

Adventure World magazine

**2008 USARA Sprint and
Collegiate Adventure Race
National Championships**

Pushing the Envelope
An Interview with Dean Karnazes

Dirt Divas
Six for a Stronger Core

Adventure Racing 101
You Know You Wanna Try It...

Plus

- Trail Runners
- Costa Rica Challenge
- Bend, Oregon
- Navigation Challenge

July 2008



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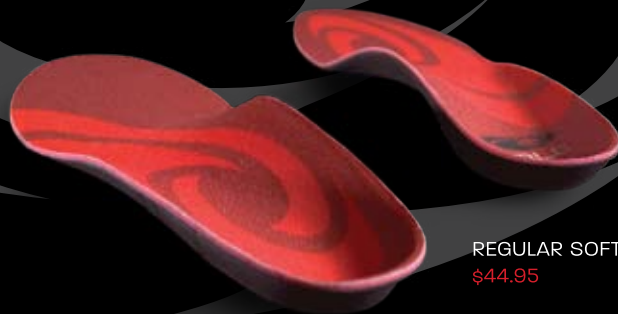
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Cover Photo: 2008 USARA
Sprint National Championships
Photo by Glennon Simmons

This Page: Photo courtesy of
Glennon Simmons



Photo courtesy of Greg Yetter

An adventure for everyone!

Beginning this month, we have added a new monthly feature called Dirt Divas. This will be written exclusively by women for women with content that is specific to women involved in or desiring to participate in adventure sports or just wanting to make a lifestyle change.

Our goal at AWM is to encourage men, women, children, couples, individuals, parents and families to live a healthy and active lifestyle. We believe that you are never too young or too old to chase a dream. Whether that includes running your first 5K (or ultramarathon), climbing the Seven Summits, or riding your bike the length of the Continental Divide, we want to inspire, motivate and challenge you to step outside of your comfort zone and push your limits.

I remember receiving a plaque from my parents (before setting off on an adventure after college) that stated, "You can never reach second base, if you never take your foot off first!"

We continue to add new features so that we are consistently discussing what it is that you want to hear about. So, if you have a topic that you would like to hear more about, email us at info@adventureworldmagazine.com and you may read about it in a future issue of AWM.

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

contributors

• Sally Heath lives and trains in Waterloo, Ontario, Canada. An avid adventure racer for the past six years, she has completed over 50 sprint and middle distance races in Canada and the United States. In 2007, she and her teammate Stephania (better known as the Funderstorm) racked up several sprint race victories, including wins in the all-female category at the SMAC XL and GRAAR Fall challenge in Michigan. Sally is generously sponsored by Running Free, a multisport retail store in Markham, Ontario (www.runningfree.com). When not racing, Sally enjoys writing about the sport and has had previous publications in Adventure Sports, Breathe Magazine, and Trail Runner.



• Robyn Benincasa is a veteran of over 35 expedition length Adventure Races and is one of only two women in the world who has won both the Eco-Challenge and the Raid Gauloises. She is currently the Captain of Team Merrell/Zanfel Adventure Racing, which recently placed 2nd at the grueling Primal Quest Adventure Race in Big Sky, Montana. You can generally find her and her team on the podium of the biggest expedition races on earth.



SHEER SPEED

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



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

Overmountain Extreme • Sep-26-0
Morganton, NC • 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

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from each Regional Qualifying Event.

Primal Quest Montana

As we were finalizing Issue 4, Primal Quest Montana was still underway with only two teams having crossed the finish line. Team Nike, composed of Mike Kloser, Michael Tobin, Monique Merrill and Chris Forne) crossed the finish line in 5 days, 11 hours, 19 minutes and 45 seconds. The second

most spectacular course I have ever raced on.” Coming from him, that is saying a lot. Then, there were the river sections of the course. When asked how the ride on the river was, one racer said, “Epic. I almost died three times but I’d do it again!”

When asked how the ride on the river was, one racer said, “Epic. I almost died three times...but I’d do it again!”

place team, Team Merrell/Zanfel Adventure, finished the course in 6 days, 2 hours and 10 minutes. Team Bones and Dart-nuun are currently battling it out for third place with the rest of the pack still a ways behind.

“It’s been an amazing race with every team that we’ve talked to saying that it’s been nothing short of spectacular,” said Kraig Becker, Media Director for Primal Quest. “Montana has been simply beautiful, with great trekking and biking sections, but the whitewater, as you probably know, was quite sketchy following the fast snow melt.”

The Crazy Mountains have left their mark on everyone on the course. Team Nike’s Monique Merrill, called it “the most beautiful hike she’s ever done.”

Blaine Reeves of Team Travel-Country.com stated, “This was the

Racers completing the course will have covered over 500 miles of trekking, mountain biking, river boarding, and paddling. Even though several teams have withdrawn from this year’s race, others have chose to continue unranked after having a teammate withdraw. We will have a full report on the race in our August issue.



photos by Will Ramos Photography



Vasque® and Gore® Support the 2008 North American Trail Tour

The second annual Vasque North American Trail Tour (NATT), a trail running series with venues throughout the United States and western Canada, is currently underway, and this year promises to be even bigger and better than last. Primary sponsor and trail shoe manufacturer Vasque, is partnering with W.L Gore & Associates and superb race directors for the 2008 series, which includes events for all levels of trail runners.

The trail tour program is a grassroots initiative that supports select local race-series events and affiliated retailers in an effort to improve brand awareness and showcase trail running nationwide. The partnerships also provide Vasque and the GORE-TEX® brand a platform to promote innovative shoe technology and educate runners on the importance of using trail-specific products.

“As a manufacturer of high-performance, technical trail running shoes we feel it is equally important to join forces with those who are making a difference on the trails,” says Outdoor Division Director and Vasque Brand Manager Mark Dinndorf. “Our dedicated race directors work very hard to provide a fun and challenging race environment for trail runners everywhere. It is our objective to support their efforts, as well as the trail community as a whole.”

The partnership with Gore, a recognized leader in high-performance climate-comfortable fabric innovation, design, and production, will allow Vasque to extend more support to the trail running community. It has also enabled the series to expand from 75 races in 2007 to 112 in 2008.

“We are very keen on this partnership,” says Brian Gallagher, Global



photo courtesy of Ty Stevens

Marketing Footwear Strategist for Gore. “We admire the overwhelming support Vasque has for the trail running community at the grassroots level. To join them in sponsoring events that make a difference in communities nationwide made complete sense to us.” “There is definite synergy between our companies in supporting this fast-growing population of trail runners.”

To learn more about the North American Trail Tour, or to find a local event, visit <http://www.vasque.com/in-action/trailtour/index.cfm>.

2008 SkirtChaser Race Series

Created as a fun mixer, the SkirtChaser Race Series is designed for men and women who like to “run hard and play hard.” Each event will kick off with an all-women’s start, followed by a men’s “skirt chaser” start three minutes later and will conclude with a post-race block party and fashion show featuring a live band.

