

Adventure World

magazine



**In The Minds Of Race
Directors: Part 1**

**Where Are They Now?
Robert Nagle**



**Catching up with
the 'Cave Man'**

Plus

- **Sunglass Review**
- **Trans Mexicana**
- **Cape Town, South Africa**
- **Navigation Challenge**

April 2008

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10/11 - Fontainebleau 8-hour Adv. Race (USARA Qualifier!)

11/15 - New Orleans Urban Adv. Race

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Cover Photo: Conrad Stoltz in Maui. Photo by Rich Cruse

This Page: Photo courtesy of Lori Hazlewood

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Greg Yetter

From left: Dave Poletto and Clay Abney prior to Howl at the Moon Adventure Race

Passion for the Outdoors

This publication was launched out of a passion for the sports that Adventure World Magazine will cover in our upcoming issues. We are athletes first and journalists second.

As I look at the list of activities on the horizon for 2008, I am in awe of what we have in store for ourselves as racers, our readers and the adventure sport industry. We have compiled a team of athletes for our inaugural year as Team Adventure World Magazine.

Not only will be racing in numerous events in the United States but we will also be represented in two international events this year. Our schedule for 2008 includes:

- Swamp Stomp (Florida)-February 2008
- Coast Rica Coast to Coast-April 20-26, 2008
- Florida Coast to Coast-May 23-26, 2008
- The Bull of Africa (South Africa)-August 9-16, 2008

We hope that as you read this, you will urge your friends to help support Adventure World Magazine and sustain its growth for the future.

It is with your help that we can produce a high-quality source of information for weekend warriors, serious athletes, and those on the sidelines thinking of jumping into our sport.

As always, if you have questions, comments or suggestions, contact us by e-mailing us at info@adventureworldmagazine.com.

Clay Abney • Editor-In-Chief

Adventure World Magazine is dedicated to the preservation of our natural resources by producing a GreenZine. "Of the approximately 12 billion magazines printed annually in the U.S., over 95 percent are printed on 100 percent virgin paper. That results in more than 35 million trees being cut down each year." (statistic courtesy of Socialfunds.com)

Adventure World Magazine is published ten times per year by No Boundaries Media, LLC, 18 North Reed Avenue, Mobile, AL 36604. AWM is only available online at www.adventureworldmagazine.com.

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Adventure Sports are inherently risky and can cause injury and death. Consult your physician prior to beginning any fitness program or activity and where possible, seek out a qualified instructor. No Boundaries Media, LLC will not be held responsible for your decision to live adventurously.

contributors



- Travis Macy has seen success as a professional adventure racer and world-class trail runner and mountain biker. He grew up in Evergreen, Colorado, ran on the varsity track and cross country teams at CU-Boulder, and now lives in Golden, Colorado. He recently finished 3rd at the TransMexicana Mountain Bike Race. He will be racing with Team Merrell/Zanfel Adventure Racing at PQ 2008.

- Kip Koelsch is a two-time member of the US Canoe/Kayak Marathon Team and a two-time winner of the Florida Coast to Coast Adventure Race. Currently working as the Outdoor Program Coordinator for BayCare Wellness Centers where he teaches paddling, navigation, trail running and other outdoor fitness activities. Kip is also close to finishing his first novel.



- Mark Manning grew up in the UK and learned to navigate racing cars on the European Rally circuit, navigating and driving both on and off road. In 1993 a new job brought him to New Jersey where car racing was replaced by bicycle road racing for the Navigators Cycling team competing in National



Racing Calendar events throughout the country. After moving to Northern California in 2000 and discovering Adventure Racing, Mark developed the Basic Roamer AR to meet the specific needs of adventurer racing navigators. This led to the opening of AR Navigation Supplies providing unique navigation equipment to adventure racers in the USA. Mark currently lives in San Francisco, CA and races for Team ARNavSupplies.com.

SHEER SPEED
Alex and Thomas Huber race up the Nose of El Capitan, California during the world speed climbing record attempt



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The Basic Roamer© AR



As the Official Navigation Tool of the USARA, the design of the Basic Roamer© AR has been carefully

considered for US Adventure Racing and has over 20 major features. Originally developed for rallying in Europe this tool is now customized and available for the US Adventure Racer. Rally navigators must make split second navigation decisions at very high speed and any errors can be very costly to crew, car and team. With these challenges in mind it is easy to see how the Adventure racing navigator can benefit from the Basic Roamer© AR. www.BasicRoamerAR.com.



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Superhuman Adventure for Mere Mortals

Iconic Adventure Race Primal Quest Spawns Sprint Series

By Frances C. Fisher

Nothing captures the imagination of outdoorsy people like adventure racing -- the soaring peaks, river-threaded valleys, and all the pain, heartache, and glory in between. For years we have watched seemingly superhuman athletes compete in impossibly scenic surroundings that look like outtakes from the Lord of the Rings.

Now, it's time for mere mortals to shine. The makers of Primal Quest -- the extreme race that challenges contestants' bodies almost as much the limits of their inner strength -- now bring a more accessible race to everyday athletes (you know, the ones with jobs, and kids, and commitments) who still want a chance to get outside and push their bodies to the max.

The Primal Quest Sprint Series debuts on May 10th at Pocahontas State Park, near Richmond, VA. The race will pack more substance into 4-6 hours than most people will get into all year. The 7,000+ acre park offers plenty of space for racers to run around and get dirty, then rinse off or paddle through Beaver Lake and Swift Creek, the nautical mainstays of the park. Sprinkle in some mountain biking, ropes courses, and map-decoding (don't forget your compass!) and you've got an action-packed, multi-sport race for outdoor enthusiasts ranging from beginner to advanced and anywhere in between.



It might be called a sprint, but don't let that fool you! 50-yard dashers need not apply. This race will not only test your endurance, but also your cunning and wily ways -- smart, tactical decisions can even the course between hares and tortoises.

At the very least, the Primal Quest Sprint Series is a day in the woods you'll never forget -- but for some, it could be much more. This first race is in some ways a warm-up for the much longer Primal Quest 2008: Montana this summer. Scoring well in the upcoming races (May, September, October, and at least four more next year) could also add up to free entry in Primal Quest 2010.

Maybe that's getting too far ahead, though. Sure, the sprint series could give participants the experience and inspiration they need to go big in an expedition-length race. For most of us, though, it's a way to live the dream of a superhuman adventure in the wild -- and still get home in time for dinner.

For more information on PQSS, visit www.primalquestsprintseries.com.

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- CHRISTOPHE AUBONNET
PRODUCT MANAGER - SALOMON TRAIL RUNNING FOOTWEAR.

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where are they now?



Robert Nagle

AWM: What was your proudest achievement during your racing career?

RN: Two things come to mind. First is our consistent success as a team over many years – winning once is cool but I’m really proud of our repeated ability to overcome different challenges, different terrain and different teams. The second thing I’m proud of is how we acted as a team. This covers how we behaved towards one another while racing and the relationships we built as a consequence. And it also reflects how we interacted with other teams – our results didn’t go to our heads, we weren’t brash or arrogant.

AWM: What are you doing now that you are retired from competitive racing?

RN: I play now rather than train. Love to be in the mountains (in any mountains, in any weather). I enjoy showing my children the fun and rewards to be had from sport and from the wilderness. I travel extensively and continue to explore

AWM: If you were still racing, what event would be a must do in 2008?

RN: I’m looking forward to my upcoming trip to Patagonia. And I don’t know what events are taking place this year.

AWM: Give us a summary of your race history?

RN: Two time winner Eco-Challenge. Winner Raid Gauloises. Winner Southern Traverse. Two time winner Raid the North Extreme. Two time winner Beast of the East. Multiple stage wins Mild Seven Outdoor Quest. Numerous other wins and podium finishes.

AWM: When did you compete in your first AR? Where? How did you do?

RN: Eco-Challenge Utah – 1995. A teammate dropped but then John, Ian and I continued, stormed past everyone else, finished a day ahead of the winners and set the foundation for a great career racing together.

AWM: What was your favorite thing about racing?

RN: Dealing with the unexpected. Stuff happens – it’s how you deal with it that matters. Adventure Racing threw all kinds of things our way. Coping wasn’t always easy but it was definitely the best.

AWM: Why did you retire from

competitive AR?

RN: My two year old son had a serious illness just as I was about to leave on an expedition race – I spent a week in the hospital with him rather than at Primal Quest. This caused a serious re-assessment on my part. My daughter was due to be born a couple of months later. I was working 70 hours a week plus training plus racing plus travel. I realized I wanted to be with my family.

AWM: Excluding yourself...name your all-time dream team for expedition AR (1 girl/3 guys).

RN: John Howard, Ian Adamson, Keith Murray, “Nelly” Ballengee

AWM: What was the most disappointing result & how did you deal with it personally or as a team?

RN: Raid 2000 (Tibet/Nepal) was ours for the taking. We had surged through the field in the second half of the race and were well ahead for the final mountain bike stage to the finish. Unfortunately when we arrived at the transition, none of the support crews had arrived. Poor race logistics coupled with misinformation about the times teams would be out on the last leg meant that all the support crews were still driving across Nepal.

We waited for a while, then decided to buy “bikes” from the locals and try to ride to the finish. Funniest moment was when a race official told me that I couldn’t ride a 75lb “cast iron” bike with no gearing because it lacked a front suspension (somehow he thought that riding such a bike would give me an advantage over teams with \$5000 mountain bikes).

Inside the Minds of Race Directors

Part One



Mark Miller

We all sign up for events throughout the year, sending in our entry fee to have who knows what done to us on a secret race course that isn't revealed until sometimes minutes before the start of a race. But, what goes on in those minds that design these courses? Adventure World Magazine wanted to know, so we asked race directors from across the country and around the world...

Todd Jackson-Big Blue Adventure

www.bigblueadventure.com

AWM: How long have you been putting on adventure races?

TJ: We started producing adventure races in 2002. Our first race, the Tahoe Big Blue Adventure Race was held in North Lake Tahoe, California. From our inaugural race in 2002, we have added new events and venues over the last few years. We now have 10 or so races each year throughout California, Nevada and Oregon.

AWM: What made you want to start hosting your own events?

TJ: I've been producing life style sporting events for 15 or so years. I was scouting locations for XTER-RA in Lake Tahoe as AR was gaining momentum and popularity. I realized that the Tahoe area provided excellent terrain for AR. We we're lucky to have support from the local visitor's bureaus to market the event.

