

Adventure World

magazine

Jordan's Summit Quest
4 Down-4 to Go

Where Are They Now?
John Howard

**5 Rules of Adventure
Racing**

Plus

- **Active Wear**
- **Rock and Ice Ultra**
- **Sayulita, Mexico**
- **Navigation Challenge**



June 2008



2008 November 7-8 Blue Ridge, Georgia

Regional Sponsorship Program: The 1st place coed team from each qualifying race will receive a \$400 sponsorship, provided by the regional qualifying race, to be applied to the teams entry fee for the 2008 GoLite USARA Adventure Race National Championship™. If the first place team does not attend, the sponsorship will roll down to the 2nd place team, etc.

www.USARAnationals.com

Lewis & Clark Ozark Adventure Race • Nov-10-07
Arkansas • www.ozarkadventurerace.com

Texas Dare • Dec-9-07 • Texas
www.texasdare.com

Bonk Hard Chill • Feb-9-08 • Lake of the Ozarks, AR
www.bonkhardracing.com

Swamp Stomp • Feb-16-08 • Tampa, FL
www.wecefar.com

Amphibious Warrior • Feb-23-08
Alexander City, AL • www.auburnmarines.org

The Frigid Infliction • Mar-1-08
Bolton Valley Resort, VT • www.gmara.org/frigid

Natchez Trace Adventure Race • Mar-1-08
Wildersville, TN • www.s2fevents.com

Eco-Lonestar • Mar-8-08 • Austin, TX
www.terrafirmapromo.com

Palmetto Swamp Fox • Mar-8-08 • Springfield, SC
www.kandoadventures.com

Sunflower 24 Hour Adventure Race • Mar-29-08
Lawrence, KS • www.bonkhardracing.com

Ozark Challenge Adventure Race • Apr-5-08
Ozark, AR • www.ozarkchallenge.com

Blue Ridge Mountain Adventure Race • Apr-12-08
Blue Ridge, GA • www.adventureracega.com

Grizzly Man Race • Apr-19-08 • Missoula, MT
www.grizzlymanrace.com

Atlantic Coast Conquest • Apr-19-08 • Orlando, FL
www.mycfar.com

Nature Cure Yough X-treme • Apr-26-08
Ohiopyle, PA • www.americanadventuresports.com

Western Carolina AR • May-3-08 • Modoc, SC
www.kandoadventures.com

Mad Dash • May-4-08 • Marshall, WI
www.adventurenorth.net

MISSION Adventure Race • May-10-08
Versailles, IN • www.dinoseries.com

Central Coast Adventure Challenge • May-10-08
www.ccadventure.com

Desert Winds II AR • May-10-08 • Temple Bar, AZ
<http://adventure-race.kayaklakemead.com/>

Collegiate/Sprint Nationals • May-17-08
Austin, TX • www.usara.com

Florida Coast to Coast Adventure Race • May-23-08
Cocoa Beach, FL • www.adventurousconcepts.com

Spread Your Wings Adventure Race • May-24-08
Rock Springs, TX • www.toocoolracing.com

Nature Cure Lionheart 24 Hour AR • May-31-08
Ohiopyle, PA • www.americanadventuresports.com

Longest Day Adventure Race • Jun-7-08
New York, NY • www.nyara.org

New England AR Series #2 • Jun-8-08
Westover, VT • info@racingahead.com

Run, Row, Rock & Roll Adventure Race • Jun-14-08
Fairbury, NE • jcraig@nebraskasportscouncil.com

The Cradle of Liberty Adventure Race • Jun-28-08
Southeastern PA • www.goalsara.org

New England AR Series #3 • Jul-19-08
New Hampshire • www.racingahead.com

The Bitter Pill • Aug-2-08 • Bolton, VT
www.gmara.org/bitterpill

Woodstock Goldrush 24 • Aug-3-08
Woodstock, GA • tobyb@ymcaatlanta.org

Krista Griesacker Memorial Race • Aug-9-08
Hamburg, PA • www.goalsara.org

Bushwak This! • Aug-12-08 • Vasilla, AK
www.egadsalaska.com

The Thunder Rolls Adventure Race • Sep-6-08
Illinois • www.thethunderrolls.org

Nature Cure BlackBeard AR • Sep-13-08
Outerbanks, NC • www.americanadventuresports.com

The Midnight Rush at the Raging Russell • Sep-13
Clayton, GA • www.midnightrush.trailblazerar.com/

Raid the Rock Urban Adventure Race • Sep-13-08
Little Rock, AR • www.raidtherock.com

Kit Carson Adventure Race • Sep-13-08
Lake Tahoe, NV • www.bigblueadventure.com

Midwest Monster Adventure Race • Sep-20-08
Quincy, IL • www.monsteradventure.com

Wild Adventure Race • Sep-20-08
Biwabik, MN • www.wildadventure.com

Terra Firma Adventure Race • Sep-20-08
Smithville, TX • www.terrafirmapromo.com

Overmountain Extreme • Sep-26-08
Morganton, NC • www.overmountainextremear.com

Berryman Adventure Race • Sep-27-08
Big Springs Park, MO • www.berrymanadventure.com

Howl at the Moon • Oct-08 • Florida
www.adventurousconcepts.com

Fontainebleau Adventure Race • Oct-11-08
Mandeville, LA • www.gulfcoastadventure.com

www.USARAnationals.com

ZANFEL

Zanfel is proud to donate \$100.00 towards the entry fee to the GoLite USARA Adventure Race National Championship to the winning teams from each Regional Qualifying Event.

contents

Features

14 **Active Wear**

6 options for an active lifestyle

17 **Jordan Romero**

His Quest to Climb the Seven Summits

22 **Rock & Ice Ultra**

Racing on Ice, With a Twist
by Rob Howard (Managing Editor of SleepMonsters.com)

28 **Adventure Racing Navigation Tips**

4 **Editor's Note**

5 **Contributors**

7 **Race News**

11 **Where Are They Now?**

12 **Race Director Profile**

46 **It Happened To Me**

Departments

26 **Training**

The UTM Grid (Navigation)

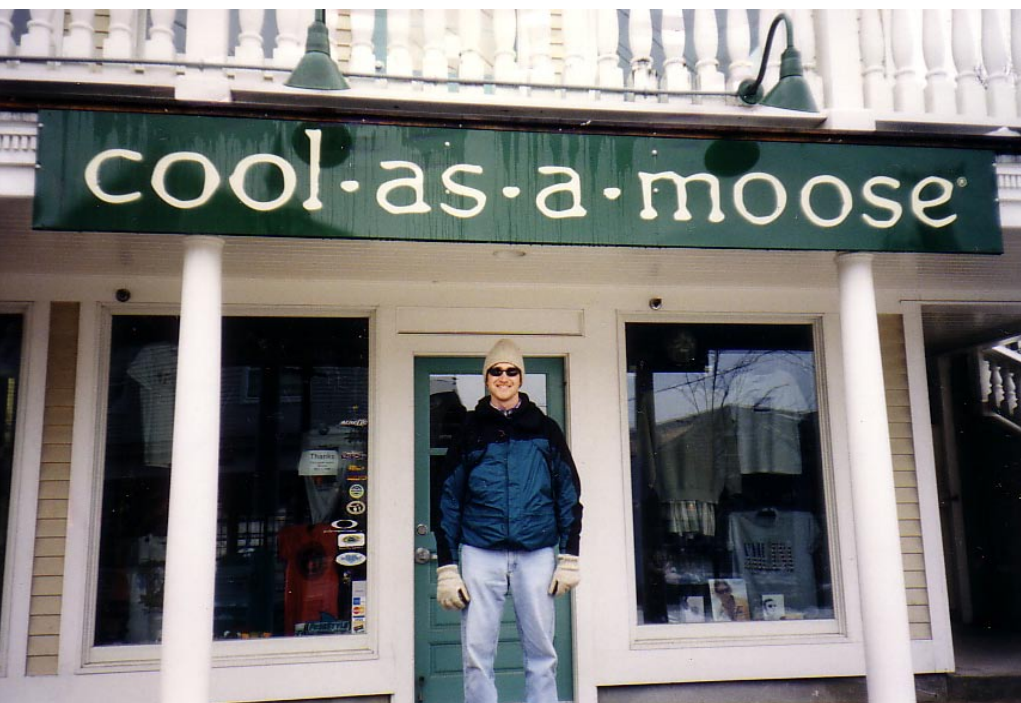
35 **Adventure Destination**

Sayulita, Mexico

39 **Gear Closet**

Cover Photo: Jordan Romero atop Mt. Elbrus, Russia. Photo by Paul Romero

This Page: Photo courtesy of Mark Miller



Our next generation of 'Adventurers'

This month, we had the opportunity to catch up with Jordan Romero. In an age of video games, computers and childhood obesity, Jordan is breaking that stereotype by setting out to do what only a handful of individuals (including adults) have done worldwide — to climb the highest point on each continent. And, he is only eleven years old and is half-way there with number five in his sights.

In our upcoming issues of AWM, we will be presenting ideas from some of the world's top athletes (and parents) as to how they include their children in their training while setting a good example for a healthy lifestyle. This is very important in our opinion as children tend to follow by example. We will also include some of the gear options for this emerging group of athletes ranging from hydration bladders to sunglasses and more.

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

Editor-in-Chief

Clay Abney

Managing Editor

Dave Poletto

Contributing Writers

Robyn Benincasa • John Hartley
Mark Manning • Ron Eaglin
Rob Howard • Brandon Bargo

Contributing Photographers

Mark Miller • Jacques Marais
Lori Hazlewood • Greg Yetter
Chris Caul • Rob Howard
Will Ramos

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 a year by No Boundaries Media, LLC, 18 North Reed Avenue, Mobile, AL 36604. AWM is only available online at www.adventureworldmagazine.com.

The opinions and the advice expressed herein are exclusively those of the authors and are not representative of the publishing company or its members.

Copyright © 2008 by No Boundaries Media, LLC. All rights reserved. Reproduction in whole or part without written permission is expressly prohibited.

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

- Ron Eaglin, commonly known in adventure circles as Dr. Ron is an avid adventure racer, biker, soccer player, runner, and general outdoorsy guy. He is married to an incredibly patient woman (all adventure racer wives must be incredibly patient) with 2 children. When he is not racing he is a professor at the University of Central Florida in Engineering and Technology teaching classes and doing research.



- 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



Altimeter, Barometer, Compass—
The new Suunto Core is your
genuine guide for real outdoor
adventures.


SUUNTO
suunto.com



Texas' Original Adventure Race Company

*** **ATTENTION** ***

**ADVENTURE RACE COMPANY
SEEKS THE FOLLOWING:**

athletes, triathletes, adrenaline junkies, thrill seekers, extreme competitors, endurance runners, mountain bikers, navigators, team builders, people wanting to lose a few extra pounds, people that are bored with their everyday routines, old people that want to prove that they still got it, and wimps that need to toughen up. If you fall under any one of those categories, then we have the ultimate challenge waiting for you!

Terra Firma offers you an extraordinary experience to remember for a lifetime. We provide you with a number of extreme sporting events and challenges, such as trail running, mountain biking, canoeing or kayaking, navigating, and mystery events.

Terra Firma provides the adventure and fun, you provide the skills.

Do you have what it takes?