“The SkirtChaser 5K is unlike any other race because SkirtSports works to make running more than just a competition...our goal is make it fun,” said Meg Gill, Project Manager of SkirtSports. †“We want to bring both women and men together to celebrate fitness and socialize in an atmosphere that is friendly and encouraging.”

Remaining races in 2008 include:

August 8th: Salt Lake City, UT
September 6th: Denver, CO
October 11th: Austin, TX
November 1st: Culver City, CA

For more information, visit www.skirtchaser5k.com/. We know that it is only a 5K Run, but hey, we liked the name!

race director profile

Ian Adamson

www.ianadamson.com

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

I started designing courses in 1998 and directing multi-day international races in 2000. Since then I have been course, race and or technical director on over a dozen major multi-day international races and have put on over 50 multi-day events. I am currently the owner / producer of Newton 24 hours of triathlon and director of The Real Deal Challenge and Terra Traverse.

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

Since I retired from professional racing last year, I have transitioned into directing and producing a lot more. This has actually been a long term project of mine since 2000 when I started working on my post-racing career goals.

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

Newton 24 Hours of Triathlon gives me a huge amount of satisfaction since it is contained in a state park (easy logistics), has elements of adventure racing – strategy, teamwork, camaraderie – and is a true cutting edge multi-sport event. Adventure athletes do really well at the race, even with no triathlon specific experience.

Terra Traverse is exciting for me because it brings together all the best elements of my experience over the last eight years directing



and 24 years of racing.

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

24 Hours of Triathlon is the only set time triathlon in the world (that I know of) and the only 24 hour triathlon.

Terra Traverse is unique in the amount of television coverage, the format (journey expedition), and the exceptional value (transfers, 50% discount flights, meals, accommodation, prize money, course design for all levels of ability)

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?

I don't race at all now that I am retired. My last race was the 2006 Adventure Race World Championships in Norway and Sweden (we won.) My first race was a two-day event in Australia called WildTrek

in 1984. The event included Nordic skiing, mountain bike (cycle cross in those days), orienteering, white water kayaking, road cycling and ran until 2004. I came in 4th, then 3rd and finally won in 1991 (my first win in an international race.)

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

Hands down Expedition BVI – this was by far the most fun format (for me) and in the best location. Each team was given a 40 foot yacht and we did a tour of beautiful resorts and wilderness in tropical paradise for four days – sea kayaking, mountain bike, orienteering, scuba diving, ocean swimming, sailing, local skills (lots of fun party elements!)

AWM: Contact info for your organization?

www.24hour-events.com
www.terratraverse.com
www.ianadamson.com

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The 2008 USARA Sprint & Collegiate Adventure Race National Championships

by Chance Reading

Rocky Hill Ranch in Smithville, TX is one of the best known “little secrets” in the central Texas area. Not only does it have great camping, a saloon with showers, live entertainment and great burgers, it is also home to some of the best, most challenging mountain biking in the state. It also happened to be the host of the 2008 USARA Sprint and Collegiate National Championship race, one of the most unique and challenging short-course races in the US.

This championship race caught the attention of racers nationwide, especially in the collegiate division. The AIX Group added to the buzz, giving a three thousand dollar team sponsorship to the top co-ed collegiate team to accompany a stout product sponsorship list. Totaling over six thousand dollars in goods and cash, this prize was the perfect lure to entice college teams from Maryland to Wisconsin to show up and race their lungs out.

A beautiful, warm weekend framed by cool nights provided perfect

race day conditions. Off and on rain showers during the previous week had really softened up the trails and awoke Colorado River. As teams stepped up to the starting line, they were greeted by the official USARA starting cannon to begin the race.

The opening foot section of the race gave teams their first taste of the mountain bike leg to come. Single track littered with rocks and roots, ups and downs and the infamous Fat Chuck’s Revenge that will suck the life out of anybody’s legs. Teams that chose to push the pace here, would pay a bit later in the day.

Houston’s Team M.O.A.T., the defending USARA 24hr National Champions, were on hand along with professional adventure racer Robyn Benincasa, who took time off of training for Primal Quest, to show support and to challenge the young collegiate teams to compete at the next level.

As the day heated up, so did the competition. Teams streamed in from the trail run and transitioned

onto their bikes. Rocky Hill Ranch is pure mountain biking and this 12 mile loop was at its best on this day. Teams started with a small climb before dipping into the first section, the Drop Zone. After winding their way up and down in this tight, fast technical single-track, the gears dropped as teams entered the climbing section known as Fat Chuck’s Revenge.



Photos courtesy of Glennon Simmons



Teams pushed on deeper into the single track riding sections like Triss-Tross and Longhorn Loop before finally breaking out in the open and heading down to the Colorado River for the boating section.

The river was flowing strong which made this 3-mile paddle fast and fun. Teams moved quickly down the wide river to the take out, a sharp turn in the river that has been slowly eroded by the constant flooding of the area. A ladder

bridged the gap from the river level to the muddy cliff exit, sixty feet above. Teams deflated their boats and passed all of their gear up the ladder to their teammate. From here, teams carried their boats, paddles, and pfd's, totaling almost forty pounds of gear, over a mile back to the finish line. This would prove to be one of the tougher challenges of the day.

With typical early-summer Texas temperatures glaring teams in the eye, teams continued to push forward toward the finish line. In the end, only a few earned the title of National Champions, but all had earned the memory of a great day of racing.

Photos courtesy of Glennon Simmons

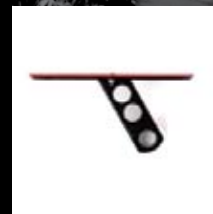
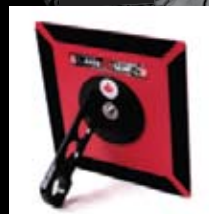
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Pushing the Envelope

An Interview with Ultramarathoner Dean Karnazes



Photo by Wang Bin

Dean Karnazes has pushed the envelope in just about every way possible in the area of ultra running and he continues to push the limits of human endurance. He has completed 50 marathons in 50 consecutive days (in all 50 states), won the Badwater Ultramarathon that involved running 135 miles across the Death Valley in 120 degree temperatures, completed a marathon to the South Pole in minus forty degree temperatures, has completed the Western States 100-Mile Endurance Run eleven times in under twenty-four hours, and is the national bestselling author of *Ultramarathon Man: Confessions of an All-Night Runner*.

In 2008, Karnazes is attempting to complete “The North Face Desert Grand Slam”. In addition to running the Badwater Ultramarathon, he will also be running the 4 Deserts which will consist of the Atacama Crossing (Chile), the Go bi March (China), the Sahara Race (Africa) and The Last Desert (Antartica). Each of the 4 Deserts events consists of seven-day, 250-kilometer (over 150 miles) footraces across the world’s largest and most extreme environments. Having recently completing the events in both Chile (1st place) and China (4th place), he is now setting his sights on the remaining three.

We were able to catch up with Karnazes upon his return from China last month. We wanted to know what inspires and motivates an individual to push their body to such extremes. This is what he shared with us.