AWM: What is your favorite event that you host and why?

TJ: My favorite event is the Tahoe Big Blue. This is our inaugural AR and I moved to North Lake Tahoe from Berkeley a few years ago. The event features a great course and it is always nice and easier to produce an event in your own backyard.

AWM: What in your opinion makes your events unique?

TJ: We always strive to create challenging and interesting courses with the venues we have in our series. We also try to give our clients good value for their dollar by providing a BBQ and entry gifts like Tech T's, socks, hats, etc. We are also known for having stellar silent raffles. Almost everyone wins a prize from our great sponsors.

AWM: Do you still participate in adventure races? What was the last adventure race you participated in? What was your first adventure race that you participated in? How well did you do?

TJ: I have yet to race in an AR. The weekends that I'm not working find me racing sailboats. I'm fortunate to have some great trails near my house and I do mountain bike frequently. I've been asked to race a few times and if I did I'd probably choose to race in a long distance event far away from where I live.

AWM: If you could participate in one of your adventure races, which one would you choose and why?

TJ: I'd race in the Silver Sage in Reno, NV. I think this a cool race as it features an inner tube stage in the Truckee River. You also experience a variety of landscape and terrain as the event starts and finishes in Downtown Reno yet much of the course is in National Forest. Plus, I'm a sushi fan and Reno has some excellent all-you-can-eat sushi bars for the post race meal.

AWM: What about another race in North America? The world? Why?

TJ: I'd race in the Patagonia Expedition Race. That is an amazing part of the world. I'd like to have the experience of traveling across the landscape and learning about the culture.



Hano Otto-The BULL of Africa

www.bullofafrica.com

AWM: How long have you been putting on adventure races?

HO: Since 2002. I'm in my 6th year now, and still enjoying every moment of it.

AWM: What made you want to start hosting your own events?

HO: I had a passion for the sport since competing in my first 500km race (also my 1st AR) in 1999. I had very specific ideas of what worked well, what didn't and when the opportunity came up to start my own Adventure Company, it just happened naturally.

AWM: What is your favorite event that you host and why?

HO: BULL of Africa. I relish the challenge that organizing an expedition race poses. The intricacies of the logistics working in cohesion with a challenging route are very exciting. The distance also allows me to showcase the beauty that our country (South Africa) has to offer.

AWM: What in your opinion makes your event (s) unique?

HO: The combination of the rugged beauty of our country, lots of African wildlife and the friendliness and hospitality of our local people.

AWM: Do you still participate in adventure races? What was the last adventure race you participated in? What was your first adventure race that you participated in? How well did you do?

HO: YES. The Eden Challenge (320km) in the Western Cape. First race: Cederberg 500km Quest (1999) – we finished mid field. My 2nd AR was the Borneo Eco Chal-

lenge (2000). We finished officially after 11 days of racing (33rd).

AWM: If you could participate in one of your adventure races, which one would you choose and why?

HO: BULL of Africa. A fantastic challenge in the most beautiful parts of South Africa, racing against a colorful International field.

AWM: What about another race in North America? The world? And why?

HO: NO. The International AR Calendar is already very full. International teams are being depleted as they are spread amongst all these events.



Kip and Jessica Koelsch-WeCeFAR

www.wecefarm.com

AWM: How long have you been putting on adventure races?

KJK: WeCeFAR was formed as a club in 2002. We started working with other race directors on course design, and offering mini-training events (“mock races”, as we called them) in 2003. Our first “real” race was 2004.

AWM: What made you want to start hosting your own events?

KJK: We pretty much fell into it. WeCeFAR was formed as a club to help introduce people to the sport – NOT to be a race management company. We were helping an existing RD put on a series of events, and he bailed mid-season, leaving us to either “take the ball and run with it”, or walk away and let the series die. We felt like we had put on some great events with him, and could do it even better on our own, so we decided to “run with it”.

AWM: What is your favorite event that you host and why?

KJK: All of our events are special for one reason or another. We love

to see fresh new faces at the beginner events (like Squiggy Dash and Croom Crumbler), as well as long-time friends at Squiggy Classic and the Crusher. But our favorite is Swamp Stomp! Partly because of the diversity of teams we get (all abilities, all over the US and International). We also get to see some of the top teams in the region and the country. Also, because of the distance and time we have to work with, we can take racers to some very cool, remote and/or unique spots.

AWM: What in your opinion makes your event (s) unique?

KJK: We have several guiding principles that we apply to all our races that make them special:

- Balance all 3 disciplines (we don’t short-change paddling)
- Get racers into the woods!! (off roads, sometime off trails)
- Incorporate navigation and strategic decision making throughout the course
- No “suffering for suffering sake”
- Do what we say and say what we do. Stick to what we say (as much as possible). Under promise and over deliver. Publish rules and penalties beforehand so there are no questions about enforcement, and we can be fair to everyone.

AWM: Do you still participate in adventure races? What was the last adventure race you participated in? What was your first adventure race that you participated in? How well did you do?

KJK: Yes, we still participate in AR, but we do a lot of other “related” events as well. Our first AR was HiTech, Miami, 1999. Last AR for Jessica was CP0 (all female team) and “Double Weedon” (a WeCeFAR “mock” race), but also in 2007 did St. Anthony’s triathlon, Ultra-O, and Orienteering Champs. Kip’s last AR was the 2006 Howl at the Moon, but also Colorado River 100 kayak race, Ultra-O, FLO Champs. We also climbed Kilimanjaro in October 2007. When we are training hard, we usually do okay.

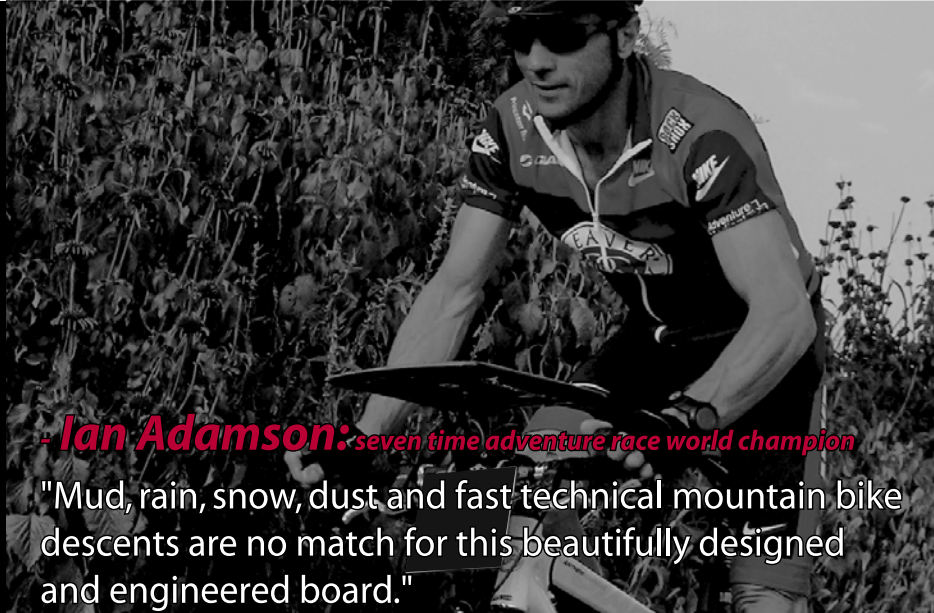
AWM: If you could participate in one of your adventure races, which one would you choose and why?

KJK: We would love to do ANY of our races!! Jessica is thrilled that she’ll get to race in the Croom Quest, a new multisport race we are hosting in April. If we could race in any one AR, it would DEFINITELY be Swamp Stomp. Every year the course has been great but the 2007 course was probably our favorite. Why SS? Because we truly feel it is one of the best (THE Best?) 24-26 hour events out there!

AWM: What about another race in North America? The world? And why?

KJK: Kip is always looking at races overseas: Bull of Africa, Speight’s Coast to Coast in New Zealand. Jessica thought the recent race in Guadalupe looked fun!! Jessica says she is done with expedition length races, but if there was something with a fair bit of paddling, in a tropical climate (something along the lines of BVI AR), I’m sure you could expect to see us there!





- **Ian Adamson:** *seven time adventure race world champion*

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Catching Up With the 'Caveman' Conrad Stoltz



Photos by Rich Cruse

At 6'3" and 180 lbs., Conrad Stoltz is one of the top five multisport athletes in the world. Stoltz has been a professional triathlete for 15 years and has competed in the Olympic Games twice. The South African is the first man to win the XTERRA World Championships three times along with numerous other titles at XTERRA and triathlon races all over the world.

We caught up with Conrad to talk about his training, gear and his motivation.

AWM: What sparked your passion for racing?

CS: I think I was born to race. I started competing at age seven (BMX racing and running track and field at school) and still enjoy it, even though I'm not a competitive person, I like going fast. Racing is part of my DNA

AWM: What was your first memory of competing?

CS: Age 7 in the start gate at a BMX track called "Back of the moon" wearing jeans and an old motorbike helmet.

AWM: You compete in some pretty grueling races..what motivates you?

CS: Race day motivation comes by itself. You are fit and tapered, you've practiced the course and done the visualization, you dusted off your best and fastest equipment for the special day, so come race day, you are chomping at the bit to let loose. Training can be hard and tedious though.

AWM: Your critics would claim your "diet" isn't healthy enough for athletes..how do you respond to that?

CS: Look at the scoreboard.

AWM: Have you ever tried a "sans

fast food" lifestyle? why or why not?

CS: When I live with my parents on the farm, the nearest store is a 45-minute drive away over bad dirt roads, so we eat extremely basic. The few weeks after Worlds (when I have holiday) I eat all the junk food one sometimes craves during the hard training months. But after a week or two of ice cream and beer, the novelty wears off and the junk food makes you feel bad anyway. Just to clarify my "diet". Those hamburger pictures you may be referring to was a one-time eating contest. During the season I eat meat, fish, vegetables, legumes, and other (less conventional) natural foods like whipping cream, nuts and creamy cheeses (Brie, etc.). My food motto is: "If it walks around on hooves, swims in the ocean, or if you can dig it from the ground or pick it from a tree, it's probably good for you" Think Caveman



diet. But if it was made in a factory and has an ingredient list 5ft long it definitely isn't good for you.

AWM: Which of your many accomplishments are you most proud of? What has been your favorite race moment?