2008 Terra Firma Race Calendar

****Boats, paddles & life jackets are included in your entry to all adventure races, although you may bring your own to the Eco Lonestar & Terra Firma Adventure Race****

02.02.08 Dirty Dozen Mtn Bike Race, Bluff Creek Ranch, Warda, TX

03.08.08 Eco Lonestar Adventure Race - Marble Falls, TX

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

10.18.08 24 Hours of Rocky Hill Mtn Bike Race, Smithville, TX



**OVER \$80,000 IN PRIZES & AWARDS
GIVEN OUT IN 2007!!!**



www.TerraFirmaPromo.com

(972) 966-1300



The Return Of The Bull

This year, The Bull of Africa Adventure Race will be coming to South Africa, and more specifically, to the Eastern Cape. The Bull of Africa Adventure Race is part of the Adventure Racing World Series, and a qualifier for the World Championships, which is to be held in South Africa in 2011. There are various countries that are part of this series, including: Brazil, England, Ireland, Sweden, New Zealand, Australia, Portugal, France, Mexico, America and South Africa.

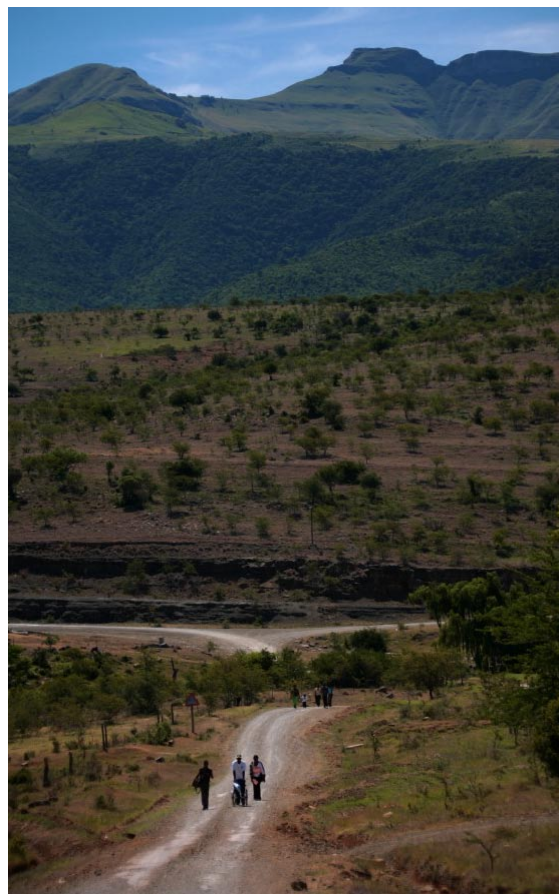
This year's race includes various disciplines—running, hiking, mountain biking, kayaking, abseiling and other rope work, navigation and others. Teams must do all disciplines together. The race is non-stop and teams can race throughout the night to attempt to complete the

distance between the mystery start-and finish points. Competitors will be informed of the details of where they will be racing just before the race.

The registration for the race will be in East London and the athletes from the fifty-nine teams will be transported to the starting area on the day of the race. Competitors will arrive from the second of August and will stay in East London until the start of the race on the ninth of August 2008.

For further information go to www.bullofafrica.com.

Photos by Jacques Marais



Primal Quest Montana



After nearly a year of logistical planning and course designing, the organizers of Primal Quest have received all the necessary green lights to move forward with their 2008 marquis event - Primal Quest Montana. Scheduled to run (literally) from June 23rd - July 2nd, Primal Quest Montana will have more than 60, four-person, coed teams will converge on Bozeman and Big Sky, Montana to compete in this granddaddy of all adventure races.

Called the “World’s Most Challenging Human Endurance Event” and “The Super Bowl of Adventure Racing”, the race is legendary for its grueling courses set amongst some of the most beautiful scenery in the USA. From snowy summits, to verdant forests, to raging white-water rivers, Big Sky, Montana, and all the area’s surrounding mountain ranges, are sure to serve up a breathtaking backdrop to this adrenaline-filled, lactic-laden event.

Over the course of the 10-day race, teams will run, kayak, climb, mountain bike, riverboard and navigate their way non-stop across more than 500 miles of Montana’s topographically endowed landscapes. Along the way, athletes will experience sleepless nights, blistered feet, blood-sugar crashes and more than 100,000 feet of vertical gain as they compete for more than \$175,000 in cash and prizes.

For more details on Primal Quest Montana, go to ecoprimalquest.com. You’ll find the latest PQ news, team profiles, a list of frequently asked questions, and more.

Photos by Chris Caul





Terra Traverse

Terra Traverse recently announced that it is making Terra Traverse Quebec more accessible to adventure racing teams through a number of enhancements designed to support race teams and their efforts to participate in the inaugural Terra Traverse race.

Due to an overwhelming response from sponsors associated with the national television broadcast, Terra Traverse is pleased to announce a new entry fee for Terra Traverse Quebec. Effective immediately the entry fee is now \$5,000 for all teams. The change reflects the organizers' commitment to reduce the monetary burden for all competitors interested in experiencing the new era in adventure racing.

To that end, Terra Traverse has also secured a deal with Air Canada to provide a 50% discount on airfare to teams participating in Terra Traverse Quebec. Air Canada provides flights to and from Canada, US, Europe, Australia and Eastern Asia.

Finally, in recognition of the dependence many adventure racing teams have on sponsorship, Terra Traverse is providing a Sponsorship Package for teams to utilize in their efforts

to secure corporate support. The package includes an easy-to-use professional PowerPoint that teams can use when making presentations to sponsors. The PowerPoint has specific details regarding Terra Traverse Quebec and how sponsors can benefit by supporting a participating team.

Terra Traverse will launch its inaugural Expedition Journey format Adventure Race October 4-10, 2008 in the spectacular province of Quebec Canada. The first Terra Traverse event will include 75 four-person coed teams covering approximately 600 kilometers across stunning terrain. For more information visit www.terra-traverse.com.

Top adventure racing teams including Team Nike have already secured spots in Terra Traverse Quebec. Mike Kloser, captain of Team Nike says, "A major factor in our decision to compete in Terra Traverse Quebec was the team behind the event such as John Barrett, Ian Adamson, Billy Mattison and Jay Smith. Based on their experience and history with the sport of adventure racing, they will undoubtedly organize and produce an incredible race. As for the location, we've competed in this region before and are excited to experience the beauty and the challenge

of the Quebec terrain once again!" For more information on the race and to register your team, go to www.terra-traverse.com, or send an email to info@terra-traverse.com.

Photos courtesy of Terra Traverse



"Racing to N'Awlins"

ADVENTURE RACING SERIES

presented by



Gulf Coast Adventure Racing announces the 2008 Racing to N'Awlins Adventure Racing Series. There's nothing more unique than racing in the great venues that the Gulf Coast has to offer. From scaling high-rise buildings, paddling through pristine swamp, searching the deck of the U.S.S. Alabama battleship, and New Orleans French Quarter, you can be sure you'll have the adventure of a lifetime! Enter one race, or the entire series. Full details and entry form are available at www.GulfCoastAdventure.com.

2008 Events

4/5 - Mobile Urban Adventure Race

5/10 - Baton Rouge Off-Road Adv. Race

6/7 - Pensacola Adventure Race

7/12 - Baton Rouge Urban Adv. Race

9/13 - Gulf Coast Adventure Race

10/11 - Fontainebleau 4-hour Adv. Race

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

11/15 - New Orleans Urban Adv. Race

Gulf Coast
Adventure Racing
www.gulfcoastadventure.com

where are they now?



John Howard

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

JH: That's a tough one. I would probably have to say winning the Raid Gauloises in Ecuador. This was a race that went on and on 9 days to be exact. We were virtually running side by side with a French team, Spie, and it was only in the last kayak that we managed to get in front. When we finished, we crawled across the finish line to indicate how tough we thought the race was. This was the race that went up Cotopaxi, a 20,000 foot mountain.

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

JH: I stopped in 2000 and since then I have worked in Japan, India, China, Malaysia, Taiwan, Hong Kong, and of course the United States. I have been designing ad-

venture race courses. With most of the major races finishing I am now back to being a window cleaner. Next week, I am working on designing adventures for a children's TV series. I also work a lot on my small farm and look after my two boys (Isaac and Tio) and spend time with my wife, Akiko.

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

JH: I was racing partly for the money so I would go to some of the big money races. At the moment there is not one race that stands out. It would be good to get something like Eco Challenge back.

AWM: Give us a summary of your race history?

JH: Three time winner Eco-Challenge. Three time winner Raid Gauloises. Winner Southern Traverse. Two time winner ESPN X-Games (X-Venture Race). Just to mention a few.

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

JH: 1983 Alpine Iron Man (2nd place)

AWM: What was your favorite thing about racing?

JH: Travel and the challenge of finding out how much you can do both physically and mentally.

AWM: Why did you retire from competitive AR?

JH: I had explored my limits enough and it was time to move on. I still cannot believe I did it for so long. I haven't raced since stopping, but I still have the odd twelve hour day in the mountains.

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

JH: Ian Adamson. Mike Tobin, Keith Murray, Emma Roca.

AWM: What is the biggest "life lesson"(if any) you learned from AR?

JH: Respect people's differences. People think differently and they all have their reasons for doing things their way, although to yourself it may seem odd.

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

JH: My last Eco-Challenge. I was unable to finish the race because of painful feet. Our team was in 4th place and we could have finished but I just couldn't see the point. There was only half a day to go and I was sure that I could finish but the enthusiasm was not there. The team was very understanding.

race director profile

Don Mann

www.ecoprimalquest.com

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

DM: Since 1998 - Primal Quest, The BEAST of the East, the Mega Dose, The Endorphin FIX, the Odyssey One Day Adventure Race, Expedition BVI, Sapphire Sprint Series, Jeep Kentucky Adventure Race, Odyssey Off Road Iron Triathlon, Odyssey Double Iron Triathlon and Odyssey Triple Iron Triathlon, SEAL Adventure Challenge, SEAL Training Academy, Sea Cadets Training (all SEAL training was in support of the Navy Recruiting Command) and back in 1980 I produced the first Duathlon in Rhode Island, the Race-Trax Duathlon.

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

DM: In 1995, I competed in the Raid Gauloises – Patagonia, Argentina. I was team captain and also responsible for coordinating team training for our team – TEAM Odyssey. After air fare, a \$16,500 application fee, additional insurance, lodging, gear purchase and traveling in US for training sessions the event cost over \$50,000. The event also took 3 weeks out of our schedule. It occurred to me that I could produce a similar event on US soil, for a lot less money, just as challenging and could do it in 5 days. That is why the BEAST of the EAST emerged.

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

DM: I now only produce one event – Primal Quest, although I still instruct at the SEAL events. I will



also be producing a series of sprint races (3 in 2008 with more coming in 2009).

AWM: What in your opinion makes your events unique?

DM: I think our events are unique in that we do not look at our work (AR race production/management) as a business. We look at our events as an adventure and a chance to change people's lives. I feel that if we are able to produce a challenging competition, in absolute remote, scenic and rugged environments, establish rules only for safety and fairness, to treat every competitor with respect and dignity, to applaud each athlete and each team with the same amount of enthusiasm, and regardless of what place they finish is very important.

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?

DM: No, since I have been producing so many, designing courses, doing time trials, etc. This has taken up my extra time. Raid Himalayas was the last event in which I competed. My first AR was Raid Patagonia and we were the first US team to finish.