AWM: First and foremost, what’s next for you?



Photos courtesy of Wouter Kingma

DK: This year, I’m attempting to run the great deserts of the earth in “The North Face Desert Grand Slam,” which consists of running five of the world’s preeminent desert races in one calendar year, which has never been done before. These include: The Atacama Crossing, The Gobi March, The Badwater Ultramarathon, The Sahara Race, and the Last Great Desert race (Antarctica).

AWM: For endurance athletes like yourself, eating has to be a lifestyle change (eat to live not live to eat). What does your daily food consumption consist of?

DK: I’ve been following what I call “The Neanderthal Diet.” The premise is straightforward, when choosing the foods I eat, I use this simple filter: would Neanderthal Man have access to this food? Pasta? Nope. Ice cream? Uh uh. Bread? No way. Fruit? Sure, they’d find a tree. Vegetables? Yep, they’d pull them from the ground. Fish and lean meat? If Neanderthal Man could catch it, he could eat it. That

is how I eat. Back in Neanderthal days, it was all organic, so I try to eat as many organic foods as possible.

AWM: Given your whole foods approach to nutrition, how do you feel about vitamin supplements? Are they necessary with the right diet?

DK: Having had my diet analyzed on numerous occasions, I get most of the nutrients I need through the foods I eat. Supplements can serve as an “insurance policy,” though mega-doses are not only unnecessary, they’re potentially harmful.

AWM: After running an ultra or 50 marathons in 50 days, how do you speed recovery to your body?

DK: I’m a big believer in ice baths. I fill my tub with ice water and soak for as long as I can. I also eat lots of salmon for the Omega-3 fatty acids, which I really believe helps with recovery.

AWM: Average training day... what does it include?



DK: In preparation for running 50 marathons, in 50 states, in 50 days, I ran a lot of 100-mile or greater races as “training runs.” In the six months leading up to the event, I ran at the very least a marathon every weekend, and usually much longer races. Sometimes I raced in these competitively, but mostly I used them as training runs. Can you imagine, a 100-mile “training run?”

AWM: What continues to inspire you?

DK: The North Face has this really great tag line, “Never Stop Exploring.” I think that about sums it up. I’m inspired to explore the limits of human endurance.

AWM: How much of your time is spent running? Cross training?

DK: About 70/30. I cross-train with windsurfing, mountain-biking, surfing, snowboarding, and climbing.

AWM: Any advice for others wanting to incorporate their families into their training?

DK: Make it a lifestyle thing. Build your weekends and vacations around healthy, active living. Include activities that everybody enjoys and focus on having a really good time together.

AWM: It’s obvious that you fall into an elite group of athletes. How many people would you estimate that compete at this level?

DK: If you go to these races, there are other escapees from various insane asylums across the country and we all kind of band together (laughter). Indeed, you do tend to see a lot of the same faces at many of these ultra endurance runs. Though, I think the interest level has really increased in the last several years and you’re starting to



Photos courtesy of Wouter Kingma

see more and more people pushing the boundaries.

AWM: Of all of your events that you have competed in...what has been the toughest (physically, mentally or both)?

DK: I would have to rank the recent Atacama Crossing race in Chile as one the most challenging ever. There were so many elements

DK: Inspiring others to be the best that they can be. I think providing inspiration to others will always go way beyond my own personal accomplishments.

AWM: You have just completed the second of four in the campaign to run the 4 Deserts. What has been the highlight from the first two (aside from the finish line)? The greatest challenge?

Even though I won the event, I prefer to say to people that I merely, “Survived the fastest.”

that compounded the difficulties, from sleeping on the dirt for six-days, to having to carry all your food, gear and supplies in a pack, to the extremes in the environment. Even though I won the event, I prefer to say to people that I merely, “Survived the fastest.”

AWM: What do feel has been your greatest accomplishment as an ultramarathoner?

DK: These races require a high degree of self-sufficiency. You're allotted a ration of water each day, but that's it. You need to carry everything else. Getting used to running with a heavy pack on was something I needed to adapt to. Overall, however, I've found that this style of racing really suits my strengths. The greatest highlight has been some of the people I've met from across the globe.

AWM: How does one prepare to run in such extreme conditions (Death Valley, Gobi Desert, South Pole, etc...) when living in the Bay area?

DK: You get creative. In prepping for desert races, I'll do sets of push-ups and sit-ups in the sauna at the gym. When getting ready for an arctic adventure, I'll run around town in my skiwear. Sure, you get a lot of strange looks, but it beats showing up to some of these events unprepared. Still, I



don't think it's as weird as Sylvester Stallone working-out in a meat locker as he did in “Rocky.” Now that's extreme! (more laughter).

Having run for a multitude of causes over the years, Karnazes has been an advocate for inspiring and challenging others to achieve their own goals of physical exercise, a good diet and to be the best that they can be.

For more information on the 4 Deserts event, visit www.4deserts.com. Or to read more about Karnazes and his upcoming events, visit his website at www.ultramarathonman.com/flash/.



Photos courtesy of Wouter Kingma

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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

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www.gulfcoastadventure.com



Once Bitten, Twice Shy

2008 Costa Rica Coast to Coast Challenge

by Kimo and Licia Greenleaf

I have always said that the hardest thing about team sports was getting everyone to the starting line healthy. This would prove to be the case for us as we prepared for the adventure of a lifetime.

When asked if we would consider racing as Team Adventure World Magazine in the Costa Rica Coast-to-Coast Challenge at the end of April 2008, we emphatically said, “YES!” We had been adventure racing for eight years, with our longest race together being a three-day race two years prior, and had been wanting to further challenge ourselves by competing in longer expedition-length races. The concept of this race, being an international one taking place in beautiful Costa Rica, only cemented our desire to go. In preparation for our big trip we obtained our passports, subjected ourselves to numerous immunizations, attempted to brush up on our high-school

Spanish, completed a three-day training in the Smoky Mountains, read previous Costa Rican race reports, and filtered our gear list to the smallest amount possible. We tried to stay focused on our jobs and daily lives without daydreaming about Costa Rica, which was difficult to say the least.

Then, we encountered our first obstacle in getting to the starting line. Jason Martin, our original fourth member of the team, tore some knee cartilage in an on the job injury. At this point, we were less than six weeks away from our departure. Our minds began to do? This was not a short race. It was not even the United States. We needed a replacement that was capable of completing an expedition length adventure race, had a viable passport, and could leave for two weeks in a little over a month’s time.

With some very good fortune, we were able to recruit Tom Lane from Texas to join us for this adventure. Now, our team was complete. Team Adventure World Magazine; consisting of Dave Poletto, Kimo Greenleaf, Licia Greenleaf, and Tom Lane; was heading to Costa Rica. After several teleconferences and numerous e-mails to work out the details of the gear and travel plans, the day finally arrived for us to leave on our journey.