CS: Winning my 3rd XTERRA world title was quite special. Considering that four disastrous years passed (between wins) where I didn't even make the podium. Also, breaking away and leading in front of 350,000 spectators at the Sydney Olympics was quite special.

AWM: Give us an account of a "day in the life of the caveman?"

CS: During normal training months it would be something like: Wake up at 7. Breakfast and good coffee. (Breakfast could be potatoes, vegetables and boiled eggs) 8am. Ride 2-3 hrs on road or Mountain bike. I try to ride as hilly as possible and use my Suunto bike pod. I especially use time, heart rate and altitude gained, but also glance at speed, distance and average heart rate. After my ride, I'll shower, eat again and hang out with Amber if she has a day off (She's a nurse, but also races pro XTERRA. We train together a fair amount). I have to be out the door within one hour of finishing the first session, otherwise my body wants to "power down". During that hour I'll catch up on email or do some blogging. 11 or 12am Swim 60-80 minutes which is about 3.5 to 4.5km. Bend has a great Masters coach, Bob, which is part of the reason I'm going back there this summer. LUNCH. The food I like to eat takes preparation, so I'll fire up the BBQ, (salmon or beef) Amber will make the salad-a heavy one with lots of goodies (cranberries, nuts, avocado,

blue cheese) and we'll have some Edamame. After lunch I should rest. I'll lie down for at least 20 minutes to rest where I usually read but sometimes you just lie there and wish someone would bring fresh legs in the mail. Often there is some errand to run or bike that needs attention. Living in 3 places a year is very disrupting and there is always some drivers license/ tax / mail issue to take care of. Around 5 or 6 pm there will be signs of energy returning, and after a strong pick-me-up coffee and some Afrikaans Rock music on the Oakley Thump sunglasses, I'll do movement prep exercises and tackle the run session. My key run session of the week will be something like: 20min warm up 5min at AT (Aerobic Threshold) 6x2 minute hill reps 5min AT 6x1 minute hill reps 10min cool down 1h20 total I record key sessions like this one on my T6 and email it to my coach Libby Burrell in South Africa.

AWM: What one piece of gear has "changed your life"?

CS: Suunto t6. I record training sessions and email them to my coach, Libby Burrell. She is very precise about the details and can learn a lot from the info on the heart rate graphs. I am a big fan of altitude training and choose my training venues and "homes" accordingly. Tubeless tires on mountain bikes have made a huge improvement in flat resistance and performance. Also, once I rode a good dual suspension bike, I knew I would never ride a hard tail again.

AWM: Why do you train with Suunto? What Suunto products do you use, and what features do you like the best?



CS: I'm about to go explore the mountains around our farm on my dirt bike and already have my X9i on my wrist. It has GPS, so not only will I not get lost; I can also plot my ride on Google Earth afterwards. I train with the t6. I like to simplify training, so the functions I use most often is time, heart rate, lap times (for interval training) altitude and altitude gained. Key to my training is the fact that I can email my files to my coach Libby Burrell, who lives in a small town at the southern most tip of Africa. I live in Bend, OR, Reno NV, Lydenburg (my parents farm in the North of South Africa and Stellenbosch (near Cape Town). For casual wear, I like the Core. It looks good, but still has the functions I really need: Dual time (so I know when I can Skype Amber when she is in America), stopwatch, (I use for swimming when I don't use a HR strap) and altitude. (Have to keep tab on how those red blood cells are doing!).



AWM: What advice do you have for those athletes that aspire to your level of racing?

CS: If you don't enjoy what you are doing, you won't be successful. Even though it's a very serious job with a lot of stress, you have to be passionate about it. I think it applies to all levels of athletes.

AWM: Who is your hero?

CS: Ned Overend

AWM: What athlete do you most admire?

CS: Those crazy motorbike riders at the Paris to Dakar rally. (2-week race through Sahara desert).

AWM: Where did the name "caveman" originate for you?

CS: "Caveman" has a few origins. Maybe that's why it stuck. One day I was busy making something in my dad's workshop, and as he walked through the door, I broke whatever I was busy with. I can't remember if it was the project or the tool. He said in Afrikaans: "Jy is n regte grotbewoner" which translates to, "You are a real cave dweller." 2001 was my first full season in the US. I had no money, and a kind family in Colorado Springs let me use their basement for free. The previous tenant used the basement as his drug dealing headquarters, so understandably the family was quite wary of another young, jobless guy bumming downstairs. The basement resembled a bomb shelter from the inside, and a real stone-age cave on the

outside with creepers covering the cave entrance, I mean doorway. My friends soon referred to my domicile as "Conrad's Cave" So "Caveman" originated from Africa and America- enough reason to make it stick.

AWM: You have some pretty big plans for 2008 .. What do you plan to change in your training to increase your chances of achieving your "trifecta"?

CS: More training is not necessarily better. Planning my season with good periodization is crucial.

AWM: You were labeled as the "comeback of the year" .. how does

that make you feel?

CS: It's a little funny. I didn't go anywhere. In 2006, I had a number of trauma related injuries, but despite that I still won some races. Between 2001 and 2007 I won 5 USA Series Championships-, which proves consistent performances. The elusive World title obviously carries a lot of weight, which is why the general public thought I was "gone". It feels great to be "back" though!

AWM: Is a tractor now a part of your unofficial training?

CS: Yes. Currently it is pool building. I'm building a 25m pool in my mom's garden. It is really hard work and I think building a pool makes you fitter than actual swimming, we'll see this summer!

AWM: Dream race .. if you could design it .. What would it be?

CS: XTERRA is pretty much spot on to my liking. I really like technical courses like Richmond, VA, or Alabama. I wish Worlds was more technical. It is on the dry side of the island and apart from some loose lava, it's not technical. Here is my dream Worlds: XTERRA on Maui's East side. The east side is wet and lush with very technical single track riding. The run course will have you jump a waterfall. You said my dream race, right?!

AWM: What's in your gearbox?

CS: When I travel I always take: Orange Suunto Core. MacBook. My special pen. (I have a small collection) Some kind of Specialized mountain bike. A handful of Clif bars and water.



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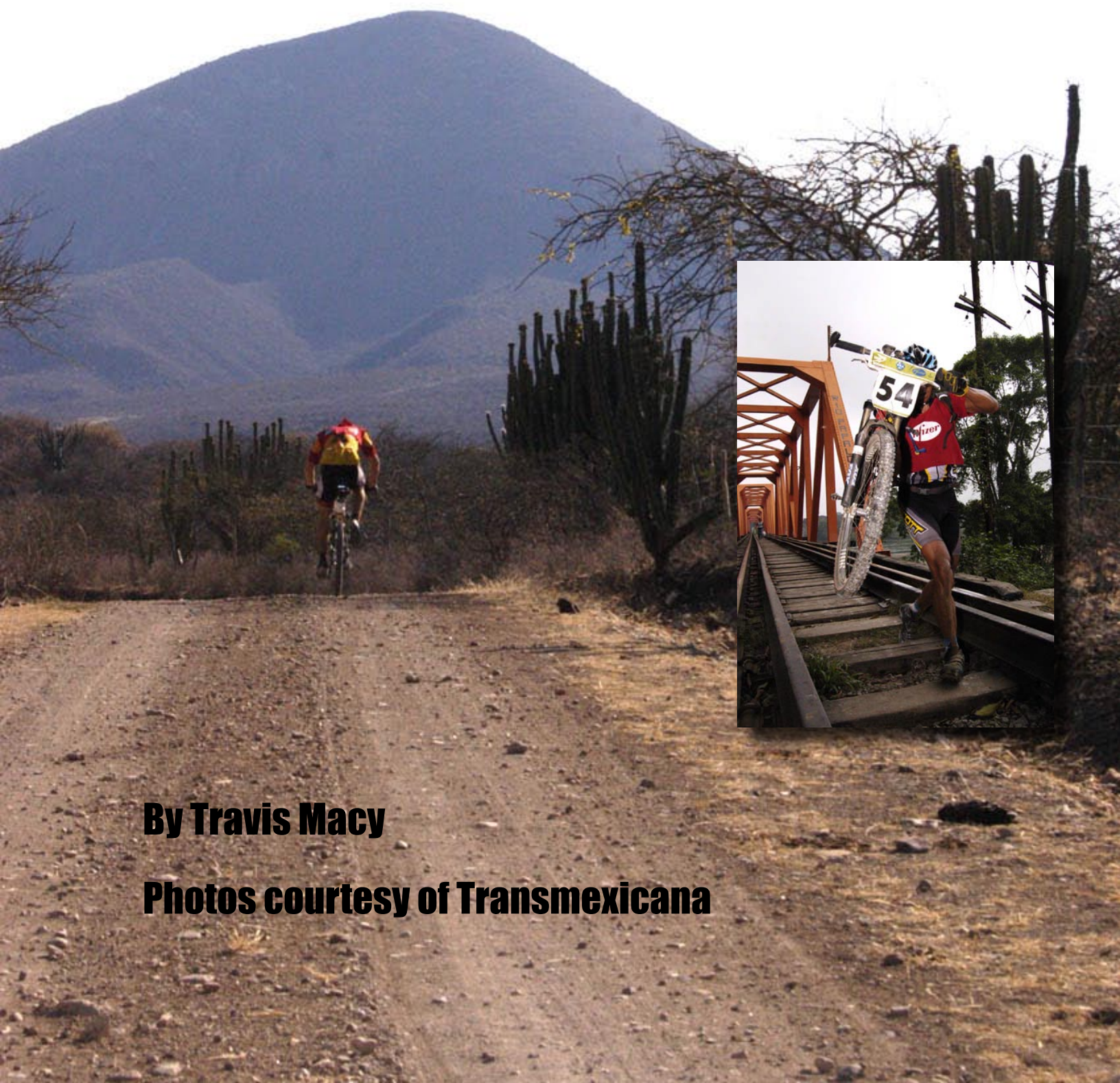
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Trans Mexicana

Seven Days of Pure Mountain Bike Adventure



By Travis Macy

Photos courtesy of Transmexicana



February 16-23, 2008

Imagine a place that's rich in natural beauty and even richer in culture, where the people get excited about adventure sports and schools close so that children may flood the streets as the race passes through, waving flags and screaming "Si se puede! Si se puede! Yes you can! Yes you can!"

Imagine hopping on your bike and riding across an entire country of such atmosphere, from sea to shining sea. I imagined this would be a pretty neat experience, so I signed up for the inaugural TransMexicana Mountain Bike Race.