AWM: If you could participate in one of your adventure races, which one would you choose and why? What about another race in North America? The world? Why?

DM: PQ Montana

I would also like to compete in Tim Holstrums' Coastal Challenge and to climb many (if not all) of the 14,000 footers in CO, Grand Tetons, Ama Dablam in the Himalayas, Aconcagua in Argentina, and my wife and I climbed Kilimanjaro in January 2008.

"THE PERFECTLY BALANCED COMBINATION OF TWO OPPOSING CONCEPTS - CUSHIONING AND AGILITY - IS THE MOST DIFFICULT PROBLEM TO SOLVE IN TRAIL RUNNING SHOE DESIGN. THIS IS OUR MOST BALANCED ACHIEVEMENT THUS FAR."

- CHRISTOPHE AUBONNET
PRODUCT MANAGER - SALOMON TRAIL RUNNING FOOTWEAR.

SALOMONRUNNING.COM



XT WINGS



SALOMON 

6 Styles For All The Ways You Live



At left (Women's):
Cargo Capri Pants by Mountain Khakis,
Tank by Horny Toad, Shirt by ExOfficio



At right (Men's):
Cottonwood Cord Shorts by Mountain Khakis,
T-shirt by Horny Toad, and Ramsey Woven
Shirt by Eastern Mountain Sports



At left (Men's):
Buzz Off Convertible Pant and Camper Shirt by
ExOfficio



At right (Women's):
Morning Glory Skirt by Patagonia, Zambezi tee
and Panama Shirt by Gramicci



At left (Women's):
Kombu Dress by Patagonia



At right (Men's):
Pants by Mountain Khakis, Tech Web Belt by
Patagonia, and Puckerware Shirt by Patagonia

Quest for the 'Seven'



Photos by Paul Romero

As a middle school student in the early eighties, I remember sitting in the library as I daydreamed about my adventures while reading John Goddard's *Kayaks Down The Nile*. In his book, Goddard discusses that as a teenager, he made a list of 127 things he wanted to accomplish during his life. I can't help but think that we have all done this whether in our minds or actually putting pen to paper.

Jordan Romero is just that sort of list maker. At only eight years of age, Jordan came up with a quest to climb the world's seven summits (the highest point on each continent). There seems to be a little controversy over whether Australia is the continent or whether Oceania should be considered the continent. So as to avoid any controversy, Jordan plans to climb all eight.

They are from highest to lowest:

- Mt. Everest, Nepal, Asia (29,035 feet)
- Mt. Aconcagua, Argentina, South America (22,834 feet)
- Mt. McKinley (Denali), Alaska, North America (20,320 feet)
- Mt. Kilimanjaro, Tanzania, Africa (19,340 feet)
- Mt. Elbrus, Russia, Europe (18,510 feet)
- Mt. Vinson Massif, Antarctica (16,067 feet)
- Carstensz Pyramid (Jaya Peak), Irian Jaya, Oceania (16,023 feet)
- Mt. Kosciusko, New South Wales, Australia (7,310 feet)

We had an opportunity to ask Jordan some questions and this is what he had to say:



AWM: You say that you want to motivate other kids to live healthier lives, why did you choose climbing/hiking as a tool to do that?

JR: I have lived in the mountains all my life, and I became obsessed with the largest mountains in the world by watching documentaries and reading books.

AWM: You have some pretty grueling climbs under your belt and at such a young age, what or who motivates you?

JR: My dad motivates me. He was the one who inspired me to climb... but also, at my school, there was a mural of the 7 Summits, I saw Kilimanjaro there....and it clicked with me. The teachers there helped to support my quest, and I thank them dearly. If it were not for that painter, I may not be doing this quest. Also, my whole family, they inspire and support me.

AWM: What sparked your passion for climbing summits? What was your first memory of climbing/hiking?

JR: When I was young, I remember camping and hiking. I always loved adventure, my earliest memory was climbing Mt San Gorgonio, it was Christmas Eve, it was hard and we did 2000 vertical feet of ice and snow, and we had to use my new ice tools. Karen was leading us and we had a great time. I learned a lot about mountain climbing on this trip.

AWM: Which of your many accomplishments are you most proud of?

JR: I am most proud of my climb up Kilimanjaro. It was my first big peak, and the first step to the 7 Summits.

I have many, and my second most proud moment is reaching the summit of Aconcagua in Argentina in December of 2007. It was very, very difficult in every way possible. My father and Karen and I worked so hard to even be allowed to enter the national park. We had to get a judge to give me special permission because nobody under 14 is allowed in that national park.

I was only 11, so I had to have many doctor examinations and show all my accomplishments from before. On the mountain we were hit with storms one after the other and it was the coldest weather I have ever seen in my life on the last night and day on the approach to the summit. We were the only team of 5 teams that attempted the summit that day. I was very proud, and made my dad very proud.

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

JR: My Camp Ice Ax. For some reason it inspires me, it’s most useful and a very important thing to have in my hands.

Secondly, my answer is my iPod. I love music and it helps me with long training, and long days in the tent.

AWM: What advice do you have for those kids that aspire to your level of fitness or dedication to a sport?

JR: Always push the boundaries. Push all the way to your goals, and NEVER give up. Be smart at what you do.

I get asked this a lot, and I always say to just follow your dreams. Also, don’t let anyone tell you that you can’t do something. Just say, yes I can and I will.

AWM: Who is your hero?

JR: Ed Viesturs. He is a great climber, who makes good decisions, and he’s seen it all on all the 8000 meter peaks. He knows when he has to turn around. I have met him twice, and he is a very nice guy.

AWM: What athlete do you most admire?

JR: My dad and Karen. They are the ones who coach me, and they are very strong people. Also, they make good decisions. With out them, I would not make it up.. I’m glad they are here

AWM: Dream trek/race...if you could design it, what would it be?

JR: I would like to create my own AMAZING Race, such that it would be much more adventurous. Big Mountains, Crazy adventures. Have this whole idea but for kids. Maybe I will make a TV show about this! That TV show is cool, but it’s kind of lazy and easy.

AWM: One of your dreams involves animals...Where do you hope your animal sanctuary will be...any specific plans yet?

JR: I have had a very nice location planned for my giant animal sanctuary. It will be in Mexico, in the state of Sonora, on the west coast of the mainland on the Sea of Cortez. I think it will be perfect because of the climate and the very good water

that the Sea of Cortez offers. I have been to this place many times and I can’t wait to get it started. My heart is entirely for the animals of the world. I have seen many animals in my travels, and learned a lot about animals from watching Steve Irwin for years. Visiting his Australian Zoo was one of the highlights of my life. I want it to be the greatest animal sanctuary in the world.

AWM: What roles do your parents play in your training? Achieving your ultimate goals?

JR: My dad is a very important person, teaches me and keeps me safe. Karen is very much the same, encourages me on the mountains. She’s the best.

AWM: You intend to hike a few more summits than planned to avoid controversy...why is that important to you?

JR: Well I decided right from the start that I wanted to have no confusion about my achievement, and I planned right from the start





to climb both Kosciusko in Australia and Carstensch Pyramid in New Guinea, in addition to the 6 others. It would not be the 7 Summits if I didn't do them all (8).

AWM: What does your average daily training schedule consist of?

JR: When I get home from school, I grab a bite to eat and finish my

homework.

- I then grab my Deuter backpack with 30 pounds (30% of my body weight), puts my harness on, and attach a 30 pound car tire on a 15 foot cord. | We live on a 1/2 mile dirt road. Depending on the schedule...it's anywhere from 2-10 trips up and down the road. Karen times me, and

cheers me on to better my times.

- Then typically, we'll do a 40-60 minute hike into the woods. STEEP single track. Now that the snow has melted, I have really taking a liking to mountain biking, kayaking and have just started paddle boarding.

I like to keep things interesting, but

have been really focusing on leg strength. Jordan has already conquered four of the eight summits and has set world records on three of the four as the youngest person to summit these peaks. He is leaving for Alaska in early June to attempt Denali (number five on the list).

Jordan lives in Big Bear Lake, California. His parents, Paul Romero and Karen Lundgren, are big supporters of his goal. They train with him and accompany him on his adventures. Paul and Karen are members of Team Sole's Adventure Racing Team.

For more information and to follow his progress, go to www.jordanromero.com and look for more updates in future issues of Adventure World Magazine.

ALL NEW A3 ATAK PANT

The ultimate orienteering pant that was designed for high performance athletes has now been updated. Better fit, new nylon belt with cam lock, and lighter fabric. Designed for serious bushwhacking, with ripstop nylon on the front shins, a Hydro Quick fabric gusset and upper bum panel, side leg zips and featuring our AirLite fabric that is super light, extremely breathable, and ultra tough, this pant is unbeatable!

25% OFF

Suggested retail \$89.99 CDN

COUPON CODE: AW2008 EXPIRES 08/31/08



AXIS GEAR
built for adventure
WWW.AXISGEAR.CA

CUSTOM APPAREL



5 Rules of Adventure Racing

Over the course of over 10 years of adventure racing across all types of terrain with racers of all levels, I have come to develop these simple rules which I recommend to all racers.

Race your race-Rule #1 has proven to be true to me in nearly every race. In 2007 at the “Howl at the Moon Race” we started with a big pack of physically strong teams. A short run was followed by a (cold) river swim and then to the first CP. As we left the CP there were about 6 teams running hard in front of us and an obvious trail running north towards the direction of the next checkpoint. With at least five teams in front of us our two fastest team runners were eager to push hard and stay with the lead pack and we started down the trail. It did not take very long before my “racer sense” was tingling. We were going too fast, we weren’t watching the navigation (and the trail was the wrong trail for where we wanted to go). The strongest members of the team in the run discipline were controlling our pace and direction and we had essentially dissolved as a team into four individuals. Then rule #1 kicked in – we stopped following the lead teams, corrected our navigation and got the entire team together onto “our race”. We ended up coming in second, but we also came in a full hour before the number three team and hours before the remaining teams.

If you don’t have it, you don’t need it-Adventure racing is so incredibly mental that this rule becomes important. Every race has a mandatory gear list, so pack those items. After that there are usually some recommended items and every racer makes the choices to either bring or not bring these “comfort” items. At the same time I have watched teams simply melt down because one member forgot to bring some item that they thought was necessary to a successful race. Thus rule #2. If you don’t have it, don’t sweat it and move on. Especially don’t let it affect you mentally.

Know your team-I’ve had the pleasure of racing with lots of people at every level of the sport. Some folks are happy to just finish a race and others are not happy unless they are on the podium. And some times, strong racers (I am especially guilty) just want to enjoy the race and completely forget about place and competition. But, you must know what your team expects and have an agreement as to what you are willing to do. Placing strong in a race typically involves some pretty serious misery – and every teammate must be willing and mentally prepared to endure that misery.

Nurture your team-mates-The hardest thing that I find in racing is when the team dissolved into four individual racers all going in the same direction. I’ve been lucky to race with some incredibly strong

female racers who also have that great maternal instinct. They check on the condition of each of their team mates, they ask if we are eating, drinking. They negotiate between members of the team. Maybe this is why coed teams are almost always stronger than the four person male teams. But teams should not have to rely on this – every team member should be keeping track of all the team members. The best races I’ve ever raced had the team singing, telling jokes (usually crude body humor), telling stories, and helping each other out in every way all the time.