After meeting Tom for the first time while waiting in the immigration line, we introduced ourselves, collected our gear and followed several other teams outside the airport to meet Pablo, the race coordinator. What an amazing sight it was to see Pablo and his guys load our bike boxes and bins on top of a tourist bus. We thought for sure someone’s bike was going to fall off the top and splatter into a million pieces on the highway.

Photos courtesy of Adventure Racing Costa Rica

Fortunately, no bikes were lost in transit from the airport to the hotel in San Jose. We settled in at the hotel and took in the local sights, which included the National Art Festival.

The next morning, we met the buses and loaded our bins and bike boxes for the ride to the Caribbean coast - the official start of the race. We met Mike, the race director, on this ride and enjoyed his stories about the local people and customs. The atmosphere was relaxed, which we learned was part of the Costa Rican culture. Mike also gave numerous tips regarding Costa Rican travel, hopefully leveling the racing field somewhat between the international teams and the Costa Rican teams. We stopped for lunch at a river camp on the Pacuare River, which was built in the middle of a banana plantation. After lunch, we received our race packet and continued on our journey to Hotel Punta Cocles, south of Puerto Viejo. At the captain's meeting, we were given our maps and instructions regarding the race. As part of our race gear, we were required to carry a digital camera in order to take a picture of each buzon ("mailbox") to prove that we were actually there. We would be acquiring the buzon tickets at various checkpoints during the initial part of the race. Final gear prep finished out the evening and we were able to have one last good night's sleep before the start.

The race began on the beach at ten in the morning. Stage 1, the "warm-up" section of the race, consisted of each team being split in two and meeting at the designated team transitions to exchange disciplines.

Dave and Tom helped us launch our kayak into the raging surf. We managed to stay upright and got past the large swells without incidence. While we set off on our paddle leg, Dave and Tom ran back to the hotel, acquired their bikes and set off to meet us at the first transition in Punta Uva. The first checkpoint was out in the Caribbean and we received a buzon ticket to place into the first buzon, which was hanging below a bridge located in an inlet. After switching places with Dave and Tom and helping them launch the kayak through the surf, we rode along the Caribbean coast to meet them at the next team transition in Manzanillo. We made our first mistake of the race in this transition as we were supposed to show our picture from the first buzon to the race staff in order to receive the rest of the buzon tickets. Upon our arrival at the second team transition in Manzanillo, we realized our previous mistake and received a one-hour time penalty to be served at the transition area prior to Stage 2 of the race.

Dave and Tom began a short jungle trek while we biked to meet them at the next team transition. Our ride was hot, humid and a bumpy one on a cobblestone road along with a few steep hills to climb. When we finally arrived to meet them, we found Dave and Tom resting

comfortably on a picnic table. We then took off trekking through the jungle back to Manzanillo, while Dave and Tom rode the cobblestone section to meet us. This short jungle section was beautiful yet challenging with deep mud and slippery roots.

When Dave and Tom arrived, we were faced with a few issues to resolve. The shifter on my bike (Licia's) broke and Tom had ridden it in one gear for most of that leg, and Dave was suffering from the heat. Part of adventure racing includes overcoming such obstacles and being flexible in order to handle the adversities of racing. The other two bikes were available so the four of



us rode back to the hotel, dropped off our bikes, and completed Stage 1 with Tom ascending into a tree for a buzon placement.

After resting, unsuccessfully attempting to fix our broken bike, and serving our time penalty, we headed out of TA 1 on our bikes to begin Stage 2 of the race, a mountain bike leg. Shortly after leaving, it began raining and would continue all night long. About an hour into

the ride, we faced our next obstacle as Licia began vomiting and shaking uncontrollably from consuming an energy drink. We stopped at a gas station and ended up staying there until dawn. Although weak and tired, she was able to begin riding again and we continued on, riding mostly in the cool rain on gravel and paved roads, through banana plantations and small towns. We were grateful that one of the buzon stops was at a small store where we were able to buy water and snacks. We also rode into Limon in order to find a checkpoint that was located in the only 24-hour restaurant in the central market. We enjoyed a

to ride. We also had to cross several long railroad bridges, which was a frightening feat in that each railroad tie was unequally placed and the bridges were over raging rivers. It was amazing to see the locals walking these same tracks and bridges, carrying large bundles and not using any lights! At one point, we stopped to talk with a man and his two small boys, asking for directions to make sure we were headed on the correct route. Later on, we heard a quiet noise coming up behind us on the tracks and turned to see this same man and his two boys quickly coming our way. The man had made a “train track

along the river. After partaking of yet another hot meal and breaking down our bikes to be transported to the next biking section, we hung hammocks and had a few hours of much needed sleep.

Stage 3 of the race was a long trekking section through thick jungle. We left TA 2 before dawn on the third day in order to reach the jungle by daylight. We felt good after the rest and food and tackled the jungle with a vengeance. Before entering the jungle, we visited a man named Rito for one of the checkpoints and jokingly named the path to the jungle “Rito’s road, although nothing about the route had any resemblance of a road.” We had been warned before leaving TA 2 by Mike to not sleep in the jungle, so we pushed as hard as we could through the challenging terrain. It took us twenty-eight hours to complete Stage 3 of the race, with twenty-four of those hours spent in the dense jungle. It was hot and humid and our feet stayed wet and caked with mud the entire time. We took as many opportunities as we could to cool off in the rivers by dunking our heads and even our entire bodies. The path, if you could call it that, was tricky to follow and extremely steep in many places.



brief rest and an incredible hot meal before continuing on our way.

The next long and challenging portion of the race was on the infamous La Ruta mountain bike course riding on railroad tracks. We bumped our way over the tracks, with each of us crashing at some point and having to walk various areas that we were unable

bike” which consisted of a bike mounted on a wooden platform with small track wheels. The front fork of the bike was mounted to the platform, while the rear wheel propelled the contraption on one of the tracks. We were quite envious of his mode of transportation. We finally arrived at TA 2 late at night on the second day of the race, which was located at a restaurant

One of the most enjoyable parts of the race included visiting two small schools in remote villages in the jungle to drop off school supplies. The first school we came to was still in session so we were able to talk with the children and take pictures with them. The school itself had no electricity or running water, but the children were very happy to be there and eager to