Beginning Sunday, an international field of cycling junkies will pedal from Veracruz, Veracruz, a city rich in traditions of music and dance positioned on the Gulf of Mexico in the southern part of the country. After seven hard days of staged mountain bike racing through a warm, tropical climate, we'll arrive in Huatulco, Oaxaca, nestled on the Pacific coastline.

The dream of adventure racer, race director, and all-around good-guy Luis Canseco, the TransMexicana consists of a 700 km traverse of the continent broken into seven distinct stages. Stage distances are 101 km, 150 km, 120 km, 72 km, 120 km, 90 km, and 70km. After an initial stage that promises to be flat and fast, we'll work through extensive climbs on stages two through four. The final stage included four kilometers of travel in a river bed, which will provide ample adventure as we complete the journey.

In contrast to the cold, dry, winter climate of my home state, Colorado, the environment in Mexico will be hot and humid. I began training

accordingly by engaging in heat training sessions, in which I ride the stationary trainer indoors while wearing multiple layers of clothing. I will also know that I would have to consume electrolyte tablets, salty potato chips, and salted cashews regularly throughout the race.

After a week of riding, 700km covered, and the systematic traverse of Mexico, we arrived at the finish line.

TransMexicana Overall Ranking

Women:

1. Tami Tamashiro Arias (Mexico)

Men:

1. Lupillo Cruz (Mexico, Scott Bikes)
2. Cory Wallace (Canada, Biciport)
3. Travis Macy (USA, Team Merrell/Zanfel Adventure)
4. Oleksiy Sokolov (Ukraine)



racing the planet, vietnam



By Robyn Benincasa

Hello Pals of Team Project Athena!!

Wow!!

What a crazy, muddy week it has been, slopping, tromping, and slipping through jungles, rivers, and endless terraces of rice paddies in the 250 kilometer “Adventure Running Odyssey” known as Racing the Planet, Vietnam. The race began 7 days ago with a killer 105 kilometer (20 hour) first stage, and although we were wearing 25 pound packs fully loaded with everything we would need for the entire week, Team Project Athena pushed through to take the lead in the 3 person “Team” division and never looked back.

Over the next four 20-50k daily stages in which we coated our entire bodies with every form of mud imaginable (slippery mud, sticky mud, clay mud, red mud, baby

poo mud, rocky mud....pineapple shrimp....:)), we took care of one another, kept our spirits high and created an amazing synergy together that allowed our lead to increase every day.

A pretty magical team experience that culminated with our standing at the top of the podium yesterday in Hanoi. We would never have imagined it at the start line, but there we were, accepting engraved plates that don’t even fit into our luggage! Sweeeeeet!

I can’t tell you how proud and honored I am to be racing with these women. Melissa had her daily battles with her Rheumatoid Arthritis and spent much of the first few running moments of each day desperately wiping away tears of pain so she could see where her feet were

landing (and alternately giggling at what a sorry sight she must be--love her attitude!), and Louise has had so many issues with her electrolytes since her months of chemotherapy for breast cancer that we had to monitor her hydration/supplementation quite closely.

But keep moving we did.... because in any “ultra” endurance competition like this, it’s not about the team that is moving the fastest at the moment, but about the team that slows down the least over the long haul. And that’s the message we were hoping to bring to

other women who are suffering with similar medical setbacks through the Project Athena Foundation. That is, to just keep putting one foot in front of the other, day after day, and you will continue to impress and amaze yourself—which is the key in making that mental and spiritual leap from “survivor” to “athlete”.

We’re so excited that our journey for Project Athena has officially begun, and we’re looking forward helping women live their dreams, one Athena at a time!



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4. Werewolves of Austin
5. JUMP
6. Alpine Shop
7. Bikes Plus - Little Rock
8. TexasDare.com
9. CITGO/Gray Goat Multisport Racing
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Attention:

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04.19.08 Tex's Challenge Adventure Race - Camp Longhorn, Burnet, TX



Texas State Championship Sprint Race Series

05.31.08 TSCS Adventure Race #1 - White Rock Lake, Dallas, TX

06.14.08 TSCS Adventure Race #2 - Muleshoe Bend Park, Austin, TX

06.28.08 TSCS Adventure Race #3 - Camp Carter YMCA, Fort Worth, TX

07.12.08 TSCS Adventure Race #4 - Houston, TX (Urban)

07.26.08 TSCS Adventure Race #5 - Glenrose, TX



09.20.08 Terra Firma Adventure Race, Smithville, TX

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Lori Hazlewood

What, me paddle?

by Kip Koelsch

My first exposure to adventure racing, and thus adventure race paddling, was as a participant in the Miami, FL, Hi-Tech Series race in 1999. One of my teammates, who had done the race the previous year, recommended that we spend time practicing in the Sevylor inflatables. Just the thought of sitting in one of those “toy” boats was enough to make me cringe. I had been racing kayaks for a little over two years and had successfully progressed from sea kayaks, to surf skis, to Olympic-style flatwater racing kayaks. Not surprisingly, I had developed into a bit of a boat snob.

At first, practicing in these “beach toys” was frustrating. They were short, fat, slow, uncomfortable. What else could I think of as an excuse for why these boats were going in circles for an accomplished paddler like me? It was humbling to see other teams going straight, while my teammate and I slid in one direction then the other. Determined to make the paddling a strong point of our race, we sat and relaxed for a minute to gather our thoughts and really think about the boats in which we were sitting. We rearranged our seats to sit us up a bit higher so we could get a better

reach and use more torso rotation and less arms. We took shorter, quicker strokes so as not to overpower the boat from one side to the other. We made small, subtle adjustments when needed. We went straight.

During the race we jumped in the Sevylor ready to move up on the field—only to find ourselves floundering in circles that eventually got us to the first portage in a position well back of where we had imagined. After a barrage of special tests, we headed back to the jumble of boats on the beach. Unable to dis-

tinguish our boat from the masses, we grabbed one, adjusted our seats, and headed off. Zoom! No problems with steering. Our technique, and what we determined was probably a slightly better-inflated boat, moved us past team after team on the second paddling leg.

That first race was a great motivating and learning experience. Finishing a respectable 11th in the Coed Division fired us up for more racing. Dealing with the inflatable boat, cured me of being a boat snob and nudged me along a well-worn adventure racing path (one of adaptability). But, I also came away with a feeling that most of the other racers were just not very strong paddlers.

As my experience in adventure racing (and paddling) has grown, I have continued to be disappointed by most adventure racers as paddlers. And, while I know there really are good paddlers amongst our growing community, I'm sure most racers would agree that paddling is the discipline that typically receives the least attention.

Honestly, I can understand why. For many people it is a matter of relative convenience. What effort does it take to put on running shoes and head out the door? Or, to climb on a bike and spin off down the road? In contrast, how many of us can pick up a boat, go out our back door and start paddling? For some, training for paddling requires shlepping the boat a few blocks--portaging or wheeling. For others it means car topping and driving. Finally, there are those who don't even own a boat--renting or borrowing for an occasional training session. All of

these situations conspire to make paddling less convenient and less frequent.

Running and biking typically encompass the most AR training time. These disciplines are motions that most of us have been doing for years--natural extensions of common childhood activities. Paddling is different, less of a natural extension--less comfortable. For many people, paddling is a distant summer camp memory, an image of squabbling spouses careening endlessly from bushes to riverbank, or a fear of capsizing and encountering whatever lurks beneath the surface.

Inconvenience and discomfort only work together to make paddling even more difficult. Comfort only

comes from spending time in the boat. Speed--the efficient application of power--only comes when you are comfortable. As adventure racers, speed, efficiency, and comfort should be priorities. We do not want to waste precious time and energy because we are not comfortable with the equipment and consequently using inefficient technique. Comfort and efficient technique are also what allow you to finally start to work hard and feel like you are getting a good workout while paddling.

So what is the answer? Do the hard things. Earlier I mentioned how easy it is to put on running shoes and head out the door. I'm sure some of you moaned and said, "Not really." To be honest, I'd be joining you in that comment.

Photo by Mark Miller



While running doesn't require me to lug a lot of gear to a special site, running does require me to overcome certain psychological inconveniences. Running, is my weakest AR discipline. It may always be. But I also know that by improving my running I can make myself and my team more competitive. So, I do what is hard for me--I put on the shoes and go. When I started working on my running, I felt awkward, plodding, heavy. Sometimes I still do. But, the more consistently I run the more consistently comfortable I get--the more efficient I feel. The increased comfort allows me to continue to go a little farther and faster. The same result can come from getting out and paddling.

So, the first step to becoming a better paddler is to do what is hardest--overcoming the inconvenience and the discomfort it breeds. Paddle consistently. Ideally, to make progress in any sport requires practicing at least three times per week. Con-

sidering the amount of time most adventure racers put into running and biking, getting in a boat two times per week would be a good start. At the beginning, the type of boat won't matter--canoe, kayak, fat, or skinny. Just paddle and observe. Don't get hung up on trying different strokes or remembering their names. Don't paddle hard (another obstacle to overcome). Feel how the boat responds--how it turns, glides, lurches, balances.

Once you've paddled easy a couple of times and gotten a little more comfortable, try some of these "drills" to push the limits of your comfort level.

Wet Exit. I recommend doing this as close to shore as you can while still being in water at least four feet deep. Of course, wear clothing (e.g. wet suits) appropriate for the water and air temperatures. When you are ready, do what it takes to flip your boat over. Canoes are

relatively easy to get out of; in kayaks try it without a sprayskirt and make sure you bend at the waist to make getting out of the cockpit a bit easier. After you've tipped, try different methods for emptying your boat and getting back in (I'll cover "traditional" re-entry methods in another column).

Leaning limits. Lean as far as you can to one side. See how far you can go before you tip over. Try it on both sides a few times to learn just how far you can go before you go swimming. If you don't get wet a few times, you are not doing this correctly.

No paddle paddling. The paddle not only propels the boat forward, it also assists with balance--especially in a kayak. Take the paddle away and things get a little more wobbly. Try paddling using only your hands. Paddle forward and backward. Try some turns.

Photo by Lori Hazlewood



Eyes closed paddling. We are visual creatures. It is much easier to balance when we can focus on something. Take that away and we get a bit uncomfortable. Try alternating paddling eyes open with a few strokes of eyes closed. For a real challenge, paddle eyes closed with your hands only.