Experience Counts-For you new racers out there – don’t have too high expectations. In many of the races I do, I show up with my wife and kids. They watch young athletic twenty something kids unloading bikes and gear (She just likes watching them). Some of them have new matching jerseys and look like they just stepped out of a gym – young and buff. My team on the other hand looks like we just stepped out of a sewer. My favorite pack is held closed by staples, my clothes bear the mud and dirt stains of many races. These teams of baby-boomer aged folks go out and usually kick serious butt. And in the end, I will always bet on that scruffy looking team of older athletes every time. We’ve made hundreds of mistakes that all those younger teams will get to learn from once they are in our duct-taped shoes.

Racing on Ice, With a Twist

Rock and Ice Ultra-The Other Desert Race

Story and photos by Rob Howard





Racing on Ice, With a Twist

Rock and Ice Ultra-The Other Desert Race

Every now and again a race comes along that is a bit different and has a unique appeal. It might offer a new variant of a familiar challenge, be in a place you'd love to go to, or for the elite racers the attraction could be an amazing prize. It's very rare to get all three of these things in one package, but that's what Race Director Scott Smith has achieved with the BHP Billiton Rock and Ice Ultra.

There are other winter ultra races on the calendar, but none that take place entirely on frozen lakes, or in a place that can boast as many severe weather records as Yellowknife, the capital of Northwest Territories in Canada. Ultra racers are by nature looking for a challenge and the following list is a siren call for any looking for a bit of snow and ice action. "The coldest Winter, Coldest Spring, Coldest Year-Round, Most Cold Days, Most Deep Snow Cover Days, Extreme Wind Chill, Most High Wind Chill Days and Driest Winter Air." It's this mix of dry and cold weather that gives the race its

legend as 'The Other Desert Race', a smart marketing move on Smith's behalf given the popularity of hot desert ultras. It probably didn't do the new event any harm when temperatures fell below minus 40 degrees Celsius in its inaugural race last year. This was the real deal and a race T-shirt you would be proud to wear, but there is far more to the Rock and Ice than just the cold.

Yellowknife is renowned as one of the best places in the world to view the 'Northern Lights', and to race on the ice, then camp out each night under skies displaying nature's most dazzling light show is an experience no other race can offer. There is no other race with four cut diamonds as prizes either!

Mining is big business in Northwest Territories and the Ekati Diamond mine, which is owned by race sponsors BHP Billiton, provides two one carat cut stones, and two half carat stones, with a total value of over \$30,000CAN. The smaller stones are given to the winners of

the ski and foot race winners of the 3-day 'K-Rock Ultra' race, which covers 135kms, while the two bigger stones are for the winners of the 6 day 'Diamond Ultra' which covers 225km.

The inaugural race last year drew an international entry, but the prizes stayed in North America, with Canadian racers winning all but the 'Diamond Ultra' footrace, which Dave Mackey of Team Goliath (USA) won comfortably. In the fiercely cold temperatures, there were few finishers, but it was proven beyond doubt that the race had exceptional safety, coverage and camp logistics.

Word spread around the racing, ultra and skiing communities and for 2008 the entries increased, with more countries represented, and more elite athletes travelling to Yellowknife. Greg and Denise McHale, two of Canada's most successful adventure racers, made the short journey from Whitehorse in the Yukon to race the 6 and 3-



day races respectively. Adventure Racers Travis and Mark Macy flew in from the US for the long foot race, and one of Canada's top triathlete and endurance racers, Rick Hellard, arrived having prepared for many months.

Of last years winners, only Yellowknifer Ewan Affleck raced again, to defend his 'K-Rock Ultra' title, and to try and win another diamond. However, he was up against top marathon racers like Michel Kapral and Derryk Spafford and admitted he was intimidated by their times. Kapral is even in the Guinness Book of Records for running a marathon while juggling (its called joggling) ... in a time of 2:50:09!

This year's race headquarters was on the ice of Great Slave Lake in 'Matrix Camp'. This tented camp (sponsored by helicopter and logistics company Matrix) had a row of 'Weatherhaven' tents normally used for exploration in the barren lands to the north and was a pleasant surprise for the racers who had

chosen to camp there in the lead up to the race. "I never expected floorboards, warm stoves, beds and microwave ovens," said John Mills of the UK. Registration and briefings in the nearby marquee was not quite so luxurious as it was around -10C in the tent (possibly the coldest ever race registration) and the scary safety talk from Arctic Response left no one in any doubt about the potential dangers ahead, and led to some last minute gear shopping in town.

Joining the Ultra racers were the one-day participants for the 'Cold Foot Classic'. The 9am mass start was a bustle of skis, sleds and snowshoes combined with a minus eighteen degree Celsius starting temperature, no one wanted to hang around for long. Overnight snowfall was more of a concern than the temperature and it was still snowing as racers set off across the lake. At 45.5km, day one is the longest distance for the ultra racers and pushing through fresh snow on foot or ski was slowing prog-

ress. All the foot racers were soon on snowshoes and as the soft snow conditions persisted they were to use them for most of race. The nature of the snow even took Smith by surprise. "This kind of soft 'sugar snow, is not normal here", he said. "In fact I don't think I've ever experienced it around Yellowknife." Readjustments to kit and sleds were soon taking place. Within the first kilometer Ric Hellard was struggling. "I pulled out my snow shoes then my sled tipped over and a few things fell out. A few minutes later, another piece fell out and I had to go back and get it. This happened a few more times, before I was able to finally slow down my hasty repacking so that everything stayed put ... and then my right snowshoe fell off." Travis Macy spent days trying to adjust his sled harness and suffered bad blisters in new snow shoes, and Irish racer Philip McMullan was one of the first to withdraw, quickly recognizing that, "running with a sled is not for me!"

He was the only 'Diamond Ultra' racer to pull out on the first day, along with a couple of the three-day racers. The rest made it to camp one on Prelude Lake, getting used to the long flat stages across lakes, broken by slight inclines on the forested portages between them. Camp one offered tepees for the night, in which some stoves worked better than others. The 6-day racers unpacked their sleds to spread sleeping bags and mats on the snow, as they would each night. The 3-day racers had travelled more lightly as their kit boxes are moved from camp to camp for them, and the one-day racers were picked up by car to be taken back to town. By morning two ultra racers were

off to town as well, to be checked for frost bite at the local hospital. Frenchman Marco Perier was concerned about a toe, but Ric Hellard had more serious problems. His right foot had frozen and he'd tried to re-warm it, but overnight it swelled and became very painful and discolored. The hospital said it was grade 3 frostbite (4 being the worst) and it was so bad for a while he was worried he might lose some of his toes. (He had to have extensive treatment but is recovering well now.)

For days two and three, the route (which is set by native Akaitcho chiefs) loops back to Yellowknife and there was only one more withdrawal, veteran South African racer, Lionel Dyck. After a very long second day, Smith walked him into camp on a memorable night. "The northern lights were some of the best I've ever seen that night, they were fizzing and swirling all over the sky, in every color. It was amazing and Lionel couldn't believe his eyes." Having made camp, he couldn't go on the next day, but vowed to return to finish the race, and to see the Aurora again.

The K-Rock ski race was a close contest between 3 local racers but it was Corey McLachlan who came out the winner in a total time of 14 hours 42 minutes. His win wasn't too surprising as he is the Yellowknife ski coach. Even so, he said, "I didn't do much real preparation, just skied with a pack for that last 3 or 4 weeks, and trained with the team. The fresh snow and trails were brutal on that first day, and totally different to the skiing on the trails here at Yellowknife, and I can tell you I might easily have given in if a snowmobile had come by.

I'm a skier not an adventure racer and wasn't used to having snow up past my ankles!"

The foot race winner was Yellowknife doctor Ewan Affleck in 18 hours 37 minutes. He finished ahead of several accomplished international athletes, somewhat to his surprise. "I raced again to see if last time was a fluke," he said, "but it seems not!"

For the Diamond Ultra racers, the night in Matrix Camp was a warm mid-race break and a chance to enjoy an evening of native culture with food and dancing provided by Yellowknife's Dene First Nation tribes. In the morning they set off again, with the route now hugging the shore of Great Slave Lake (the 9th largest in the world). With the lake ice stretching out to the horizon in the dazzling sunshine the remaining 19 racers took a slightly modified course to avoid overflow water on the ice, taking two days to reach the final camp at Trout Rock Lodge.

By this stage they had camped out many hours together and there was a strong camaraderie, and little doubt who the winners would be. From day one Greg McHale had set a pace on snowshoes no one could match, not even the lead skier Dennis Colburn. Towing his customized sled, McHale was in his element, stronger and better organized than his competition. His only problem was what to do with the long, long hours in camp after he'd reached the day's finish earlier than anyone could have reasonably expected!

This wasn't a problem on the last night as Trout Rock Lodge was opened to the racers, with food provided and the bar open. Racers still had to camp out however, and it was a last chance to view the Aurora while away from the city lights and reflect on the time spent on the ice. English skier Jay Goss was so enraptured by the experience he wasn't looking forward to going home. "There were many



Can you name **22** good reasons ...to travel to **Indiana!?**

We can!

DINO — Do INdiana Off-road



MISSION Adventure Race 5/10/08 USARA National Qualifier

360 Minutes @ Muscatatuck Trail Run Relay 7/5/08

24 Hours of DINO Mountain Bike Race 9/27/08

Tecumseh Trail Marathon 12/6/08

Kids Adventure Day Camp 6/21/08

Two XTERRA Triathlons

Plus... seven Trail Run races (5k/15k)
and eight Mountain Bike races



www.DINOseries.com
317-336-7553



Racing on Ice...continued from page 25

times I was quite alone and if I stood still it was utterly silent. The solitude and the beauty of this place have gotten to me. I'm thinking of looking for a job in Yellowknife!"

For two of the Danish racers, the race finish was not so enjoyable as they suffered from snow blindness, having foolishly left their glasses off during the day. The worst was Marvin Overgaard and despite the intense pain he was determined to finish, and eventually did so after being towed for many hours by Scott Smith.

As a result, the Race Director was not there to greet the winners and other finishers, though all understood the choice he'd made to personally ensure the last racer made it back. McHale duly won the foot race in a total time of 28 hours 17 minutes and said the Rock and Ice Ultra was one of the most impressive new races he's been to. "I've been to races that have been on going for ten years which are not this organized and very few have this level of community support. This event is such a great advert for Yellowknife."

Ski race winner Colburn is from Edmonton and took a total of 33 hours 34 minutes over the 6 days. He could have run against McHale as he has a 2.26 best marathon time, but chose instead to ski. "I thought it would be easier," he said, "but it wasn't! Greg put on a fantastic display of athleticism and I think the running/snowshoeing gives your body more of a pounding, but it's still quicker as there are too many variables for fast skiing. The lack of groomed trails, the different snow conditions, and of course pulling the sled all make a big difference."

All the winners received their prizes at the race party, which took place in the nearby 'Ice Castle' (a building made entirely of ice) and they were also flown 300km north into the barren lands of the arctic on a specially chartered plane to tour the Ekati diamond mine and see where their prizes came from. Both the flight and the presentation were a fitting end to an event that has a real 'sense of place' and shares the experiences, culture and values of Yellowknife and Northwest Territories with those who come to race.