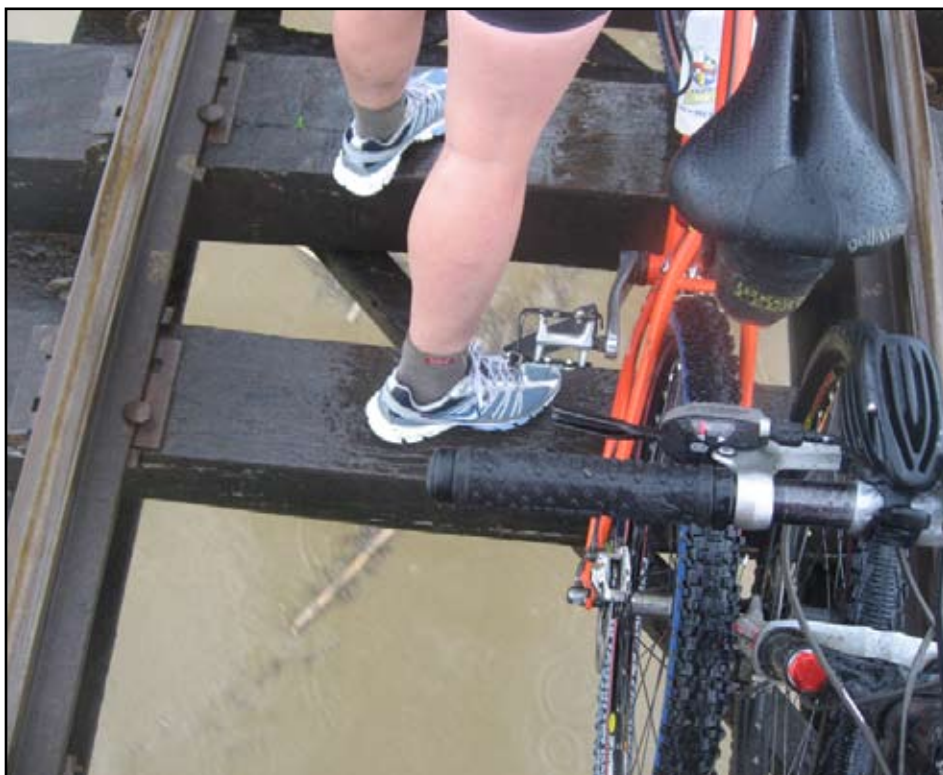
learn. While we took a break and did some much needed foot care, the children singing the same song over and over about “loving to come to school” serenaded us. We arrived at the second school during the night and were greeted by Martin, who we had heard about from several of the other teams who had previously done the race. The “infamous” Martin helped cut the paths that we were traveling on. After checking in with Martin and receiving directions in the form of hand gestures and Spanish, we continued on our way.

We thought we were on the correct path, but it was quite difficult to tell as there were numerous cattle paths dissecting the jungle. We finally made it out of the jungle and were trekking on a steep downhill path when Dave fell off the side of the trail. We called to him, with no response, and realized that he had fallen asleep while walking. He was curled up sleeping on the side

of the trail, with his feet tangled up in his trekking poles. When asked what he was doing, he sleepily responded, “I find myself in a precarious position.” It definitely was a precarious position as he had fallen very close to the edge of the hill, with only the brush keeping him from falling off the side. We got him up, fed him some caffeine-laced food, and had a few laughs as we helped him along his way. Before dawn, we made it down the hill and were pleased to be on a gravel road again. We were all fighting the sleep monsters so we gave in and slept alongside the road. At dawn, we continued on our way past coffee plantations walking along the gravel road which had become heavily traveled by buses, cars and motorcycles. We finally arrived at TA 3, which was located at a community center in Cien Manzanillas. There we ate, cleaned up a bit, built our bikes, had a mandatory medical check by the race doctor, and slept briefly.

With the sun shining, Stage 4 began with a short bike ride to a small lake where we had to paddle two kayaks across the lake, towing two bikes on an inner tube behind us. Kimo and Tom were dropped off on the other side of the lake with their bikes and had to navigate back around the lake to join up with Dave and I. While Kimo and Tom bushwhacked their way through the marsh to the road, Dave and I paddled for several hours trying to find the buzón. After coming ashore, we bushwhacked our way through the marsh to locate the buzón. This is when Dave was bitten by a spider (or so race officials would speculate). Though he did not see the culprit, there existed one large hole and blood was pouring down his arm. This was just the beginning.

Dave and I headed back across the lake to get some additional information from the race officials and pick up our headlamps, as it was now getting dark. After receiving a little bit more information, Dave and I paddled again across the lake in search of the buzón. We paddled into every nook and cranny of the lake that we could get into, and even got out of the kayak at several spots to trudge our way up the shore, but still no buzón. Unbeknownst to the race officials and to us, the electric company had lowered the lake level, therefore making it impossible to paddle up the inlet to retrieve the buzón. Shortly after arriving back, Mike and Jimmy came back from searching for the buzón themselves with the news of the lowered water level. Jimmy, a member of the race staff, went out to retrieve Kimo and Tom, and we were once again a team of four.



We headed out on our bikes in search of the next buzon. We rode up the river and found it in the middle of a small garden on a small bridge. In order to reach this buzon, we had to cross the river. It was a nice surprise to see an inner tube and a rope strung from one side of the bank to the other. Kimo and I placed several boards that were conveniently located beside the inner tube on top of it and pulled ourselves across the river. We continued riding throughout the night and arrived at the rappel and rock climb site just after dawn on day five of the race. We each rappelled, and Kimo did the rock-climbing portion in order to complete the checkpoint.

We rode into a small town where Dave was now starting to feel the effects of the bite he had received. After racing for more than twenty-four hours since the bite, Dave's arm was twice the size of normal and he was experiencing partial

paralysis on the left-side of his face. The decision was made to use the emergency cell phone to call the race doctor. After an examination, Dave was medically pulled from the course to begin antibiotic treatments. The remaining three of us continued biking to TA 4.

When we arrived at TA 4, we checked on Dave to make sure he was doing well, and then met with Mike to discuss our remaining race strategy. A trekking section was scheduled as Stage 5 of the race, but we decided as a team to be moved forward to Stage 6 of the race. We took into consideration that my legs were exhausted from only have one gear on my bike since day one of the race and that we wanted to reach the finish by the proposed cut-off time in order to not be pulled from the race course. We later learned that this trekking section was one of the most beautiful sections of the course, with amazing vistas and challenging navigation.

Jimmy drove us from TA 4 to TA 5, navigating the harrowing roads of Costa Rica as if he was a local with bicycles, motorcycles, and cars coming at us from all directions. We arrived at TA 5 atop Luchita, a small town high in the mountains, and bedded down for the night. On the morning of day 6, we awoke feeling rested and began the final biking descent to the Pacific coast and finish. After a short climb, we began our downhill descent.

This final stage of the race was incredible as we experienced some intense downhill, with drastic temperature change from the cool mountains to the hot and humid jungle. Once we finally reached the flat, paved roads, we manually changed my bike into a higher gear in order to complete our ride to the finish at Playa Bejuco. We reached the finish line on the beach at 5:48 p.m., just as the sun was setting over the Pacific Ocean. Dave was there to greet us and cross the finish line with us. The other teams would finish the race with a short paddle and trek along the beach. After resting for the night, we journeyed back to San Jose and in the evening attended an awards party where each team shared stories about their adventures.