Advanced balance drills. To really test and continually improve your balance and comfort in the boat you need to get comfortable with increasingly more advanced drills. These advanced drills are simply different variations on the same theme—rais-

ing your center of gravity. Simply placing a one inch cushion on your seat can raise your center of gravity enough to decrease your comfort level again. Start with that, then try these variations:

- Canoe: sit on the bow or stern and paddle
- Kayak: sit on the deck just behind the cockpit
- Canoe: Stand up and paddle
- Kayak: Stand on seat to paddle
- Canoe: Stand on the gunnels (sides) and paddle

Try these drills and you'll spend a lot of time in the water. But when

you do get back in the boat, the extreme discomfort of doing these drills, will make simple paddling seem that much more comfortable. And, whether you're paddling your aluminum canoe, a sleek sea kayak, or one of those Sevylor inflatables, you'll be ready to take the next step to paddling faster and more efficiently.



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Adventure Racing Navigation

Part 1: The 3 North's

by Mark Manning

Navigation is a key part of any adventure race and can make or break a team. Have you seen how happy your teammates look when you tell them that the canyon you've just dragged them down was the wrong one and the only way out is to go back the way you came or climb up the side? We all know that a fast team going in the wrong direction is going to have trouble winning against a slower more accurate team.

With this in mind AR Navigation Supplies is going to present a monthly article on adventure racing navigation. We will start with the basics and build over the next few months to cover all of the challenges that an adventure racing navigator may face.

OK, who knew there were 3 North's on a map, that they could all be different AND move around depending on where you are? The 3 North's that we're talking about are True North, Grid North and Magnetic North. Let's take them on one at a time and discuss their differences.

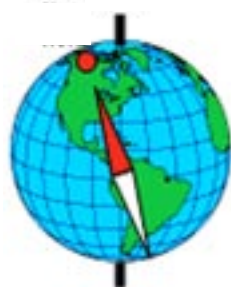
True North

This is the point that the Earth rotates around at the North Pole. If we were to put a spindle through the Earth, True North would point to this location. It's generally defined by the printed edge of the map.

Grid North

Grid North is only really relevant for the map you are using. It is the imaginary point where the grid lines of the local map converge. Different countries use different grid systems typically based on an international reference grid. The US has used 2 grids in recent years that we will discuss in a future article.

Magnetic North



This is where the compass needle points based on the lines of magnetic flux generated by the Earth's liquid iron core. The

direction the compass arrow points will vary depending on direction of the magnetic field at your location.

The difference between True North and Magnetic North is called magnetic declination. Magnetic declination defines the number of degrees East of True North the compass arrow will point at your location. It is normally expressed as a positive or negative value, positive for East declination and negative for West declination.

To make things more complicated, the location of Magnetic North is moving with time. Currently the

Magnetic North Pole is located in Northern Canada but is slowly moving towards Siberia by about 25 miles each year. In the past century the magnetic pole has moved about 680 miles and has accelerated over that time to its current position.

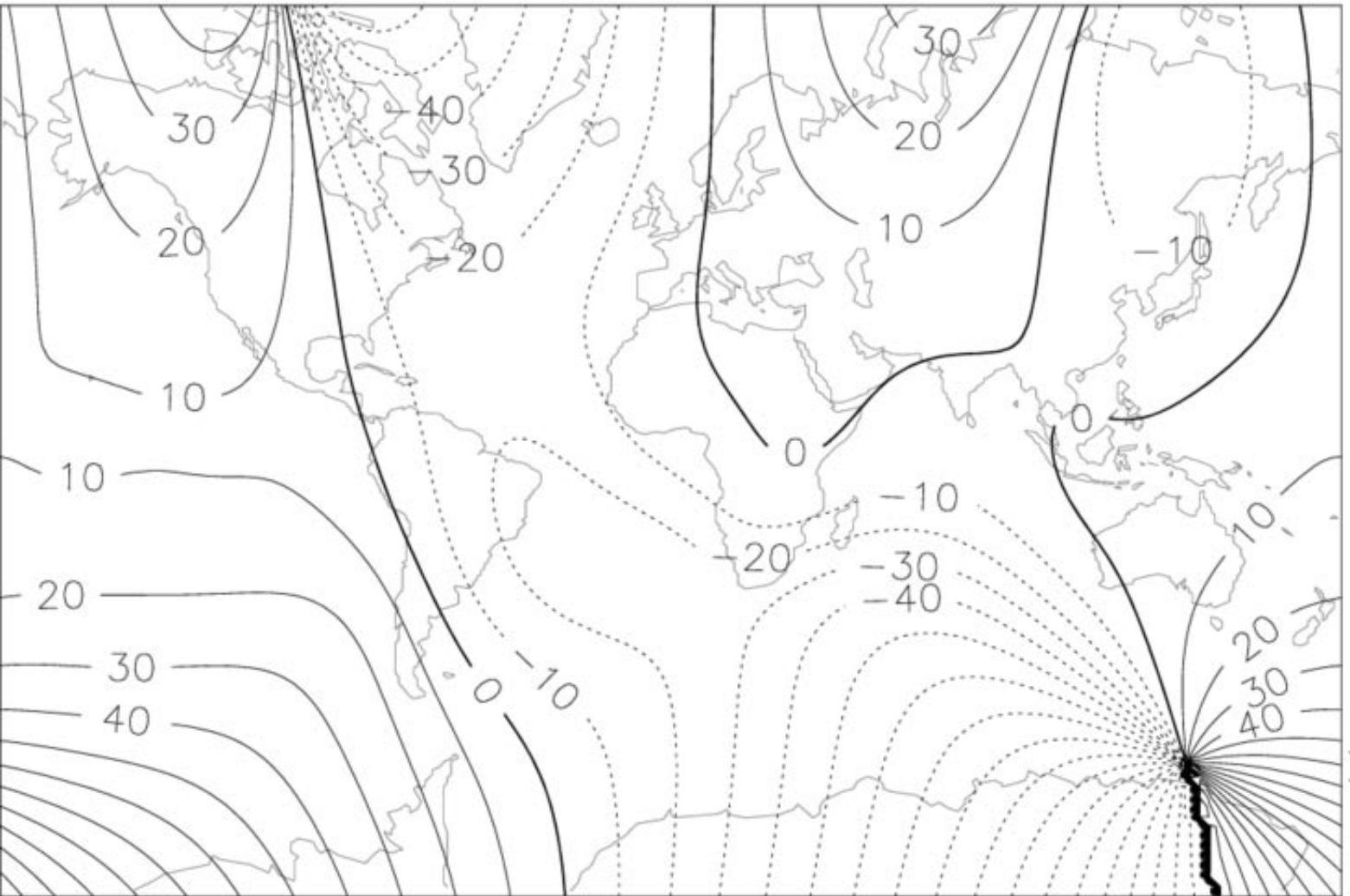
So how does this affect us as adventure racing navigators? The most important thing to realize is that we have to make adjustments when using these different North's and understand that the amount and direction of the adjustment will depend on where you are in the World. This diagram shows the different degrees of magnetic declination around the world in the year 2000.

The easiest way to account for declination is to look for a compass that has a declination adjustment built in. Then just look up the current declination for the race location on the USGS web site before you leave home. The race map should also have the declination printed on it but sometimes this value may be out of date.

If your compass doesn't have a declination setting you will need to calculate the declination adjustment yourself when taking bearings from the map or the field. For example, if you are going to follow a bearing to a location taken

2000 Declination (degrees east)

<http://geomag.usgs.gov>



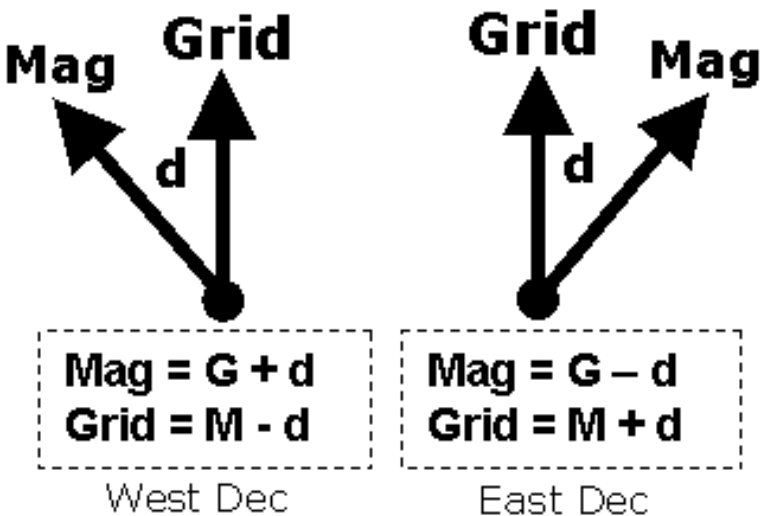
International Geomagnetic Reference Field (IGRF)

from the map using True North or Grid North, you will have to follow the appropriate magnetic bearing

with your compass while traveling. To calculate the correct magnetic bearing you can use this diagram as a reference for the examples below.

