeed Liege. That first double hooked him into endurance cycling. He completed 152 doubles in 13 years. An amazing feat for anyone. Considering he started riding long events at the age of 57 is doubly amazing. In 2000 my Dad, oldest son Ian and I rode 5 doubles together. I had to work the day of the Grand Tour, so Dan Crain volunteered to ride with my son for that event. My Mom and Dad rode 8 doubles together in 2004 and 2005.

In 2002, my Dad was asked to be on a FC508 4X team. The following year Dan Crain and my Dad teamed up on Team Silver Foxes. They did it in under 30 hours to set the 60+ 2X team record. My Mom and I were a part of their crew. Dan did not ride the 508 in 2008 which was my Dad's fifth. My Dad asked Jon Shellenbarger to be on his team. Team Sunfish put my Dad in The 508 Hall of Fame.

My Dad passed away in 2012 and I had the idea of getting everyone that had ever ridden

the 508 with my Dad on a team. I got special permission from Chris Kostman, previous 508 Race Director, to field such a team for this special occasion. I was only able to get 2 of his old teammates to do this event, so we ended up doing a standard 4-man team with the Foals to honor my Dad.

In 2012, I honored my Dad by carrying his 2003 FC508 jersey with me on all my events and I rode his Litespeed as well. I joined my Dad in the California Triple Crown (CTC) Hall of Fame that year. At the CTC awards breakfast they paid special tribute to my Dad. This inspired my youngest son. So, in the 2013 season Scott and I rode 10 doubles together and the Trona 353. At the rider check in, Jon Shellenbarger asked me to be on his 508 team that following year to put him into the Hall of Fame. In honor of my Dad we rode as Team Sunfish.

I was planning on doing The 508 solo in 2015. Early that season I developed heart issues, so I quickly switched gears to a 4X team. I put together a team of friends and took the totem White Owl to secure it for Steve Meichtry. I asked Jon Shellenbarger to ride the 2016 with me to put me into The 508 Hall of Fame. To complete that circle. Jon wore my Dad's 2003 FC508 jersey during the event. In 2017 Jon and I drove up for my induction and assisted with vehicle inspections. I had a previously scheduled event, so I had to leave that night. Jon stayed to help officiate the entire event.

Before my Dad passed away he had expressed a desire to ride his vintage Peugeot in The 508. I decided that I was going to do that for him. I had planned on doing that solo in 2018. My conditioning was not going to be where I wanted it to be for a solo, so I asked Jon if he wanted to ride 2X classic with me. As it turned out Jon also had a vintage Peugeot. Team Sunfish would ride again on classics. My Mom dug up a few of my Dad's old 508 jerseys and gave them to Jon. He wore 2 of them during this year's event. As riders we do not realize how good we have it on modern bikes. Riding those old classic Peugeots proved to be a challenge. Less gears, heavier bikes and shifting that is not as precise makes for tough work. It wasn't pretty, but we got it done. We were 6+ hours slower than our previous 2 times but we set a course record (38 hours



43 minutes 21 seconds)! Largely because nobody else was stupid enough to abuse themselves as we did. I always have a great time riding The 508 with Jon. He is a great friend and a connection to my Dad.

My Dad still rides with me at all my events. I carry his jersey or other article of his at everything. We are both in the CTC 100 Doubles and The 508 Hall of Fame. Our family has over 300 doubles and twelve 508s. I hope to continue this legacy for many more years.

John M. Clare passed away unexpectedly on January 27, 2019. His biography is on the previous page. John wrote this article in the autumn of 2018. We printed the article with permission from his wife, Melinda, and his mother, Sandra.