Even though we encountered many obstacles (some before we even left the United States), our experience was one that we will never forget. The course was diverse and challenging, the race staff was very supportive and knowledgeable, and the native teams were very welcoming. We look forward to returning to Costa Rica to race again in this tropical paradise!

athlete profile

Paul Romero

Location: Big Bear Lake California

Sport: Multi-sport

Age: 38

Occupation: Athlete, Coach, Event Organizer, Flight Paramedic

Athletic Background: I spent my childhood touring the country with my brothers racing every BMX National event that existed. I was a BMX National Champ at age ten. My father taught me the discipline to be successful at whatever I did. I then went on to be a high school quarterback, pitcher and the center on our basketball team. After that, I got involved in beach volleyball, sport rock climbing, snowboard alpine racing, and adventure racing. Karen Lundgren (my wife) and a friend dragged me into doing my first adventure race in 1997. Shortly thereafter, we won a lottery spot for the EcoChallenge in Morocco.

Athletic Goals: I've achieved more athletically than I ever imagined I would. I'm currently climbing the Seven Summits with my son Jordan. I see myself and Karen likely doing some more high altitude/alpine adventures. It's rather fun applying our expedition racing background into these bigger expeditions. It's great going light, with good nutrition and strategizing in order to move well on the mountains. Karen and I will go to Everest in 2009, and have a look around at all of the other stuff in the Himalayas. Also, I see myself getting back into some big blue water sailing and plunging into every water sport known to man.

Athletic Highlights: Most recently, my summit and lead up the West Buttress of Denali in June 2008 (with Karen and Jordan). Others include: 2007 Raid the North Extreme Champions, Lake Mead 12 Hour Champions, 4th place in the Wulong Mountain Quest (China), 4th place in the 7 Cerros (Columbia), 3rd place in the Extreme Adventure Hidalgo (Mexico), 2006 Champions of the EcoMotion Pro (Brazil), and 1st place in the Central Coast Challenge just to name a few.

Favorite Workout: Lake Mead: During the summer when the temperature is 105 degrees Fahrenheit, I like a two-hour paddleboard session, then a swim and finishing out the evening with a mountain bike ride on some SICK single track at Bootleg Mountain Bike Park.

What Inspires or Motivates You?

Well, as about everyone reading this knows...it's an addiction. The motivation comes with the constant thrive to reach new levels of fitness. It's kind of funny, but it's only been during the last year that Karen and I have begun doing some focused training. We've become more focused and smart about what we do, and have allowed ourselves to run a full schedule, with minimal injury, full recovery and optimal performance. It's a very good combination.

Favorite Fuel: Hammer Nutrition has been there for us for years. It's a slam-dunk approach to fuel and

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Photo courtesy Karen Lundgren

where are they now?



Barry Siff

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

While we had a great many accomplishments, achievements, and highlights, I would have to say our top 10 finish at the 2000 Raid Gauloises in Tibet and Nepal must rank at the top. Until the final night, when another team of Americans passed us, we were the highest ranked US team ever at the Raid. We still ended up as the second US team, and it was a remarkable race.

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

Shortly after I retired in 2003, I reacquainted myself with the sport of triathlon, and morphed MountainQuest Adventures into 5430Sports, www.5430Sports.com.

Since that time, 5430 has grown to be a major multi-sport event management company, and I have gotten back into racing triathlons (mostly Ironman races).

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

I think I would go down to Costa Rica and do their Coast-to-Coast. I have spent quite a bit of time down there – even got married there – and I think it would be a cool race. I would not want to race in the United States; as quite honestly, the allure of the sport was always the travel and exploration involved in the classic races.

AWM: Summary of race history?

I started racing in 1998 as a fill-in for a missing team member at a 24 hour race in Colorado. I was hooked and did Don Man's first "Beast of the East" that same year. In the years that followed Liz Caldwell (my business, training, and race partner, and I competed in Expedition Races in over 20 different countries. While never winning the race outright, we were always one of the more recognized and respected teams – probably due to our age (older) and not being superstar athletes like many of our competitors. We also co-authored one of the first books on the sport, "Adventure Racing – the Ultimate Guide." MountainQuest Adventures, the company Liz and I founded in 1998, also put on some of the earliest 24 hour adventure races, as well as camps for beginners.

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

As I mentioned, I was playing host to Team Toy Soldiers from New Jersey at a race in Colorado in May, 1998. When one of their teammates had a family emergency the evening before the race. The team asked if I would fill in. I had never put on a climbing harness, paddled or rode a bike at night. I jumped in and had an absolutely amazing experience. We finished pretty well (I believe 7th or 8th). And I was hooked.

AWM: What was your favorite thing about racing?

Besides seeing some of the most amazing places in the world and learning about so many different cultures, it was all about the team experience. Liz and I did every race together, but would select different team members for all of our races. The team aspect of the sport was certainly one of the things I enjoyed and appreciated the most. We were blessed to be able to race and play with some absolutely awesome people.

AWM: Why did you retire from competitive AR?

Actually, all four members of the team that raced Primal Quest in Tahoe retired following that race. While each of our reasons and circumstances were slightly different, I believe it stemmed from recognizing a change in the direction of the sport. It had become – to us – more about racing versus

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Dirt Divas: Six for a Stronger Core

by Elise Partidge



photo by Will Ramos Photography

First and foremost, exercise is **fun**. Whether you are mountain biking, trail running, adventure racing, running a marathon or just going to the gym, pick an activity and make the process enjoyable. Increase your capacity to stick with the routine by signing up to participate in a local event of the activity of your choice. Pick a friend, form a team or do it alone; but make it enjoyable and you are more apt to be successful in your quest for a better lifestyle.

That being said, it takes an incredible amount of strength, endurance and determination to have that kind of fun. Your body and mind have to be ready for any task that is thrown your way. Strengthening your core will take you one step ahead of a lot of your competition as well as lessen your chances of being injured along the way.

The word 'core' has been bandied about over the last few years, but I have found that many people think that it involves only your abdominals. To set the record straight, the core consists of all the muscles that

attach in and from the spine to the rib cage, to the abdominals (all four layers), to the gluteals (your backside) and hips. Research now throws in the neck and upper back region as well. Just remember, spinal support and you have the core, the center of which being the transversus abdominus (your natural girdle). When you strengthen this whole chain of muscles, not only will exercising be easier and more fun, your quality of life will be as well.

I've put together a primer of exercises and stretches that come from yoga, Pilates and bodyweight training to strengthen not only the global muscles, but challenge the smaller supporting players as well. All of these exercises can be modified to be made easier or harder. Start with one set as recommended. Do one exercise right after another, and then move onto a second set of them all. Remember, form is crucial. Pay attention to the details and have fun!

Start with one cycle, and then work up to three cycles of all exercises.

Plank to Hover to Pushups



Begin in the upper pushup position (can begin from knees if necessary), lower until your chest is one inch from the floor, hold three breaths, then do five pushups; arms grazing past the body with creases of the elbows pointed forwards.

Repeat series two or more times. This strengthens pectorals, triceps, and scapular muscles. Stretch into Downward Facing Dog between each set.

Plank to Side Plank



Start on forearms with elbows under each shoulder. Rotate to the right, then to the center, and then to the left. Complete three times each side, hold for ten seconds. This strengthens the abdominals, shoulder girdle, back extensors, hips & knees. Stretch back into child pose.