If you are in an area with West Declination (e.g. New York) - Take the Grid or True bearing from the map and add the Declination to get the Magnetic Bearing.

$$G + d = Mag$$

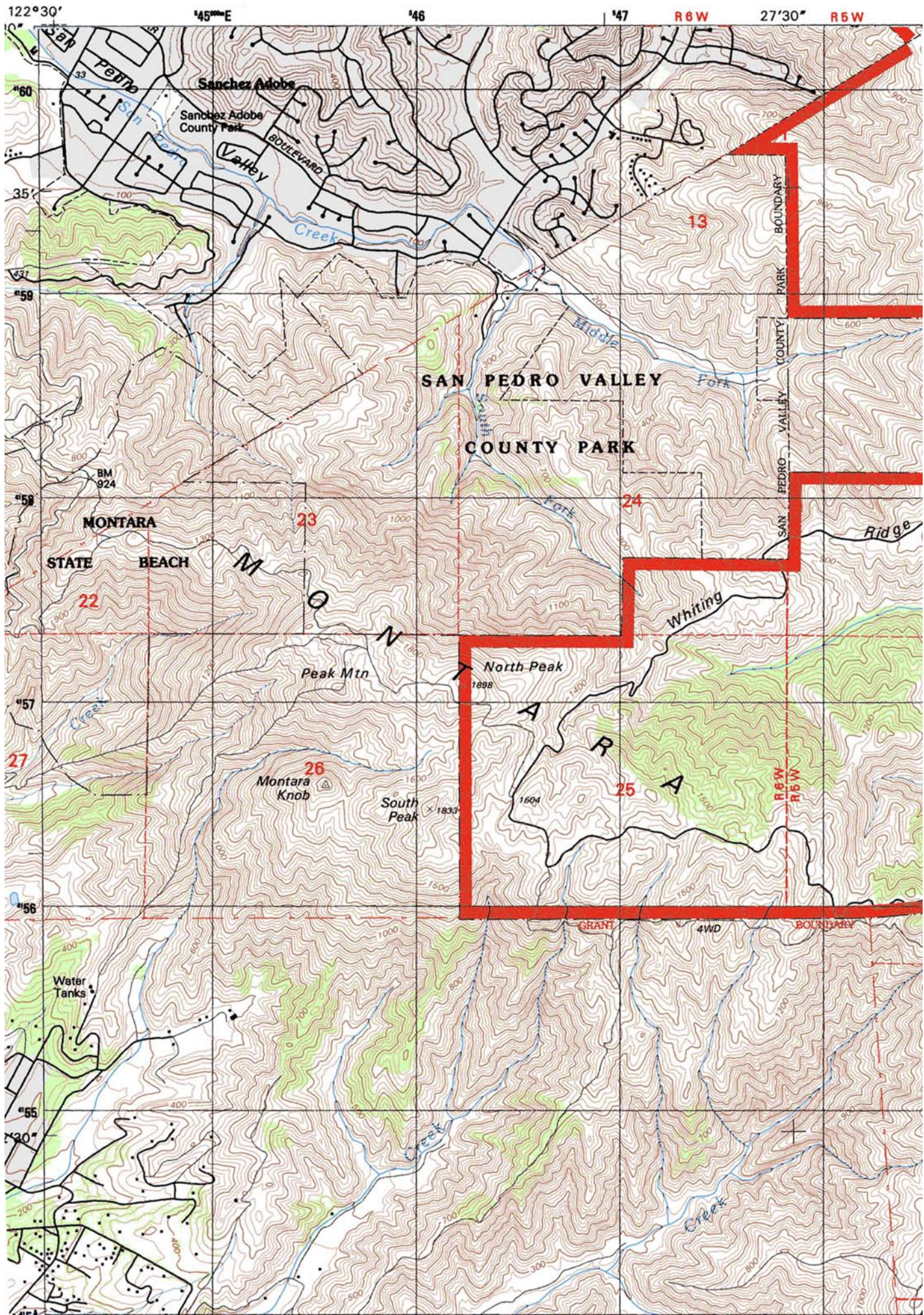


If you are in an area with East Declination (e.g. California) - Take the Grid or True bearing from the map and subtract the Declination to get the Magnetic Bearing.

$$G - d = Mag$$

- More information on the magnetic declination calculations can be found on the features page of the Basic Roamer AR at www.ARNavSupplies.com.

Round 1 AWM Navigation Challenge

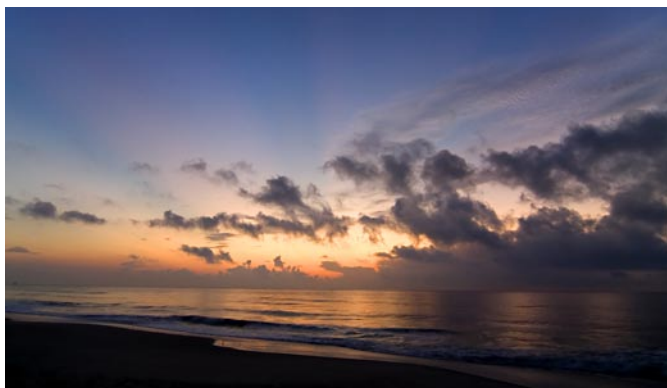


Your team has arrived in Northern California for the first round of the Adventure World Magazine Navigation Challenge, brought to you by www.ARNavigSupplies.com and the Basic Roamer AR.

Answer all the CP questions in order by following the instructions below. E-Mail your answers to info@adventureworldmagazine.com (Place the word 'Contest' in the subject line). Those with correct answers for 3 months will be entered into a drawing for free gear. First winner will be announced in the July issue.

True North and Grid North are assumed to be identical on this 1:24K map.

Checkpoint	Instruction	Question
Start	Start in Sanchez Adobe Country Park	What is the name of the creek in this park and the general direction of flow?
CP 1	Travel via road and trail as far South as possible on the South Fork of San Pedro Creek	What is the UTM of the stream intersection at the end of the marked trail?
CP 2	Follow the South Fork of the San Pedro Creek to its source	What is the elevation of the source?
CP 3	From CP 2 look for the shortest bushwhack to Whiting Ridge fire road	What is the distance in meters from CP 2 to the closest point on Whiting Ridge fire road
CP 4	Follow Whiting Ridge fire road South West to 1400 feet elevation	What is the trail distance in 1/10th's of a mile from CP 3 to CP 4?
CP 5	Plot UTM 0546460 4156525	What is at this location?
CP 6	Find the trail from CP 5 to North Peak	What is the difference in elevation from CP5 to North Peak
CP 7	Peak Mountain summit	How many major contour lines are crossed on the trail between CP 6 and Peak Mountain?
CP 8	Montara Knob summit	What is the UTM of Montara Knob summit?
CP 9	a. Plot a bearing of 229 deg True North from the summit of Montara Knob	What man-made structure is at the intersection of these 2 bearings?
	b. Plot a bearing of 242 deg True North from the highest point on South Peak	
CP 10	Plot UTM 0545100 4155450	What is the True North bearing from CP 9 to CP 10?
Finish	Email your answers!	



ON THE HORIZON

Coming up in future issues:

- Dirt Divas (articles for women athletes by women athletes)
 - In the Minds of Race Directors-Part Two
 - Planning for your first international event
 - Athlete Profiles (to be a monthly feature)
 - Where Are They Now?
- Adventure Sports on a Budget
 - Training and Parenthood

Future Gear Reviews:

- Race Packs • Bike Lights
- Trail Runners • Headlamps
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If you have anything that you would like to read about or just have suggestions or comments...email us at
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 Fixed Ropes • Orienteering

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UNITED STATES ADVENTURE RACING ASSOCIATION

National Ranking System

Presented by



March 2008

1. Mannatech/M.O.A.T.
2. Eastern Mountain Sports
3. Werewolves of Austin
4. Vignette
5. HoustonAdventureRacing.com
6. Lab Rats
7. Snickers Marathon
8. NYARA
9. Outcast/USA Fit AR
10. TravelCountry.com

adventure destination

Cape Town, South Africa

Photo courtesy Abseil Africa



So, you have landed in South Africa, slightly nervous about your first step onto the African Continent. Well, if you choose Cape Town, you are in for a little surprise. A great mix of Europe and Africa, an easy introduction to the DARK CONTINENT.

Cape Town International looks more like a small town airport combined with a Skyscraper building site. A few years ago it was still handling only a small number of passengers, but with current growth in tourism they cannot keep up with increasing the airports capacity. As soon as they finish one section they have to add the next.

You leave the airport down a four lane highway and in minutes you are looking at one of the worlds most famous landmarks, Table Mountain, situated right on the edge of the most beautiful city on the Atlantic Ocean. For anybody with the spirit of adventure flow-

ing through their veins, they can immediately see the endless opportunities for a variety of adventures: Mountain, Ocean and Open sky right in the middle of a City – WOW!

Checked into your accommodation category of choice, everything from Backpackers to some of the most luxurious hotels in the world are available in Cape Town. There is even a hotel dedicated to Adventure enthusiasts (The Protea, Fire and Ice Hotel). You kick your shoes off open your curtains and lie on your bed staring at Table Mountain. What to do first?

You awake early, the jet lag is still messing with your head and through the curtains you left open, the moonlight is shining bright on Table Mountain. Now it is clear what is going to happen in a few hours time - you are going to be climbing that Mountain. There are a heap of routes to choose from to

get up Table Mountain, from easy walks to some serious climbing routes. You choose something in between with a little bit of scrambling and mostly easy walking, a few hours later you are on the top. You can't believe it, as only hours after landing you are standing nearly a kilometer above Cape Town City, staring up into Africa.

Your next adventure awaits, an abseil off Table Mountain, a 112 m controlled descent. You step off the top at 1000m above sea level, and abseil into pure vertical space. This is the world's highest commercial abseil, surrounded by beautiful views and the deep blue Atlantic at your feet.

En route back to your hotel you drop in at a Tourist information office to find out what other adventure activities can be booked while in Cape Town. A really friendly lady hands you a copy of DIRTY BOOTS. Never have you seen

such a comprehensive guide to adventure anywhere in the world, over 150 pages of outdoor adventure activities in and around South Africa, with the full contact details of all the adventures operators themselves, no middle man taking a quick buck from you. The Cape Town section alone has 55 operators listed. Sadly you realize you don't have enough time to do everything.

Sitting down at one of the many restaurants in Cape Town, there are literally thousands to choose from, you page through your little adventure bible trying to decide what to do next. While reading your menu and Dirty Boots you notice Grayfish (West Coast Lobster) are in season and yes there is even an operator who will take you on a crayfishing trip. You phone and they confirm that all looks good for the morning. Ah, well another early start. Off to bed early as the day's excitement and the long haul flight has suddenly caught up with you.

Standing at Kommetjie Harbor (Harbor might be the wrong word as all there is a tiny cut-out between the rocks to get you out into the deep channel) about to climb on a great little motor boat with some real locals and with mother luck on your side a perfect flat ocean awaits. It can only mean one thing, we are guaranteed crayfish in the nets today. As we head out to find a suitable spot to drop the nets the locals try and scare you with stories of huge waves, great white sharks and icy water conditions. They point out a reef where the guys tow-in surf when the big winter fronts hit the Cape coast, this is difficult to believe on such a calm day.

Crayfishing is really fun and easy, you tie some really stinky fish heads in the middle of a metal ring with a net attached to it, you drop it down to the ocean floor close to some kelp as the crayfish live under the rocks the kelp is attached to and you wait. Then 10 minutes later you heave the net up on to the boat and with a little luck and skill you have a net full of crayfish. You measure them and keep the ones that are the correct size. While bobbing out in the bay you notice this beautiful long unspoiled beach, with a few horses riding along the shore. You now know what you will be doing that tomorrow. After a few hours you head back to shore with a full quota of 4 grayfish each. Being typical South Africans locals, always hospitable and friendly they invite you back to their place for a fresh crayfish braai (meaning cooking on an open fire). You have never tasted such great sea food. You crawl back to your hotel room in the early hours of the morning. Luckily your Beach Horse rides do not call for an early start.