(The next BHP Billiton Rock and Ice Ultra will be held from March 21st-26th 2009. See www.rockandiceultra.com for all the details.)

Adventure World magazine

Interested in Advertising with AWM,
email us at

info@adventureworldmagazine.com

and we will send you our
media kit.

Please specify whether you are a
race director/promotor or a
company seeking to reach a
specific market of readers.



WWW.ARNavSupplies.COM

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.



Adventure Racing Rotating Map Holder

A lightweight, rotating design with a quick release mounting bracket the rotating map holder is designed to fit almost any bike, it is built strong enough to withstand the rigors of any adventure race or bicycle orienteering event. The solid construction will not flex or flap on rough roads and will hold most flexible map covers or just the map itself <http://www.arnavsupplies.com/products.html> Positioned for easy reading it will make bike navigation much easier. Proven in many races and successfully used in 2006 USARA National Championships.

The Adventure Racing Waterproof Pedometer

Now you don't have to guess or time your travel to the next CP, you can know exactly how far you've gone. Most pedometers fail completely when they get near water. We've developed one that actually works when wet. It even survived the full course at Primal Quest.

Check out the full line of navigation products from AR Navigation Supplies including: Waterproof Map Cases, Racing Compasses, Waterproof Pens, MYTopo Maps, Nav Practice Guides & More!



www.ARNavSupplies.com

Phone: 1-408-420-3883

Adventure Racing Navigation Tips

by Robyn Benincasa

photos by Will Ramos Photography



If you are a good navigator, you can write your own ticket in the sport of Adventure Racing. Your race calendar will be full before you know it, with invites from some pretty solid teams. But navigation is a mix of art and science that needs to be practiced continually, so your best bet is to hook up with a local orienteering team (most of the sport's best navigators have a competitive orienteering background) and see how good you can get! Plus, learning to navigate is just darn fun.

Here's the quick down low on what you need to know to get from point A to point B while navigating. Make sure you have all of your DATAH before leaving for that next checkpoint!

D = DISTANCE

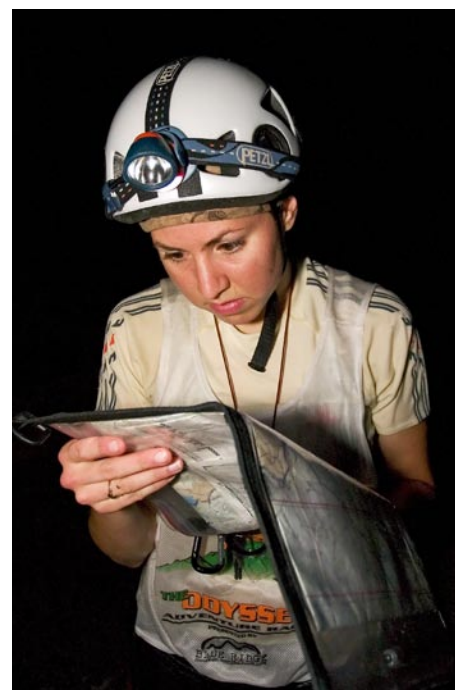
Look at the scale at the bottom of the map and calculate how far you need to go. Don't forget all of the bends and twists in the river or trail. One tip is to take a piece of string

and lay it out along your chosen windy route, and then lay the string out along the scale at the bottom of the map to calculate the distance.

A = AZIMUTH

Azimuth is a basically a fancy way to say "compass bearing", but it is a commonly used term in navigation. Shooting a bearing outside and during the day is a pretty easy skill (point where you'd like to go, turn the bezel until the needle is in the 'house' and rock and roll on that bearing, keeping the needle in the house as you go). But for the most part, you will be shooting your bearings from the map, which requires a few extra steps. That is, orienting your map to North, then laying the edge of the compass between the point you're heading to and the point you're starting from, and finally twisting the bezel until the red needle is in the house. Of course, there's always the issue of declination to account for (the difference between "true North" and

"magnetic North" on that particular map) as you get more and more specific and "micro" with your navigation. If this is all French to you, I recommend you take a Navigation 101 class from a local outfitter first, and then buy a book to reinforce what you learned. Practice is the key! Only one or two people



photos by Will Ramos Photography

on the team need to be an expert navigators, but everyone must at least know the basics so you can be of use when your navigator needs a break or get your team to safety in a funky situation.

T = TERRAIN FEATURES

Maps are cool! Even though they are two dimensional, they are drawn in a way that allows you to see every elevation change and each nook and cranny of the world in surprising detail. With practice, you'll soon notice the map jumping off the page and giving you a miniature 3-D replica of the real estate around you for miles and miles. A good navigator will explain everything they're looking for to the team on their way to the next checkpoint, because you'll need all the eyes and ears you can get (ie. "We're going to traverse around this peak at an average elevation of 3500

feet. After the boulder field on the Southeast side, we'll have 4 stream crossings over 2 miles. After the 4th one, we'll descend through a clearing in the trees on the East side of the slope...")

A = ALTITUDE

Your altitude is your elevation gain/loss. It's not only important to know your starting and ending elevations, but to have a handle on all of the changes along the way, as another check that you're on track. Many places look very similar terrain-wise on the map. The only way to pinpoint where you are is by knowing your altitude.

H = HANDRAIL

Handrail is a common term used to describe

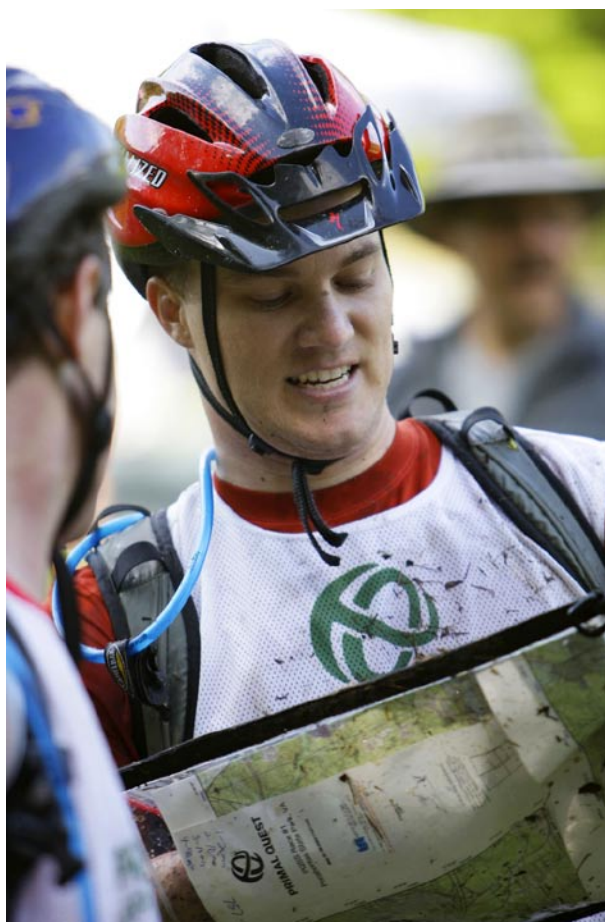
a terrain feature that alerts you that you may not be where you're hoping you are! For example, if we miss the trail cutoff we're looking for, we'll hit a river running North to South. If you hit that river, you've gone too far. Don't overlook the handrail as an important tool. They have saved our butts a number of times, especially when the sleepmonsters are coming to get us.

In general, the biggest mistake that teams make out there is to simply look at the distance and direction to the next checkpoint, but not the other three important components that keep you on track. Take a moment to figure out your DATAH and you'll arrive in style—not to mention pretty far ahead of your competitors. See you out there!

Robyn
Team Merrell/Zanfel



photos by Will Ramos Photography



Adventure World Magazine is Green

Did you know that one ton of recycled paper conserves:

17 Trees
380 Gallons of Oil
7,000 Gallons of Water
4,200 Kilowatts of Energy
3 Cubic Yards of Landfill Space

Imagine how much we are conserving over the course of year by
producing this magazine electronically!



**Florida Coast to Coast
Adventure Race
May 23-26th, 2008
Central Florida
USARA Regional Qualifier**



**Howl at the Moon
Adventure Race
October 18-19, 2008
Northern Florida
USARA Regional Qualifier**

For more information, visit www.AdventurousConcepts.com

Adventure Racing Navigation

Part 2: The UTM Grid

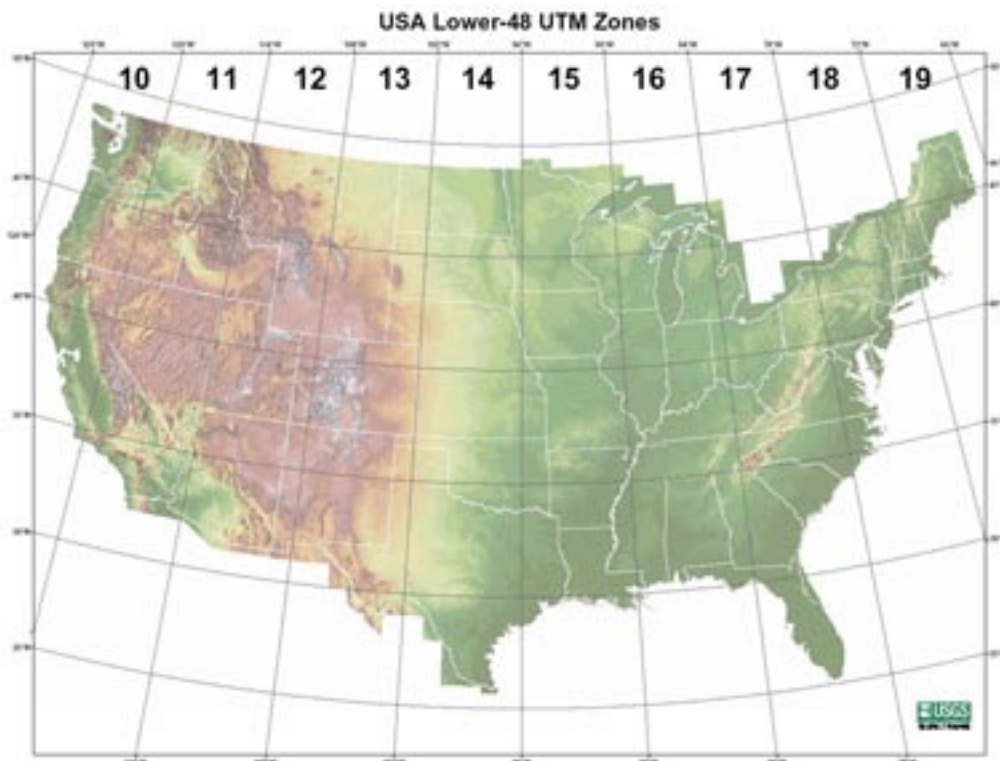
by Mark Manning

This is the second in the monthly series of navigation articles from AR Navigation Supplies. This month we are going to focus on an important subject in AR navigation, the UTM grid. Plotting a UTM coordinate can be one of the most daunting tasks given to a new adventure race navigator. Let's shed some light on the UTM system and how it developed.

The Universal Transverse Mercator System or UTM was developed by the military and is a way of describing a point or position anywhere in the World using a seven digit reference on a grid measured in meters.

If you look at any decent map in almost any country you will find a grid overlay that is used to describe a location using coordinates. Most regional grids are based on the current global reference model called the Geodetic Reference System of 1980 or GRS 80. Within individual countries the grid can be localized for regional best fit based on the countries topography and local differences in the shape of the Earth in that region.