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OFFICIAL RACE ROSTER 2019

<i>Division</i>	<i>Totem</i>	<i>First Name</i>	<i>Last Name</i>	<i>M/F</i>	<i>Age</i>	<i>AgeGrp</i>	<i>City</i>	<i>State</i>	<i>Nat</i>
SOLO									
Solo	Black Rhino	Chris	Calimano	Male	38	30-39	Staten Island	NY	USA
Solo	Boise Bear	Richard	Nicholson	Male	60	60-69	Hutto	TX	USA
Solo	Bucephalus	Pedro	Morganti	Male	56	50-59	Sao Paolo	Sao Paolo	Brazil
Solo	Canis Latrans	Shane	Trotter	Male	36	30-39	Carson City	NV	USA
Solo	Chartreux	Jean-Marc	Velez	Male	57	50-59	Maurepas	Île-de-France	French
Solo	Copperhead	Thomas	Shepard	Male	57	50-59	Rancho Palos Verdes	CA	USA
Solo	Cotorro	Óscar	Daniel De Lira	Male	44	40-49	Oxnard	CA	Mexico
Solo	Dolomites Bear	Walter	Cadamuro	Male	46	40-49	Cimadolmo	ITALY (TV)	Italian
Solo	Great Dane	Andy	Christensen	Male	46	40-49	Franksville	WI	Danish
Solo	Green Lion	Giovanni	Prosperi	Male	44	40-49	Broadview Heights	OH	Italy
Solo	Griffin Bear	Cassie	Schumacher	Female	47	40-49	Akron	OH	USA
Solo	Hormiga Atomica	Victor	Guzman	Male	34	30-39	Oxnard	CA	Mexico
Solo	Islaw Kalabaw	Peter John	Madarang	Male	42	40-49	Riverside	CA	USA
Solo	Koa Collie	Ron	Belfis	Male	54	50-59	Spokane	WA	USA
Solo	L'Orignal	Cara	Gillis	Female	41	40-49	Los Angeles	CA	Canada
Solo	Magical Unicorn	Theresa	Bender	Female	34	30-39	Papillion	NE	USA
Solo	Maui Dolphin	Wayne	Lewis	Male	54	50-59	Palmerston N.	Manawatu	New Zealand
Solo	Mono Ardilla	Francisco	Sanchez	Male	58	50-59	Heredia	Heredia	Costa Rica
Solo	Morepork Owl	Paul	Lewis	Male	50	50-59	Feilding	Manawatu	New Zealand
Solo	Mountain Jay	Jason	Hooker	Male	44	40-49	San Francisco	CA	USA
Solo	Northern Shoveler	Michael	Svihura	Male	55	50-59	Belmont	CA	USA
Solo	Norwegian Blue	Mark	Gibson	Male	56	50-59	Irvine	CA	UK
Solo	Pizote	Marvin	Cerdas	Male	51	50-59	Heredia	Heredia	Costa Rica
Solo	Red Horse	Danilo	Carreon	Male			Chino	CA	
Solo	Sinkit	Lowie	Bautista	Male	50	50-59	Stevenson Ranch	CA	USA
Solo	Spectacled Bear	John	Kilburn	Male	47	40-49	Houston	TX	Canada
Solo	Sunfish	Jon	Shellenbarger	Male	46	40-49	Anaheim	CA	USA
Solo	Tiger	Devin	Mckee	Male	25	20-29	Woodinville	WA	USA
Solo	Welsh Dragon	Richard	Rawlinson	Male	54	50-59	Milford Haven	Pembrokeshire	UK
Solo Rando	Border-line Collie	Marshall	Nord	Male	53	50-59	York	SC	USA
Solo Rando	Eagles Claw (Kuko ng Agila)	Renato	Arnoco	Male	51	50-59	Fremont	CA	Phillipines
Solo Rando	Hairless Hellbender	Teoman	Demir	Male	57	50-59	Schereville	IN	USA
Solo Rando	Hungarian Horntail Dragon	Russell	Pellar	Male	65	60-69	Schererville	IN	USA
Solo Rando	Irish Wolfhound	James	McKee	Male	50	50-59	Seattle	WA	USA
Solo Rando	Mandrill	Charlie	Miller	Male	58	50-59	Napa	CA	USA
Solo Rando	Painted Turtle	Kevin	Bilbee	Male	52	50-59	Apple Valley	CA	USA
Solo Rando	Swooping Cardinal	Clayton	Van Ekeren	Male	26	20-29	Dallas	TX	USA
Solo Rando Fixed	Frisky Camel	Shai	Shprung	Male	52	50-59	Encino	CA	Israel