Noordhoek beach is the name of that beautiful stretch of beach you saw from the boat yesterday. It basically stretches from Kommetjie to Chapmans Peak, 6 km of pristine soft white sand with the Atlantic ocean rolling in from the West. (Your horse is really patient and responsive, you can see these majestic creatures love their work, who wouldn't if all you had to do was carry some really happy tourists up and down one of the most beautiful stretches of beach in Southern Africa.) The ride lasts about two hours which is just long enough for a butt not used to sitting in a saddle. We return to Imhoff which is a little shopping centre with a restaurant, some small local shops and heaps of things for kids to do (even Camel Rides). Sitting outside having lunch while relaxing in the shade of a big tree you decide to read the local newspaper, to your dismay you glance at the weather section. Bad weather is approaching for the next day or two, what to do now? Out comes the trusty Dirty Boots guide and you wonder





if there is something indoors and exciting to do?

Of course you are not disappointed-Aquarium Scuba diving with ragged-tooth sharks! Sounds a little bit commercial but what the heck, it beats sitting on a bus with a bunch of tourists driving around staring out the window and listening to a boring old tour guide mumbling away about some silly history story. Oh, by the way if you are interested in learning a bit more about the history of South Africa, try reading James Michener's 'The Covenant'. A great story based on true history facts and people.

As you awake on day 4, you realize why the Cape is called the Cape of Storms. You certainly made the right choice. The Two Oceans Aquarium based at the Victoria and Alfred waterfront complex is certainly a top class aquarium experience. True to its name there is a great variety of displays from both the Indian Ocean and Atlantic. Your favorite is off course the crayfish display and you are glad you did not catch any of those monsters as there would have been no

space on the boat. The dive itself turned out a lot more exciting than what you expected. Ragged-tooth sharks, shoals of large fish, rays and even turtles. Being so close to these sleek bronze predators certainly makes you appreciate their beauty and power which you hope you do not have to experience at first hand. In the same tank there is an impressive kelp forest, from above these sea plants can be a little plain but in the water they look beautiful and really add a magnificent backdrop to this fish bowl diving experience. After the dive you wander around the waterfront and enjoy lunch at one of the many restaurants in the complex. All in all... another great day in Cape Town.

You know that after such a nice storm there should be some awesome swell lurking around, but have not packed in a surf board as you decided to travel light. While wondering if you could arrange a surfing day tour, back to Dirty Boots and guess what...no problem. You are collected early at the hotel and realize immediately this is going to be a great days surfing as even the guide is excited about

the conditions. It would take you months living in Cape Town to find all the great surf spots you visited that day, so I highly recommend taking a surf tour if you have limited time on your hands and you enjoy surfing. The guide mentions that they also cater for beginners so if you would like to learn why not do it in Cape Town, with only a short drive from one side of the peninsula to the other, there are heaps of options for any wind direction. After 6 hours of the most awesome surf a flop down on your bed and wonder, can it get any better?

Day 6 – You decide to take it easy. You have heard that Cape Point is a must see from all the people you are meeting on all your exciting adventures, so you wonder if it is possible to see it without joining a tour of old farts and their cameras. Back to Dirty Boots, ah, there are a few interesting ways to do this tour: In a Vintage World War II sidecar motorbike, on a Harley Davidson or on a Mt Bike, off course you choose the last option as their advert reads: "our trips are a far cry from your average mainstream bus tour in that we aim to keep our guests out of the bus as much as possible, with activities such as hiking, biking, cruising, picnicking and swimming available". Yip that's your tour! Cape Point National Park certainly is a must see, with magnificent views of both sides of the peninsula and standing at the tip of this land mass you feel like this is truly the spot where the two oceans meet as sold in many brochures. Luckily you know better that the tip of Africa is at Cape Agulhas about 4 hours drive South

East from Cape Town, but this is good enough. One of the cycle legs on this trip is along Chapmans Peak drive, looking down on that beautiful beach again where you were horse riding a few days ago. With another sensitive backside, you decide to rename the area as Sore Butt Peak.

The sea has calmed down again and yesterday you passed through Simon's Town a little too quickly, so you decide to return for a sea kayaking trip you found in Dirty Boots and an afternoon of lying on the beach filled with penguins reading your South African history story book, 'The Covenant' is turning out to be a tail of great adventures. You should have lived 200 years ago.

The kayaking trip takes you down along the coast towards Cape Point on the False Bay side. What a beautiful way to see this pristine coastline! As your luck strikes again you get to paddle really close to a Southern Right whale and a school of dolphins. Will Cape Town ever stop surprising you? After a few hours you return to Simons Town with sore arms and an everlasting smile on your face. You stroll down to Boulders beach for an afternoon in the sun. What a unique place! An African penguin colony in the middle of suburban Cape Town! A few hours later you return to Cape Town by train. The train runs all along the coast, you sit staring out of the window and start feeling really sorry for yourself as you realize your time is limited.

You make the most of your last two days in the Mother City. While staring out to sea it suddenly dawns on you that South Africa is one of

the best places to see the infamous but beautiful creatures – the Great White Shark. You quickly pull out your little adventure bible and make some phone calls. No problem - tomorrow you are off to try and find the number one predator of the ocean.

The company you choose only takes small personalized tours and includes a trip past one of the biggest seal colonies in Africa and some awesome pelagic bird viewing. Of course while in Cape Town, you have already added quite a few new birds to my life list – some endemic to this area. You've all seen the pictures of breaching great white sharks and sharks catching seals, well these are the guys who have done most of those documentaries. You are so excited that you feel like a small child about to get his first bicycle. As per usual on this trip you are not disappointed and as your luck still continues, visibility is great as you slip into the cage. You have already seen the shark swimming around the boat but nothing prepared you for this. WOW, in the water they look so majestic, powerful and beautiful all at the same time. You receive a tap on the cage telling you that your time is up, sadly as you could have stayed in the cage forever watching those beautiful sharks till your flesh froze. As you head back to the harbour you are on such a high that you hardly notice the long boat ride.

What are you going to do for your last day in Cape Town?

Sitting on the bed counting your money, you realize that you haven't spent as much as you thought. So you decide to really spoil yourself

the next day. A quick phone call to check the weather, all is good.

Early morning you collect your Harley and head out up the West Coast, with a stop just outside Cape Town for a tandem Skydive jump – GO BIG OR GO HOME!! You suddenly love that saying. With a quick few safety pointers you are in the plane and heading to 30 000 feet. The next moment you are jumping out of a perfectly good plane and free falling - what an awesome feeling!. With the adrenalin still flowing through your veins you continue heading up the coast. South Africa has the best quality roads and it takes all your discipline not open the throttle full tilt. Sorry guys, the speed limit is 120 km an hour. You stop for lunch at a beach restaurant, after devouring a whole seafood platter, you take a stroll along the beach reflecting on an awesome week in Cape Town. Adventure filled days with friendly people and great food what more can a man want from a holiday.

As you head back to Cape Town with the sun setting behind you and Table Mountain in front, you start planning your next trip to South Africa, maybe a foot Safari in the Kruger or a 4x4 self drive holiday to the Karoo or maybe it might even be a luxury honeymoon safari in the Eastern Cape. But you will be back!

By Johan Radcliffe

Editor's Review: Sunglasses

After having spent over 25 years actively pursuing my passion for the outdoors, I have come to the conclusion that there are a lot of things that I can do without. One of those items that I cannot be without is quality eyewear. Whether I am racing, paddling or just vacationing... sunglasses are a must. In this issue, we are spotlighting five new models for 2008. Here is what we found...

Julbo Trail \$150

Features:

- Zebra Soft Photochromic lens (category 2 through category 4-approximately 40-80% visible light transmission)
- The lens have a lifetime anti-fog coating and higher optical quality than polycarbonate



Upside: Great for moving in and out of trees while biking or running due to the versatility of the lenses in dealing with varying light conditions.

Downside: Highest priced in our review.



Smith Interlock 01 \$149

Features:

- Interlock interchangeable lens system
- 14 replacement lens tints

Upside: Easily changeable lens system...makes it great for quick transitions. Lifetime warranty.

Downside: For small to medium faces.

gear closet



Native Bolt **Polarized Reflex** **\$120**

Features:

- Larger fit
- Self-adjusting nose pads
- Vented
- Weigh less than one ounce

Upside: Very light weight. You almost forget you have them on. Lifetime warranty.

7Eye Vortex **\$99**

Features:

- SPF75 model which features a foam-lined air dam which helps block irritants
- Re-ACT (Amplified Color Technology) lenses
- Medium-large fit



Upside: Air dam performs well when windy to help eliminate dust and debris.

Downside: Glasses tend to slide off the nose when perspiring. Problem can be alleviated with the use of a strap.

ZANFEL

Dual-action Zanafel is the only product clinically shown to remove urushiol, the toxin found in poison ivy, oak and sumac, from the skin ANYTIME during outbreak while relieving the itching within 30 seconds.

**GOT POISON IVY?
GET ZANFEL
IT WORKS!**



Welcome to Zanafel.

For more information,
visit www.zanafel.com
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Ryders Treviso
\$39.99

Features:

- 100% UVA, UVB, UVC
- Hydrophilic adjustable nose pads and hydrophilic temple tips
- Polycarbonate lens

Upside: Lowest priced in the review. Have been worn paddling, biking and running (both trail and road) and have performed exceptionally well.

• Editor's Notes:

We have utilized each pair of the reviewed sunglasses in road running, trail running, mountain biking and sea kayaking. Each pair of glasses has spent at least 20 hours in the above outdoor activities. We will continue to test these sunglasses throughout the year and will periodically reassess the products in future gear closet reviews.

The glasses will also be used in future adventure races, mountain bike races and endurance paddling trips.

mumble, "Give me medication!" Come to find out they never gave me any pain medication. Finally it was over....no more pain. Not too long after they were able to give me morphine. Later, I was told that they could not give me the pain medication because my blood oxygen level was too low. I was then taken to another helicopter which took me to an airport where I was flown on a King Air from one side of the island back to Kota Kinabalu. Once on the plane they kept the morphine flowing and all was good. I arrived in Kota Kinabalu and was taken to a private hospital. Over the next week I had so many visitors. Our team was sponsored by Ernst and Young, and the local Ernst & Young office even brought me a laptop to use. I am not sure if that was the publicity they were looking for when they originally sponsored us, but according to some, any publicity is better than no publicity.