The contiguous 48 states are spanned by 10 UTM zones described by a letter and number from Zone 10 in the West to Zone 19 in the East, and from R in the South to U in the North.



In recent history the US has used 2 grid systems to overlay the national series of USGS (United States Geologic Survey) maps. The earlier grid is called NAD 27 and is based on the North American Datum of 1927, which itself was based on the Clarke ellipsoid of 1866. With the huge advances in navigation since 1866, the NAD 27 UTM coordinates are generally not suitable for use with GPS systems due to the inaccuracies of the grid over a large area. The unfortunate thing about the NAD 27 grid is that it is currently the one that's printed by default on a USGS map.

The more accurate and up to date grid for North America is NAD 83, which was introduced in 1986 and

is based on GRS 80. The NAD 83 grid is compatible with current GPS systems and is shown by dashed crosses at the corners of a USGS map. You should be able to spot them on the bottom left corner of this month's Navigation Challenge map.

Having two grids can sometimes cause problems in adventure racing navigation when points have been plotted using a GPS configured for NAD 83 but the maps that are given out have a NAD 27 grid. The same coordinates for each grid can be hundreds of meters apart. This problem was quickly discovered while plotting points at a Northern California event a few years back when a bike checkpoint at a light-

house actually plotted on the map about 300 meters out in the San Francisco Bay. I have also been to events where both grids have appeared on the map and you have to ensure that you're plotting the UTM's on the correct grid. We were lucky on this occasion that each grid was printed in a different color. This was one time when it really paid to listen at the pre race briefing.

It is possible to find software that will convert between the two grids, and most GPS systems can be configured to either, but the important point to remember is that you need to know if the UTM's you've been given are correct for the grid printed on the map, especially if they came from a race director using a GPS rather than plotting from the race map.

UTM grids are based on 1000 meter squares that are part of a larger regional grid and zone. The grid numbers are calculated on the number of meters East and North of a reference point. Plotting a UTM point is a simple matter of counting the number of meters East and North from that reference point to the point you are interested in. Map makers are kind enough to print the number of meters for

each grid along the top, bottom and sides of the map. Once you have found the 1000 meter square associated with the coordinates you are given, it's then a matter of counting the number of meters East and North into that square to get the exact point you are looking for.

In the example above the line E-E is 546,000 meters East and line N-N is 4,186,000 meters North of the reference. As each square is 1000 meters wide we can divide the square into 10 smaller squares to give our location to 100 meters. We could then divide those smaller 100 meter squares by 10 to give our location to 10 meters.

If we divide up the square in the diagram above we find that CP 1 is 520 meters East of line 0546000 and 580 meters North of line 4186000, so its full UTM coordinate is 0545520 East 4186580 North. To give our position on a global map we should also include the Zone reference, for example 10S 0545520 4186580 would place us in Northern California very close to the Golden Gate Bridge.

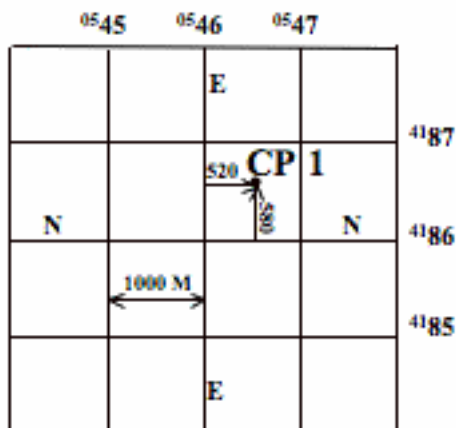
UTM tools make dividing the 1000 meter square very simple by giving you an overlay scale that easily allows you to count the meters into the 1000 meter square. UTM Tools come in many shapes and sizes and are scaled to match the map you are using. Most UTM tools will only show increments of 20 meters but some of the more accurate ones like the Basic Roamer AR are marked in 10 meter increments for more precise plotting.

Because there are so many different map scales used in adventure racing it is important to use the

correct UTM grid for the map being used. USGS maps of North America generally use a 1:24,000 scale and require a 1:24,000 UTM tool. Using the wrong scale will guarantee a misplaced point on the map. This is easily done if you're using a UTM tool that has multiple scales as 1:25,000 and 1:24,000 grids look very similar. A handy tip is to place a mark with a pen or piece of tape next to the scale you are going to use so as its easy to find when you're tired and under pressure.

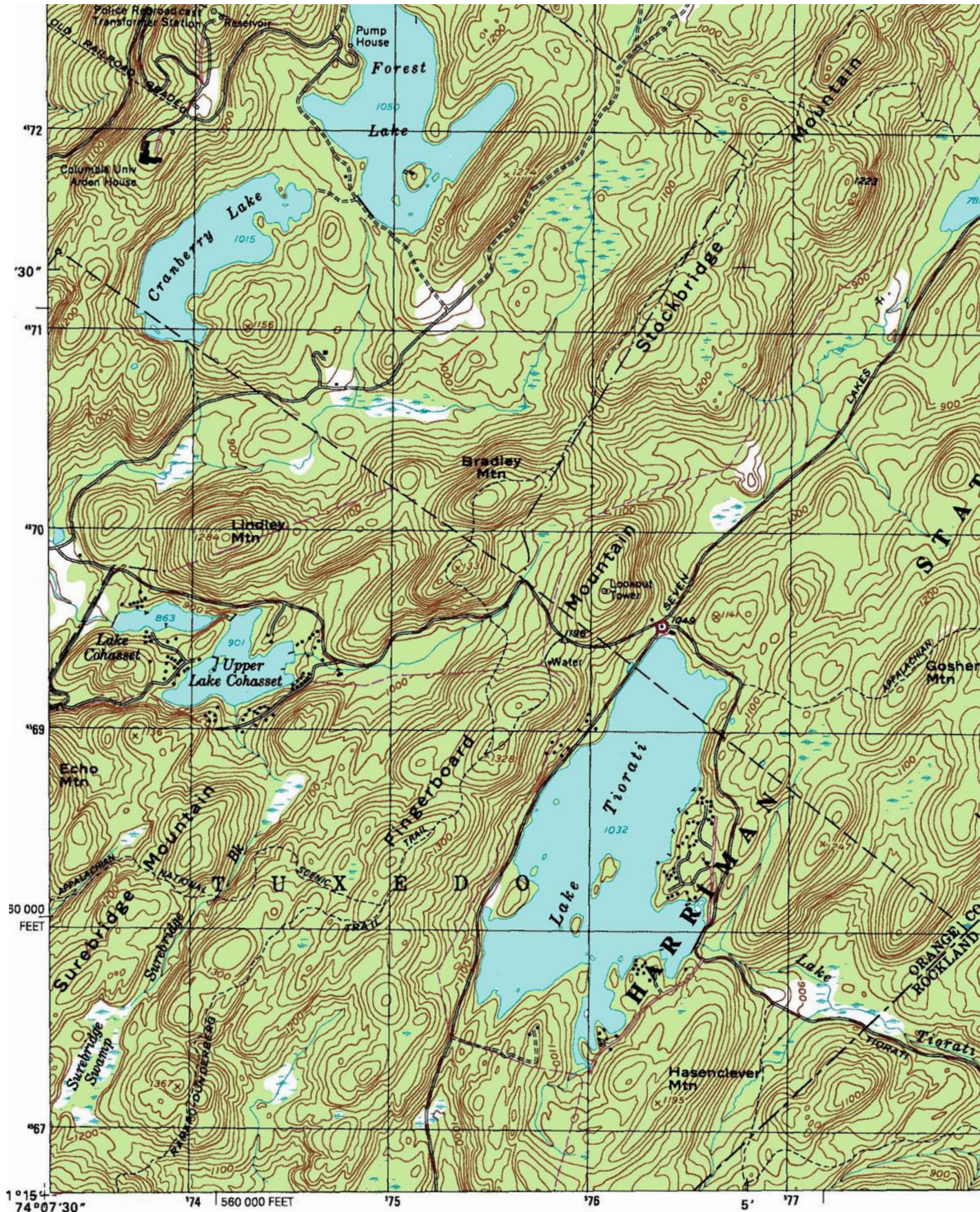
If necessary you can make your own UTM tool by placing the Northeast corner of a piece of paper along the kilometer scale on the map and marking the edge in 100 meter increments.

More information on UTM plotting can be found on the features page of the Basic Roamer AR at www.ARNavSupplies.com



AWM Navigation Challenge Round 2

Try your navigation skills from the comfort of our own home with this online navigation contest. Answer all the CP questions in order by following the instructions below. E-Mail your answers to info@adventureworldmagazine.com.

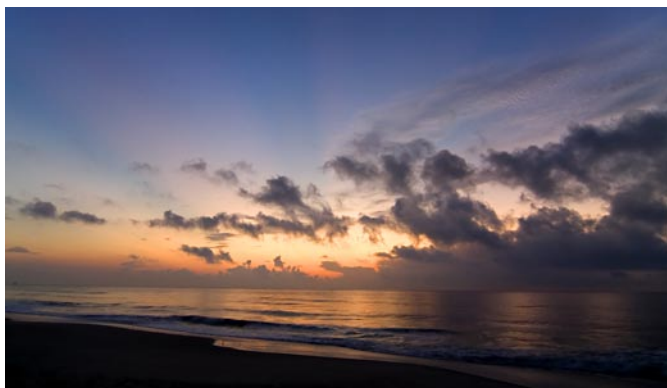


Adventure World Magazine Navigation Challenge: Round 2

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

This month your team traveled to New York State for the second round of the Adventure World Magazine Navigation Challenge, brought to you by www.ARNavSupplies.com and the Basic Roamer AR.

Checkpoint	Instruction	Question
Start	Find the Pump House in UTM Square 0574 - 4572	What are the UTM coordinates of the Pump House?
CP 1	Kayak from the pump house on a bearing of 154 degrees for 0.45 mile to the island in the lake.	What is the elevation of the top of the island?
CP 2	From the island paddle a bearing of 248 degrees and leave the boats at the shore.	How many meters from the island to the shore of the lake and the trail junction?
CP 3	From CP 2 travel via the flattest route to the highest point in the southern most edge of the grid square at 1156 feet.	How many contour lines are crossed?
CP 4	From CP 3 travel due South to the road. Pick up your Mountain Bikes and turn East to follow the road for 1.82 miles to the trail intersection.	What is the elevation of the trail intersection?
CP 5	Plot UTM 0577020 - 4572130	What is at this location?
CP 6	Follow the trail that leads to Bradley Mountain.	What is the difference in elevation between CP5 and Bradley Mountain peak?
CP 7	a. From the Peak of Bradley Mountain plot a bearing of 203 degrees true North b. From the Peak of Lindley Mountain plot a bearing of 97 degrees true North	What is the elevation of the intersection of these two bearings?
CP 8	From CP 7 continue in a South East direction on the trail to the road and follow the road East to the benchmark at elevation 1196.	What is the UTM of the Water within 150 meters of the benchmark?
CP 9	From the benchmark at elevation 1196 continue on the road to the traffic circle at elevation 1049.	What is the name of the road that leaves the traffic circle in a NE direction?
CP 10	Pick up your kayak from your crew and paddle to UTM 0576550 4567940	What is the True North bearing from CP 9 to CP 10?
Finish	Email your answers to: info@adventureworldmagazine.com	



ON THE HORIZON

Coming up in future issues:

- Dirt Divas (articles for women athletes by women athletes)
 - 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
- Paddles • And More!