Staff Pose into Hip Bridge



Sit upright with legs extended in front of your palms down on either side. Push through your feet and palms lifting your backside up into a tabletop position allowing your head to extend with the spine. Pause. Then, while contracting your abs, pull your backside back down to the starting position. Repeat ten times. This strengthens shoulder girdle, arms, gluteals, hamstrings, and abdominals. Stretches hamstrings and pectorals.

Tummy Vacuums into Downward Facing Dog



Start on hands and knees with each only as wide as the shoulders and the hips. Blow all the air out of your lungs and hold. Draw the navel toward the spine and hold your breath for ten seconds, then breathe deeply as you move into Downward Facing Dog. Send your tailbone to the sky, pressing from the palms through the tailbone, allowing your body to drop through your arms. Breathe three full breaths. Drop to your knees and repeat 5-10 times.

Bicycles



Start face up with the legs in tabletop, upper body flexed off the mat with the tongue lightly at the roof of the mouth, and hands lightly at the back or to the sides of your head. Abs and shoulder blades stabilized. Extend one leg out as you bring your opposite shoulder to the bent knee, then rotate to the other side. Think shoulder to the hip for a better contraction. That's one rep. Do ten times on each side. This strengthens all four layers of abs, as well as the pelvic floor muscles, neck muscles and hip flexors.

Half Roll Back



Start seated with knees bent and feet
Continued on page 49

Collegiate Champions Hit The Jackpot

by Troy Farrar

Josh LaSov's journey began when he heard about the USARA Collegiate Nationals and decided

teammate was a very good cyclist and having such a fast female could be a key component to the team's

I expected, but it was an awesome rollercoaster ride," commented LaSov, "I wanted to ride it again after the race!" The final stretch of the race included a paddle section ending with a one-mile run carrying the boat, paddle and life jacket. "The final run was great and added a nice endurance challenge to the end of the race," added Pitt.



he would like to form a team for the competition. He wanted to race but was uncertain where to find a female teammate. In his quest for a teammate, he attended a Towson University mountain bike club meeting. After giving a brief speech about the race, one girl, Alisa Pitt, raised her hand and expressed an interest. There was only one set back, Pitt had never done an adventure race. After a brief conversation, she signed on for the adventure and the training began.

After several mountain bike training sessions, LaSov realized that his new

success. Team Towson University spent the next few months raising funds for the trip from Maryland to Texas while training with hopes of a top ten finish.

On race day, the plan was to race as hard as possible while keeping with their race strategy; they would consider the day a success if this happened. The event started with a single-track trail run and everything was going great. After the trail run, the racers transitioned to their mountain bikes, which Pitt described as tight, technical and lots of fun. "It was more technical than

When the dust cleared, Josh LaSov and Alisa Pitt of Towson University were crowned the 2008 Collegiate National Champions. This meant a free entry to the USARA 24 hour National Championship in November. AIX Group was also providing a three thousand dollar team sponsorship to help them prepare for the 24 hour Nationals event. Merrell, Zanafel, Suunto, Numa Sport Optics and Sole would outfit the team with gear as part of the AIX sponsorship. The team was set for the rest of the year. "We were shell shocked by the team's sponsorship," remarked Pitt, "it is so generous and we are so thankful." LaSov added, "it is a dream come true. We are so excited about winning Collegiate Nationals and now preparing for the 24-hour championship."

Now, a second journey begins for LaSov & Pitt of the newly formed Team AIX. Pitt is now an official adventure racer with one race under her belt. Things are a little different this time, as they start the journey equipped with the knowledge that hard work and perseverance can make dreams come true.

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Adventure Racing 101 You Know You Wanna Try It...

by Robyn Benincasa

Ok, you know darn well you've wanted to try "that crazy Adventure Racing stuff" for a while now. And this is your quit-being-afraid-and-get-out-there official quick start guide! One word of advice before we start. Run NOW! Before it's too late! Adventure Racing is the most addictive sport you will ever try, and once you get sucked in, there's no going back. So you may as well sell your aero bars, completely clear out your garage to make space for scads of new gear, cut back on your hours at work, give away your tangerine Speedo, invest in some duct tape, and call all your closest pals—'cause you're about to enter a world where anything and everything is possible. Your course is often limited only by your imagination, and you will learn way more than you ever wanted to

know about yourself and your teammates, for better and for worse. And you may never want to come back. Still in? Do I hear a "heck yeah!"? Ok, let's do it. But when you find yourself eventually standing at the starting line of Primal Quest or the Raid Gauloises questioning your sanity, don't say I didn't warn you.

Here's an overview of the sports involved, a brief training plan for each, and some handy tips that we old timers had to learn the hard way....

Hiking/Running/Scrambling:

Many of your races will start out with a run that turns into a hike or scramble, so you'd better be ready on all counts. Hiking and running muscles are very different, so you need to train both, and practicing scrambling

(on as many different types of terrain as you can find, including wet, slippery stuff) is the key to gaining that competitive advantage on the roadies.

Training:

- For a race of 12 hours or less, you should follow a marathon training plan. But do most of your runs on trails if possible.
- For a race of more than 12 hours, you should follow a half-marathon training plan and use the same guidelines.
- Start doing hill repeats (4-6 sets at 80% effort on a hill that takes 3-4 minutes to run) and interval training (2-3-4-5 minutes "on" with an equal amount of rest in the "off" phase) twice per week in the final month of training leading up to the race.

photos by Will Ramos Photography

Tips:

- Race and train in trail running shoes versus regular road running shoes. Better grip, more stability, fewer stone bruises, and fewer blisters.
- Practice running/hiking with a 10-15lb pack several times before your race, both for the strength benefits and the knowledge of your equipment (How are you going to get to your water? Food? Where is the most efficient place to store required gear for easy access? Does the pack grate you like cheese on your neck, back, or arms?).
- Wear thin cool max socks to prevent blisters. Two pairs if it's cold.
- Take all of the calluses off of your feet before a race. Make them baby soft. Calluses actually cause deep blisters, which are very painful.



- Wear short gaiters to keep “crap” out of your shoes.

Paddling

Becoming a good paddler is the fastest way to gain a competitive advantage in adventure racing, since it's the weak link for most of the teams that cross over from triathlon. It's very



easy to gain a 10-15 minute lead in an average two hour paddle if you're good—a feat that's almost impossible to accomplish on mountain biking and running legs. Paddling sections can be anything from a nice flat water cruise on a lake to class IV whitewater and six foot ocean swells, so get out there and practice in as many situations as you can find. Just remember to always take a buddy with you and stay within sight of one another.

Training:

- Start by contacting a good local paddler and learning stroke technique and water safety (especially how to get your booty out of and back into the dang boat when your world turns upside down). A good rule of thumb for stroke technique, at least initially, is to paddle with your arms locked completely straight throughout the entire stroke. This forces you to use your torso and midsection for power (via the back and forth twisting and untwisting of your body, much like a washing machine rotor) versus relying on your manly arms (which will be limp, lifeless, and useless to even a little girl within thirty minutes).