I spent seven days in the hospital with a tube sticking out of my chest, allowing my lungs to drain. The doctor came in one day pulled the tube out, sewed me up and declared I was "as good as new". I got out of the hospital in time to go to the closing ceremonies and meet my wife at the airport as she arrived in Malaysia.

I can't say enough about what a great job Dr. Adrian Cohen and his staff did in helping me out of a bad situation and what a great bunch of teammates I had that unforgettable day.

Do you have an amazing
"It Happened To Me" story?

See page 24 to see how your story
could be read in a future issue of
Adventure World Magazine.

Attention All Readers!

With our third issue we are going to introduce two new features:

- **Dirt Divas**

All of these articles will be written by women athletes for women athletes.

- **Ask the Pros**

Email us your questions to the address below and our panel of professional athletes, trainers, and race directors will answer selected questions.

editor@adventureworldmagazine.com

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footprint diaries



Swamp Stomp 2008

Team Adventure World Magazine experienced all they could handle at this year's Swamp Stomp adventure race hosted by WeCeFar. Warm temps greeted our team as we arrived at Myakka State Park in Sarasota, Florida. After receiving race maps the evening before, we arrived at the park on race morning ready to do battle. We were told there would be a surprise checkpoint (CP) to start the race. At 7:00 am, each team received a small map with no instructions on it other than the location of this mystery CP. Teams made a mad dash through woods, marsh and swamp to quickly retrieve a card and return to the transition area (TA) to take off in canoes.

This paddle leg took us upstream to find a number of CP's and BP's (bonus checkpoints) along the way. A section of this paddle leg sent us a few miles up the Myakka River at its narrowest point. Like a Disney ride gone terribly wrong, we paddled our 17 foot canoes up this twisty river as the water rushed by making minimal forward prog-

ress. But, what a rush as we headed back downstream!

Next, a trek took us through a private ranch where cattle trails cut through the woods in all directions. We hiked to locate BP7, and as we approached,

we could hear loud noises in the distance. As the rumbling sounds came closer, we could see a herd of cattle barreling through the woods knocking down small trees and bushes in their path. And, they were coming right at us! We dove behind some large trees as the cattle stampeded on both sides of us. Talk about your mystery event!

Once we retrieved all of the CP's and BP's, we headed back to the

boats to return to the TA. Our team (Julie Ardoin, Jason Martin, Derek Landry, David Poletto) paddled down the Myakka River when we experienced the most frightening moment in our race. Out of the tall saw grass on the bank of the Myakka River walked the largest alligator we've ever seen! At over 12 feet in length, this prehistoric beast entered the water and floated right next to our boat! Doing our best invisibility impersonation, our canoes slid by this huge gator and we could only hope it wasn't feeding time. Whew! Made it safely past and back to the TA with all our fingers and toes. That's always a plus in adventure racing.

A quick transition and we were off on a 8-10 hour trek...or so we thought. We started on the north side of the park and began hitting all of the CP's and BP's. We knew with the heat to carry lots of water and have purification tablets to replenish our water supply while out on the course. But, we





all know about the best laid plans. With the temps, our team drank our water faster than anticipated. So, our race quickly turned from strategy to survival. Still miles from the next treatable water supply, we had to map out a new course to head straight for the next primitive campground. Hours of hard to follow trails and swampy terrain brought our team to nirvana...or at least drinking water!

Picking back up on our race, we hit the next few CP's on our way to the TA. Back out in canoes for a short paddle south across Little Myakka Lake and back to the TA to begin our final leg of the race on bikes. We knew there was a 30 hour cut-off for this race, so we mapped out which CP's we could retrieve and return before the 1:00 pm deadline.

After 29 hours and 32 minutes, our team officially crossed the finish line in 5th place.

Race report by Dave Poletto

Photos by Mark Miller

The Footprint Diaries will be a monthly feature where race reports will be published. If you are interested in possibly seeing your race report in AWM, email us at editor@adventureworldmagazine.com. We will send you the guidelines for submission. Our goal is to keep the reports short, informative and interesting.



it happened to me!

Eco Challenge Borneo

by David Laux

It was 12:01am as we paddled and sailed on the ocean off the Eastern coast of Borneo. We were in the boat and on our way to the mainland. Soon we would exchange our native sailing vessels for our mountain bikes which would lead us into the jungle. We had survived the night on the ocean.

It must have been around mid morning when we arrived at the checkpoint where we would stretch our legs and get ready for the long bike ride. I remember there being a large tent where all of our equipment was being stored. We had to get our bikes out of the boxes and put them together. It was also time to get our packs ready and figure out exactly what we would be taking. We were not going to have another chance to restock our food for days, if at all. We were all tired but for the most part in good spirits. The night before Tracy and Brad had been off on a hike in which Tracy either was bitten by something or poked by a thorn which had pained her skin causing her hand to swell. Like Tracy had done so many times before in the prior months of training, she sucked up the pain and fear, and we proceeded on in the boats. By now all the swelling had gone down and we were all relieved to be back on shore.

As we were putting the bikes together a snake appeared and everyone got very excited and started chasing it. Not for the purpose of

catching it but more just to take a look at the snake. All I could think was get that thing out of this area before something stupid happens. Little did I realize the foreshadowing going on in my mind. I could not tell you if the snake was poisonous or not, but not being a snake fan, I assume all are poisonous and prefer not to see them.

We finally got everything together and it was time to ride off on our mountain bikes. Our team had never actually raced together until now, so we were still trying to get to know each other. Nancy is from California while Tracy, Brad and I are from Texas. As we rode off, we all felt much better and at least for now everyone on the team was on the same page. As we started the bike leg, we went through a small village where my chain either broke or had some sort of malfunction. At least I think was mine. All I can honestly remember is fixing a chain in the village. I was the designated "bike mechanic" so on the ground I went and got to work popping out a link and repairing the chain. Brad went off and found us a couple of soft drinks from somewhere in the village. Anyway, we were back up and riding in no time.

As we approached a slight grassy climb I was in front followed by Tracy, Brad, and then Nancy. As I approached the top of the hill, I looked back to make sure everyone was coming. I just balanced on the peddles, while glancing over my shoulder. I then looked forward and started down the other side of the hill. It was a small non technical

riding path. Toward the bottom of the path we passed by a bush which over hung the trail. As I started to go through it, SMACK! I found myself looking up at the sky. "Wow," I thought. "What in the HE## just knocked me off my bike?" I was not hurt and my bike had fallen over a few feet in front of me. As I started to get up, I noticed a few drops of blood spattered on the dirt and grass. I thought, "Great. Now I am going to have a nice open cut for the jungle ahead." As I started to glance down to look at my chest there was more and more blood. I was standing up at this point. My eyes then saw a strange sight. It was the inside of my chest. I had a hole in my chest about the size of a silver dollar. It seemed to be a perfect hole, but what was it doing on my chest. You would have thought someone had taken a cookie cutter and punched a hole out. I took a deep breath to relax and then up came all kinds of liquid. There was blood mixed with who knows what. As I breathed it seems to bubble out. I then thought to myself, what have I done this time? It was quite the sight looking down into my chest as the reddish foaming froth cleared for a moment between breathes. I then sat down and told Tracy, "We have a problem." It only took her a second to notice the wound. Evidently I had speared myself right off my bike. There was a thick branch that had been cut off at an angle behind the leaves. It went right into my body and came within a 1/2 inch from my heart. It penetrated deep because I was bent over riding the mountain bike. It happened in a



split second. I just felt as if someone had hit me in the chest with a sledge hammer. Tracy got very excited as she saw the wound. Brad and Nancy came to take a look. Backpacks bit the ground immediately as those three started getting water, bandages and the radio out to call for help. At first I felt fine and all seemed to be going ok.

At the beginning of the race we were given one radio and GPS that the ECO Challenge organizers had wrapped together. They also gave us a flare or two with a smoke signal. If we were to use the items we would be disqualified but obviously at this point it did not matter.

I had been on the ground a couple of minutes lying there listening to the commotion thinking that this is going to make Mark Burnett happy and make for a great story. If you had ever seen the Eco Challenge on television it was not that exciting to watch unless something unplanned was happening. Tracy had started to cry and there was a panic in Nancy's voice. Every single breath seemed to get shorter until it became hard to breathe at all. It felt like taking a breath, but not getting all the air you wanted before being pulled

back under water. Brad and Nancy could not get the radio to work because the salt water had found its way through the wrappings of the organizers. Later in the race they ultimately picked up lots of team's radios because they too would not have worked had they needed them. So there I was, laid out in the sand on a beautiful day on the tropical island of Borneo. Things could really have not been much worse. We did not have a working radio and by now one of my lungs had collapsed. Brad took off on his bike to go back to the village to try and get help. I am guessing 20 minutes had gone by when we heard a motorcycle approaching.

I was still on my back with my eyes closed trying to relax. The thing I feared was that the next breathe would be too small leaving me gasping for air. I got to the point where I felt like saying nothing. I just laid there with my eyes closed doing my best to relax, silently hoping I would be able to take the next breath. I seemed to be getting very tired.

Finally the motorcycle arrived; the rider was a native helping the race organizers. He just happened to

be riding that trail when he found us. He had a working radio and Nancy was able to make the call. A few minutes' later paramedics and race officials began to show up. I could also hear a helicopter above. I remember being asked a bunch of questions but being somewhat out of it at this point. I also remember someone telling me they were going to give me a shot in the chest. At this point I could not have cared less. I remember thinking about my wife and kids and thinking that Angie (my wife) was really going to be mad at me for this.....They gave me the shot and soon I was being hoisted into a helicopter for a ride to the base camp where they had a medical tent. Even Mark Burnett got a little dirty that day as he helped carry me. As I arrived I was quickly taken to an area where lots of medical personnel appeared in my personal space. Just kidding, but I was immediately surrounded. I remember someone telling me, "We are going to give you some pain killers and all you are going to remember is waking up in a hospital." Well, whoever told me that could not have been more wrong. All of a sudden there was more pain than I care to remember shooting through me. I remember being held down as the pain would not stop. It would subside for a second and then it would start again. It felt as if someone was sticking their fingers inside of me and wiggling them around. It felt that way because- that's what they were doing. They were cutting through my lat muscles and side so they could insert a chest tube. The medics were using their finger the feel around and hold it open. Of course during the process I was trying to

Continued on page 42