If you have anything that you would like to read about or just have suggestions or comments...email us at
info@adventuresportsmagazine.com



National Ranking System

Presented by



May 2008

1. Eastern Mountain Sports
2. Mannatech/M.O.A.T.
3. Werewolves of Austin
4. Alpine Shop
5. Checkpoint Zero/Inov-8
6. HoustonAdventureRacing.com
7. Florida Xtreme/Bikes Direct
8. NYARA
9. Vignette
10. Snickers Marathon

Poison Ivy and Poison Oak
are no longer a challenge.
Get Zanafel. It Works!



*Robyn Benincasa, adventure race champion and Zanafel user.
Captain Team Merrell/Zanafel*

Dual-action Zanafel. The only product clinically shown to remove urushiol, the toxin found in poison ivy, oak and sumac, from the skin anytime after breakout while relieving itching within 30 seconds.

Welcome to Zanafel.

Call 800-401-4002 or visit www.zanafel.com

Zanafel is a product of Zanafel Laboratories, Inc. ©2008 All rights reserved. U.S. pat.#s 4,213,746, 4,708,963. Additional U.S. and foreign patents pending. Zanafel and the Zanafel logo are trademarks of Zanafel Laboratories, Inc., Clive, IA.



adventure destination

Sayulita, Mexico



A post-season retreat!

Mexico has many more well recognized names for tourist destinations. Puerto Vallarta, Cancun and Cozumel just to name a few. We would like to introduce you to a little known location that might just change your life forever.

With the Sierra's creating a spine down the center of the country, you can find yourself camped in the crater of a volcano at 14,000 feet one evening and by lunch the next day, you can be surfing along the coast. Roads not shown on maps sometimes lead to the quaintest villages and Sayulita is one such village.

Whether you are looking to mountain bike, hike, surf or relax, Sayulita has something for everyone. Sayulita is a small surfing village on the

Pacific coast about an hour north of Puerto Vallarta.

Okay, so you have arrived in Sayulita and are exhausted from the many miles that you have just traveled to begin your 'vacation'. First order of business is to stretch away the stress from your job, travel or just life in general at Om Yoga. This local studio is housed under an expansive palapa roof and they offer a morning class amidst the jungle birds and local roosters.

Now, you are ready for some local cuisine. Sayulita, manages to straddle the cultural divide between local Mexican culture and the gringo tourists who find their way there. Try the street tacos at El Pastor (10 pesos each) on the main road into town, or the handcrafted margaritas and fresh fish dishes served up at Tropical House, where owner/chef

Michel Font will probably deliver local advice and a joke, along with your tropical fish (110 pesos) or any number of creative brunch dishes. Dessert options range from the dessert lady selling flans and cakes at the main plaza to a local favorite, paletas (popsicles) in about 50 different flavors (10 pesos).

As you wander around town, you will probably cross paths with a local mountain bike team consisting of a father and son. Lorenzo, and his son Adrian finance their mountain bike addiction by running a family restaurant (serving chile relLENos) and showing the local trails to tourists. They can guide you through jungle trails, past a short hike up to the top of 1,000 foot Monkey Mountain (named for it's Jurassic look and not the presence of primates) and finally ending at a surf break called La Lancha.



Do not laugh as Adrian shows up to head out on the trails on what you might refer to a 'townie' because you will be lucky if you don't say "Where did he go?" With the skills of a trail rider, the lungs of Lance, and an apparent eight cylinder under the hood, he is very unassuming.

The real draw to this town is the laid-back surf lifestyle. With two waves (a right and a left) on the town beach and a week's worth of other breaks within a thirty minute drive, you may choose to leave the mountain biking for your home terrain and hone your board skills. Boards are for rent all over town and there is an excellent guide in Javier Chavez, owner of WildMex. He can take you to all of the secret surf breaks around the area. Wild-Mex specializes in surfing daytrips all around the Nyarit Riviera (the name Mexico is marketing for the coast north of Puerto Vallarta). Javier can arrange a surfing itinerary

for your stay before you arrive and can also lead you to the best street tacos in town as well.

So, after a long hard season of training and racing (or just as an escape from the corporate world), grab a pair of board shorts and a few t-shirts and head to this tropical retreat. But remember to leave the Bluetooth behind.

When to go: The rainy season begins in June and ends in late October. As the weather turns colder up north, you'll find clear skies, mi-

grating whales just offshore, and no need for long pants.

How to get there: Fly in and out of Puerto Vallarta, about one hour south of Sayulita. From there, you can either rent a car or take the local bus that picks you up just across the pedestrian bridge from the airport (20 pesos each way).

Where to stay: Book early during the holiday season. An excellent booking tool can be found on the Avalos site (www.move2sayulita.com) and on the local community site (www.sayulitalife.com). Accommodations range from beachfront tent camping (50 pesos per night) to luxury houses for rent. In general, there are more houses for rent than there are hotel rooms and there are options in every



budget range. For a great value in beachfront lodging, try a bungalow at the Sayulita Trailer Park. There is a ping-pong table, volleyball net, and you are mere steps from the left breaking wave.

Guides and resources: Surfing and kayaking (www.wildmex.com), snorkeling and ATV (www.michaparrita.com), golf cart and ATV rentals (<http://www.sayulitalife.com/business/pacificcoast.htm>), Mountain biking (ask in town for the chile relenos/mountain bike restaurant on Miramar Road), family style trips with Disney pricing can be found thru (www.vallarta-adventures.com), Om yoga (www.yogasayulita.com), and for a women's surfing/yoga retreat, check out www.villaamor.com

Money/language: You can pay in pesos or dollars anywhere in town.



The current exchange rate is about 10 pesos/1 USD, making conversion easy on the Pacifico sodden brain.

Though you'll hear much Spanish spoken here, you can get by only knowing English.

Adventure World Magazine



Welcome to our third issue.

Don't miss out on all the great things we have in store at AWM by subscribing today.

There are 2 great ways to continue the adventure:

Subscribe online at
www.adventureworldmagazine.com

or

Join the USARA where your membership includes a subscription to Adventure World Magazine along with the other benefits found at www.usara.com.



SOLE

TEAM SOLE ADVENTURE RACING

19 races in 2007. 18 podiums. 10 countries visited.

5896 miles hiked. 7463 miles mountain biked.

Countless hills climbed, mountains summited,
rivers traversed and deserts crossed.

Foot pain? No chance.

SOLE IS PERFORMANCE

The best moldable orthotic on the market. **ONLY \$44.95**

BUY ONLINE yoursole.com

Available at  & other fine retailers



PHOTO: Corey Rich

Ultimate Direction **SpeedDemon**

MSRP \$139

Features:

- Storage capacity: 2175 cu. in./35.6L
- Weight: 2 lbs. 10 oz.
- Adjustable TorsoLink® Suspension System
- Large top-mounted easy access storage pocket
- Low mounted tow line attachment loop
- Removable shoulder-strap-mounted water bottle holsters

Editor's Note: Later this summer, we will be doing an expedition pack test. See how this pack compares with others of its size.



Princeton Tec **Apex**

MSRP \$85

Features:

- 1 Maxbright 3 Watt LED, 4 Ultrabright LEDs
- 4 AA Alkaline, Lithium, NiMH rechargeable
- Burn Time-150 hours
- Waterproof
- 5 modes and a battery power meter

Editor's Note: We have used the Apex in Costa Rica and on numerous trainings and have been impressed with the amount of light and durability of the product. We utilized the lithium batteries for the weight saved since it does require 4 AA batteries. Another option is the Apex Pro which uses two CR123 batteries.



Sidi Dominator 5

MSRP \$247



Features:

- Breathable, supple, durable Vented Lorica Microfiber Upper with cooling mesh inserts
- Soft instep closure system
- Competition sole
- Optional toe spikes
- Ultra SL Buckle for easy on-the-bike fit adjustment
- Comes in 68 total sizes (standard, mega and narrow widths)-Sizes 38-52, half sizes 38.5-46.5

Cloudveil Zorro LT Jacket

MSRP \$125

Features:

- Cloudburst 2.0™ fabric
- Weight: 13 oz.
- Fold away adjustable hood with internal collar
- Center storm flap



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
or call 1-800-401-4002.



Osprey Jib

MSRP \$129

Features:

- Osprey Sprint Series (For ages 10-14)
- 5 inches of torso adjustability

Note: The Osprey Sprint Series is comprised of three pack sizes (each with five inches of torso adjustability). The Jib is featured above but there is also the Imp for ages 8-12 (MSRP \$99) and the Ace for ages 12-16 (MSRP \$129).

Mtn. Biking
Trail Running
Paddle Boarding
paddling

CALIFORNIA MULTISPORT
www.calmultisport.com

It's **NEW**, it's **FRESH**, it's **HOT**, it's coming to California in 08.

solo and relay
3-4 hours
fully marked course

Adventure World magazine

Attention All Readers!

With our fourth 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

RACING AHEAD, LLC

NEW ENGLAND ADVENTURE RACE SERIES

NEARS 2008 Schedule
May 3 - Maine 6-Hour
June 1 - New Hampshire 12-Hour
July 19 - Vermont 24-Hour

Paddle-Trek-Navigate-Bike
Paddle gear provided
Multi race discounts
USARA Qualifiers

www.RacingAhead.com

E-Fix 2008

An Odyssey Worthy Of Its Reputation

Preparing for the 2008 installment of the Endorphin Fix, the expanded Odyssey classic famous for inflicting pain on racers, Team Checkpoint Zero/Inov-8 (Jennifer Rinderle, Michele Hobson, Peter Jolles and Paul Cox) knew there'd be plenty of climbing. After all, the race would be in West Virginia – affectionately personified in John Denver's lyrics as the "Mountain Momma" – and the course would wind through the New River Gorge. The gorge is well known for big whitewater and old coal-miner trails that lead visitors through some of the most ruggedly beautiful scenery on the East Coast. We would experience it all, and our emotions would rise and fall as steeply as the terrain.

When the race finished for us after about 63 hours, we would have climbed an estimated total of more than 42,000 feet of elevation. We were the second team to cross the finish line and race directors tell us we were the only team to see the entire course. Other teams that crossed the finish line after us chose not to punch optional checkpoints, however we ultimately were disqualified after missing a mandatory checkpoint. We spent roughly an hour searching for the point before we decided the tape marker was either stolen or misplaced. Apparently, we rode past the flagging. Though hugely disappointed after thinking we may have gotten the win, we certainly will be proud of our



effort as we look back on an epic event. And congratulations to Team Feed the Machine who claimed the victory.

Along the E-fix's 240-mile course, racers would experience all the traditional adventure racing disciplines – a long canoe portage, a picturesque rappel, single- and double-track mountain biking and long orienteering sections on foot. Plus, the race directors threw in a whitewater swim positioned perfectly for a mid-race pick-me-up.

The race began with a 10-mile guided trip down the New River. Teams were split into boats according to a lottery selection. Though the race had begun, our team knew there probably wasn't going to be much we could do to stake our claim at

a top position during the rafting trip. So we enjoyed the dramatic scenery – high cliffs and ruins of old mining communities – and the Class III and IV waves offered by the New River.