Division	Totem	First Name	Last Name	M/F	Age	AgeGrp	City	State	Nat
TWO X									
Two Man Open	Silverback Dragons	James	Williamson	Male	48	40-49	Southlake	TX	USA
Two Man Open	Silverback Dragons	David	Clem	Male	44	40-49	Southlake	TX	USA
Two Man	Wandering Albatross	Roehl	Caragao	Male	56	50-59	Fresno	CA	USA
Two Man	Wandering Albatross	Ira	Kuchek	Male	63	50-59	Newport Beach	CA	USA
Two Man 50/50	Dipper	Ed	Hladek	Male	54	50-59	Las Vegas	NV	USA
Two Man 50/50	Dipper	Todd	Nelson	Male	56	50-59	Pleasanton	CA	USA
Two Man Stage	Ichthyosaurus	Troy	DeLong	Male	51	50-59	Elko	NV	USA
Two Man Stage	Ichthyosaurus	Jeff	Eckert	Male	50	50-59	Elko	NV	USA
FOUR X									
Four Man	Headless Chickens	Erik	Skramstad	Male	41	40-49	Boulder City	NV	USA
Four Man	Headless Chickens	Dave	Brunswick	Male	55	40-49	Pleasanton	CA	USA
Four Man	Headless Chickens	Craig	Hahn	Male	48	40-49	Park City	UT	USA
Four Man	Headless Chickens	Jay	Battleson	Male	44	40-49	Bend	OR	USA
Four Man Open	Cloudrunner	Francis	Atilano	Male	41	30-39	Carmichael	CA	USA
Four Man Open	Cloudrunner	Chris	Hoffman	Male	40	30-39	Sacramento	CA	USA
Four Man Open	Cloudrunner	Xianshu	Shi	Male	22	30-39	Sacramento	CA	China
Four Man Open	Cloudrunner	Nick	Hoffman	Male	38	30-39	El Cajon	CA	USA
Four Man Open	Coconut Crab	Alexis	Berthillier	Male	48	50-59	Mountain View	CA	USA
Four Man Open	Coconut Crab	Gilles	Bouchard	Female	50	50-59	Los Altos	CA	USA
Four Man Open	Coconut Crab	Luc	Vantalon	Male	54	50-59	Santa Cruz	CA	USA
Four Man Open	Coconut Crab	Alain	Debost	Male	57	50-59	Palo Alto	CA	USA
Four Man Open	Kheiron	Dzung	Dang	Male	58	40-49	San Jose	CA	USA
Four Man Open	Kheiron	Daniel	Tran	Male	51	40-49	Cypress	CA	USA
Four Man Open	Kheiron	Duong	Nguyen	Male	44	40-49	Irvine	CA	Vietnam
Four Man Open	Kheiron	Hai	Tran	Male	33	40-49	Manhattan Beach	CA	USA
Four Man Open Fixed	Screaming Hairy Armadillo	Paul	Tourkin	Male	56	40-49	San Diego	CA	USA
Four Man Open Fixed	Screaming Hairy Armadillo	Greg	Kogut	Male	45	40-49	San Diego	CA	USA
Four Man Open Fixed	Screaming Hairy Armadillo	Meg	Knobel	Female	34	40-49	San Diego	CA	USA
Four Man Open Fixed	Screaming Hairy Armadillo	Zackery	Sosnowski	Male	34	30-39	San Diego	CA	USA
Four Man Open	Senior Nutant Ninja Turtles	Ryan	Ramsey	Male	50	50-59	Newbury Park	CA	USA
Four Man Open	Senior Nutant Ninja Turtles	Tom	Simonis	Male	52	50-59	Apple Valley	CA	USA
Four Man Open	Senior Nutant Ninja Turtles	Sean	Collins	Male	52	50-59	Agoura Hills	CA	USA
Four Man Open	Senior Nutant Ninja Turtles	Brian	Dooley	Male	46	50-59	West Hills	Ca	USA
Four Man Stage	Bird Dog	Bill	Zimmerman	Male	68	60-69	Carmel Valley	CA	USA
Four Man Stage	Bird Dog	John	Culligan	Male	56	50-59	Salinas	CA	USA
Four Man Stage	Bird Dog	Dennis	Spencer	Male	59	60-69	Salinas	CA	USA
Four Man Stage	Bird Dog	Tom	Johnson	Male	63	60-69	Pelham	AL	USA
Four Man Stage	Krank'n Koala	Ryan	Kunz	Male	45	50-59	Riverton	UT	USA
Four Man Stage	Krank'n Koala	Jon	Skramstad	Male	44	50-59	Pleasanton	CA	USA
Four Man Stage	Krank'n Koala	Andy	Lee	Male	59	50-59	Salt lake city	UT	USA
Four Man Stage	Krank'n Koala	Kenneth	Lawrence	Male	58	50-59	Pleasanton	CA	UK
Four Man Stage	Manatee	Michael	Wilcox	Male	57	40-49	Billings	MT	USA
Four Man Stage	Manatee	Douglas	Sligting	Male	48	40-49	Riverton	UT	USA
Four Man Stage	Manatee	Larry	Wilcox	Male	52	40-49	Kingsland	GA	USA
Four Man Stage	Manatee	Jeff	Rentz	Male	47	40-49	Billings	MT	USA
Four Mixed Open	Bearded Dragon	Deirdre	Mann	Female	46	40-49	Whittier	CA	USA
Four Mixed Open	Bearded Dragon	Robert	Mann	Male	42	40-49	Whittier	CA	USA
Four Mixed Open	Bearded Dragon	Julie	Stokes	Female	50	40-49	Irvine	CA	USA
Four Mixed Open	Bearded Dragon	Colin	Stokes	Male	53	40-49	Irvine	CA	USA
Four Mixed Open	Chuckasouras	Chuck	Schroyer	Male	67	60-69	Morgan Hill	CA	USA
Four Mixed Open	Chuckasouras	Peg	Miller	Female	63	60-69	Sylmar	CA	USA
Four Mixed Open	Chuckasouras	Grace	Ragland	Female	58	60-69	Hunstville	AL	USA
Four Mixed Open	Chuckasouras	Teresa	Beck	Female	56	60-69	Yorba Linda	CA	USA
Four Person Open	Great Basin Ichthyosaur	Rich	Staley	Male	50	40-49	Reno	NV	USA
Four Person Open	Great Basin Ichthyosaur	Rebecca	Eckland	Female	37	40-49	Reno	NV	USA
Four Person Open	Great Basin Ichthyosaur	Kevin	Weiske	Male	60	40-49	Reno	NV	USA
Four Person Open	Great Basin Ichthyosaur	Brandon	Tinianov	Male	50	40-49	Santa Clara	CA	USA
Four Women	The Tortoise and The Hare	Joanne	Ottney	Female	58	50-59	Los Gatos	CA	USA
Four Women	The Tortoise and The Hare	Laura	Hill Temmerman	Female	44	50-59	Campbell	CA	USA
Four Women	The Tortoise and The Hare	Valerie	DeSanta	Female	58	50-59	San Jose	CA	USA
Four Women	The Tortoise and The Hare	Michelle	Garrison	Female	58	50-59	Fremont	CA	USA

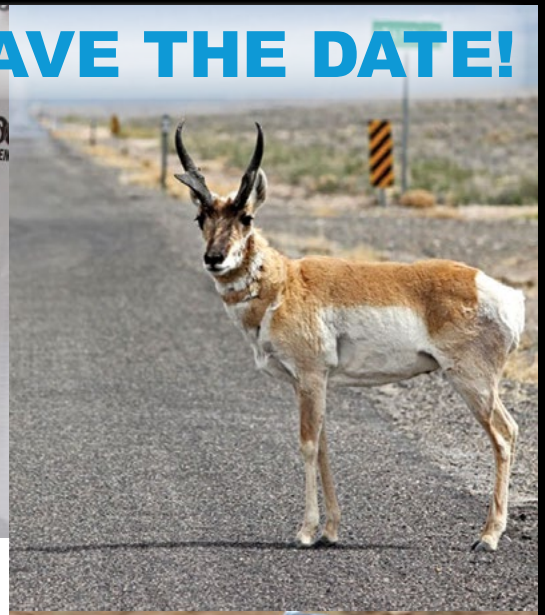








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