After the rafting leg, we transitioned to a short canoe section as darkness began to fall, then it was on to a three-mile portage and a transition to the first bike leg that ended in the small town of Winona, tucked away near the fringe of the gorge. Teams then trekked to the rappel site where we would drop more than 200 feet before climbing back to the top of the gorge and negotiating our way along the gorge's rim to a road that took us back down the gorge, across the New River, and back up the other side along an old miner's path to



our bikes. Morning rose along the way, and we found ourselves jockeying with the Canadian team Free Running for the race lead.

The following bike segment along the Cunard to Kaymore Trail was among the race highlights for me. We sped along tight double-track that dipped quickly in and out of gullies as it rambled along the contour of the gorge's rim. We broke away from Free Running on our way to the real treat awaiting racers who were able to beat the race's first cutoff – the whitewater swim on the New River. Ronny Angell, Odyssey president and owner, and Race Director Joy Marr must have known this would be the most memorable section for most teams. I can say with confidence it was my team's favorite. Insulated from the cold water of the New by our wetsuits, and hugging our wake boards, we rode the Class II wave trains that were spaced perfectly along the 3-mile section. I wore a permanent smile as I traded laughs

with Jennifer. Meanwhile, Michele led the way and Peter lay face-up on his wakeboard and kicked along leisurely with his eyes closed between rapids. I nearly fell asleep myself.

We made it off the river in first place, marched up beautiful Glade Creek, and through most of the next orienteering section before nightfall number two. The next time I visit Glade Creek I hope to have my fishing pole stuffed in my pack rather than trekking poles. It was one of the most beautiful drop-and-pool creeks I've ever seen. With the trekking section done, we staggered into the transition area to pick up our bikes. Awaiting us would be the maps with checkpoints for the rest of the race, which our support crew (my dad, Leon, and Peter's dad, Martin) had plotted for us. After a 15-minute nap that we desperately needed, we were rolling again toward the small town of Hinton along the New River.

The following bike section took us completely off guard. It definitely was one of the most demanding bike sections I'd ever been challenged with in an adventure race. Every checkpoint in the 70-mile leg was at the top of a monster hill along gravel or paved roads – really. The day was getting hot, we were low on water, and we'd eaten all our food hours earlier (well, I had eaten all of Michele's food) when we found a Good Samaritan with access to a fresh-water well. I doused myself as we all filled our water bladders and bottles. That truly saved us. Then about 15 hours after beginning the epic leg, we rolled into the transition area to drop our bikes for the last time. I had loathed most of that

ride as much as I had enjoyed the earlier rollercoaster along the Cunard to Kaymore Trail. I couldn't wait to get into the boat for the canoe orienteering section in Bluestone Lake. We put on the river just as a lightning storm blew in (the storm later would force other teams to wait before putting on the water) and Peter thankfully figured out a great strategy that helped us knock out the section. The last leg was a very sleepy trek through the night along Bluestone River (we'd logged only 1:15 of sleep during the race), then a climb up to the finish at the lodge at Pipestem State Park. I was mentally broadcasting the desire for fried food the entire trek. Thankfully, my dad picked up on my telepathic signals and met us with warm sausage biscuits from the lodge restaurant at the finish line.

I've never tasted anything better – well, except for the meal I'm sure to have at the end of our next epic adventure.

Story By Paul Cox

Photos by Peter Jolles

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!

Whatever you do, don't run!

Photos and story by Brandon Bargo

It would be the trip of a lifetime and I don't just mean figuratively, but literally. I had dreamed of doing a trip that would be so over the top and difficult that it would be hard to pull off. It would be a trip that would be talked about for years to come. Books could be written about it, and possibly even a movie deal. I think I will have Tom Cruise play me.

After much thought and careful planning we came up with the Summit to Sea Expedition. The team consisted of exactly two people, me and my younger brother of seven years, Greg. Our trip would be to climb Denali in Alaska and then bike 4000 miles to Baja Mexico, but not before we stopped off to scuba dive with great white sharks in California. As I said it would be the trip of a lifetime. We had so many things happen to us and so many great experiences that this story is not even about our climb to the 20,320 foot summit of Denali, or the great beaches we passed as we accumulated mile after mile on our bike journey. It isn't even about the massive predator of the sea known to many as Jaws, or to all you Latin lovers, *Carcaradon car-charias*. Instead, this story is about a side trip we took as a way to pass the time after climbing Denali, and waiting for some bike gear to be shipped to me before we could begin our continental bike tour of North America. But this side trip should not be considered an asterisk or a footnote, as it could have been the end of the Bargo brothers' happy adventures.

Having been tested on one of the toughest mountains in the world, my brother and I felt that we could pretty much do anything at this point. We had weathered minus forty degree temperatures for three weeks and had the beards to prove it.

It had always been one of my favorite books even before all of the hype with the movie. Since we had time while waiting for my essential bike gear, namely my shoes I thought, why not go see "the bus" from Into the Wild. If you haven't seen the movie or read the book, Chris McCandless was a college graduate who wanted to live off the land of Alaska and went into the wilderness to test himself and figure out the deep questions of life. Instead, he died in an abandoned bus in a very remote part of Alaska just outside of Denali National Park, and I wanted to go see it.

Since the bus was nearly two hundred miles from us and we were

limited on time we used several forms of transportation: walking, biking, and hitchhiking. Even though hitchhiking was the preferred method, it was not quite so easy with our bikes next to us. Most people just thought we were lazy. When we did get picked up it was never the big RV tourists but the good ol' local Alaskans. One such local was possibly an escaped convict who talked about several of his friends committing suicide as he was putting back one beer after another and trying to stay on the road. Later, we had an equally tough but friendlier local who had pity on us waiting in the rain who shared stories of climbing Mt. Everest, and competing in the Iditarod, the world's toughest dog sled race.

Alaskans are some of the toughest people on the planet, which is why they didn't like Chris McCandless. They thought he didn't know what he was doing and he was just some kooky kid with utopian ideals. I agree with them, but I also think he



was young and looking for adventure. I could relate to him when I was his age full of questions and the desire to seek them out through outdoor adventure. I have been fortunate to have close calls and learn from my mistakes. He did not have that luxury.



We were dropped off at the starting point of a one way road known now to many as the stampede trail. We began pedaling, first on a paved road, then a gravel road, and then a very muddy road. We soon had to ditch the bikes behind some trees and continue on foot. We found out quickly what hiking in the Alaska backcountry was all about.

There is a big move in the United States to protect our wetlands. If we could somehow transport some of the wetlands of Alaska to the lower forty-eight states, we would not have to worry about any pro-

tection. While trying to maneuver through the backcountry we had to continually hike through the uneven, sponge like bogs with their ankle twisting hidden pockets, and the knee-high quick sand, mud and water marshes. Throw in an occasional swamp and all three types of wetlands are covered. It makes a beautiful backdrop for backpacking. The problem is where there is water in Alaska, the ridiculously sized mosquitoes are sure to follow. In Alaska, they are known as the state bird. The more we covered ourselves in repellent the more the mosquitoes were attracted to us. If any skin were exposed they would find it and that included any finger, toe, nose, ear or scalp.

The trail never stopped throwing its difficult challenges at us. We worked our way past the mud, and wetlands and then it was time for the frigid creek crossings. The trail became a never-ending crisis of crossing of ice cold, snow melted water. After a very long and wet day we set up camp and spent the night knowing that we were not the king of our domain, and not at the top of the food chain. We were careful not to eat near our campsite.

The following day was our first big challenge. We had to cross a fast flowing river known as the Savage. We discussed several techniques of crossing, and decided to use large sticks as a balance point. As soon as we entered the river it was difficult to breathe. We became numb immediately. The boulders on the river bottom and our heavy packs made it a very difficult crossing. The water was soon at our waist, and it took every bit of our concentration. We made it across but were not looking forward to doing

it again. We continued on the trail, and hours later came upon the even more imposing Teklanika River. This was the same river which trapped Chris McCandless from returning back to civilization. I had heard about a suspended cable with an aluminum basket to cross the river, and we went looking for it. But after a few hours of searching we gave up. We then looked for a good crossing of the river. We quickly realized from all of the recent rain that this river was not passable. It was much faster than the last, and much wider. We were very disappointed after such a long trip, that a river would thwart our efforts. But we knew it was the right decision. After all, this was only a side trip. We still had three months of biking ahead of us.

We had a long return trip so we did not hesitate in making a quick pace back. We crossed the Savage in no time, and were passing the time with good conversation on what could have been. I wonder what the bus would have looked like, or if some of the items that Chris had left behind were still there, would I have gained any insight into my own travels if I could have only seen the bus? Greg and I were having a great conversation and enjoying each others company when we saw something coming from the other direction at a very fast pace.

At first, it didn't register with my mind as to what it was. We were climbing up the hill as this large brown object was coming down the hill, and since the trail going up the hill was curved and hidden by trees it was hard to figure out what this thing was in such a hurry. It didn't make sense to me. Why would a large brown dog be out

in the Alaskan wilderness? Where is his owner? Then reality hit me in a terrifying instant. This was no dog. It was a grizzly bear! And it was charging us at full speed and we were directly in its path. I was familiar with black bears, but did not know much about grizzlies except that they like to bluff charge. They do this for several reasons but mostly it is to show that they are the boss and you are a weenie trespassing on their land. At least that is how I felt.

I was carrying bear spray as I was told I should, but when a 400 pound angry grizzly is running 40 miles per hour straight for you I reacted and did what any dog lover would do. I talked to him like a big puppy. In my best puppy dog voice I said, "it's ok bear, it's ok, calm down, hoochie, coochie coo." I don't quite remember exactly, but something to that effect. And strangely enough it worked. He stopped dead in his tracks about 50 feet from us, and just stared at us, with a slight growl, but maybe amusement as to why these guys were talking puppy talk to this manly beast. Just as quickly as he had sprinted toward us he turned and sprinted up the hill disappearing in seconds.

Our hearts were pounding trying to figure out what just happened. We slowly began walking up the hill, with bear spray in hand following the tracks up the hill. The tracks disappeared into some trees and we were a little worried that he would pop out at any moment. He did not, and we eventually made it back to safety. Soon, the trip was no longer about the bus, but about our near death grizzly attack.



We had three months to talk about it, and that we did. We told anyone who would listen about our story, and got many stories in return. The locals said we were lucky. They had heard of stories of grizzlies not stopping when bluffing, but continuing on by plowing over their victim then attacking. As we biked through Canada many park rangers said they had never heard of a grizzly charging, or at least never met anyone who had been charged. We were even able to exchange room and board for bear stories. We were asked by one such couple in Monterrey, California and were pampered with ocean views from a hot tub, and steak dinners with the understanding that they could bring all the neighbors and their kids to hear our amazing bear story. We agreed to the terms.

We continued on to Mexico telling the story of the oso (bear in Spanish). And even to this day whenever we talk about our trip of a lifetime no one wants to hear of our great feats of accomplishment. They want to hear how the bear whispering Bargo brothers escaped death and lived to tell about it on the best side trip ever taken.



Fit for Adventure

Do you want a free pair of Chaco Flips? If so, we want to hear from you!

Do you have an amazing story about something that happened to you while participating in your favorite adventure sport? If so, please submit it to us at editor@adventureworldmagazine.com.

If your "It Happened To Me" story is selected to appear in AWM, we will send you a free pair of Chaco Flips.