- Paddle with a group whenever possible. The best-case scenario would be to find a local k-1 training club (flat water Olympic kayaks) or ocean racing team. In California, this isn't too difficult!

- Join an outrigger canoe club to supplement your kayaking and help with your strength
- Do at least one “long” paddle (1+ hours) and one session of interval training per week; similar to the intervals you'd do for running

Tips:

- Always focus on technique versus turnover (number of strokes per minute) for increased speed. Similar to swimming, the better your technique, the fewer number of strokes you have to take to get across the pool/lake, and that efficiency pays huge benefits over the long haul.
- It's very difficult to eat while paddling, so rig your camelbak straw to a wire coat hanger that you can adjust to sit just below your lips for hands-free refueling. Fill your bladder with CarboPro (my favorite way to add 500-1000 tasteless calories to my water) and your electrolyte drink

of choice, and you will never have to stop paddling.

- Practice paddling and steering without a rudder on your boat. Many races will supply boats that have no rudder, and you will gain a huge advantage with your ability to steer through the other teams who are going in frustrated zigzags and circles.
- Put a pad on your seat (duct tape it down) if you have access to your boats before the race. You'll be higher (more power if you can handle the slight increase in tipsiness) and your butt will thank you
- If you're at the point where you are considering buying a training boat, think about a surf ski. Great for flat water and ocean paddling, and they're generally easy to transport and carry solo. They're also tippy enough to ensure your technique is correct, but stable enough so you don't have to spend the entire day trying to keep the rudder side down.

Navigation

Eighty to ninety percent of the races you will enter will have some kind



of navigation or orienteering component. It's a bit intimidating at first, but once you start learning and have some successes, this is an aspect of the race that you will truly learn to love. And learning the basics is not all that hard. If I can (sort of) do it, anyone can. Good navigating



provides an incredible competitive advantage, and most experienced racers will admit that strategy, team tactics and navigation are a far bigger factor in their team's success than speed. That's why it's no surprise that athletes in their mid-forties are still winning the big events! Old age, treachery and good navigation will overcome youth and skill any day. So get out there with your map and compass and become the MVP on your team.

Training:

- First, buy a local topographical map and a beginner's navigation book, and get the basics.
- Next, attend a course or a camp with someone who is into "speed" navigation. Local orienteering clubs are a great source as are adventure racing camps and clinics.
- Join a local orienteering club and start doing competitions –try to do your first few with someone experienced, if possible, and watch their technique. Part of the efficiency of navigation revolves around where

you keep your map/compass, how you hold and remember your location on the map, and how you access all of the information you need to get to the next checkpoint. The end goal here is to not only learn to navigate, but to navigate on the move.

Tips:

- Buy several local topographical maps of your local area and take them with you everywhere you go. You can learn a lot just by being a passenger in a car and practicing terrain association with the map while driving around. You should also do occasional runs with your map and see if you can identify the terrain features as you go.
- Find a way to have easy access to your maps during all events. For hiking, get a map holder that hangs around your neck. For paddling, find a waterproof map case that you can secure directly in front of you and a marine-type compass that sticks to hull of the boat. For mountain biking, create a map platform that's positioned across your handlebars.
- Make sure that your teammates have at least a rudimentary knowledge of navigation so that they can back you up or cover for you. The best

case scenario is to have at least two capable navigators on every team.

- If you can find out the “scale” of the maps for your racecourse in advance (most will be 1:7,500 or 1:24,000), practice with maps of similar scale to get a feel for actual distances between various points.

Mountain Biking

Most people considering an adventure race are pretty familiar with mountain biking and what it takes to train for it, so I won't spend a lot of time here. I'll just cover a few tips that are adventure racing specific:

Tips:

- For sections that are certain to be at night, go big with the lights if the course is remotely technical. The extra weight will be worth the increased speed and safety. We use the Light and Motion “Stella”, which gives us that serious “turn night into daylight” setting as well as two lower levels for the less technical stuff. It's also super

latch at the end, tie the end of the line into a three-inch circle that fits over the receiving hook on your bike(s), and zip tie the leash casing under your seat and around your seat tube. Voila! This is called the “Rocky” system, since my buddy, Isaac Wilson's Jack Russell sacrificed his leash for our initial test run of this system for Eco-Challenge 2001.

- Try to use the same pedal system as your teammates in case you need to swap bikes or bits of bikes for some reason.

- Buy or make a system for easy access to your food at all times. You will probably not be stopping to eat, and not eating on a mountain bike leg is not an option. I use a “bento box” rigged on my cross tube.

Climbing

You may not have to worry about doing any climbing in the sprint races, but you will more than likely have at least a rappel in the longer races. In expedition and 24-hour races, you

rappel with an ATC/Figure 8 and ascend with jumars (a jumar is a device that clasps around the rope and allows you to shuttle it forward, but not backwards--so you can actually climb “up” the rope, supporting your feet in attached “foot loops”).

- Practice with a number of different ascending techniques to discover what works for you. I find that I use two different techniques, one for low angle and one for vertical (“Rope Walker” system and “Frog/caving” system, respectively). It's just a matter of practice and personal preference.

Tips:

- Buy lightweight equipment. You may be running with it on your body or in your pack for long periods of time

- When ascending, remember to use your legs to push yourself up, versus your arms to pull yourself up.

- Tie a hair band or rubber band around the bottom of your foot loops to keep your feet from sliding out of the loops. Put your foot in the loop underneath the rubber band and then just push down on the rubber band to tighten the webbing across the top of your foot.

- Learn to not only ascend, but train to transfer from one rope to another (around a knot) and continue ascending. This is very common in adventure racing. You may also be asked to do an ascent to rappel transition, which you should learn to do suspended mid-rope. It's not hard, but there's definitely a method to the madness.

- If you are new to rope work, sandwich yourself between your teammates in the line-up for ascending or rappelling on your designated rope. That way you have a coach at the bottom and at the top if you need one.

*Tie your hair, maps, compass and the waist strap of your backpack



lightweight, so it works great as a helmet mounted light.

- Rig two bikes with tow lines, and all bikes with small hooks to receive a tow. We've had great success using retractable dog leashes (for small dogs) as tow lines. Just cut off the

may also have to do an ascent with jumars. Both are very fun and relatively easy to learn.

Training:

- Head to a local gym or adventure racing camp to learn how to

behind you before you get to the rope. Anything that can be caught in your equipment WILL be.

Teamwork

Adventure Racing is one of the only sports in which you actually have to have your teammates with you, doing exactly what you're doing, glued to your side at all times. That's why Adventure Racing is just as much an interpersonal journey as a physical one. In the best of times, you will experience moments that will bond you to your teammates in a very special way for life. In the worst of times, you will walk away having experienced the worst aspects of human nature and be left to pick up the pieces of your shattered hopes. In my experience, a lack of teamwork skills is responsible for at least 40-50% of the DNF's in Adventure Racing,



and it is far too important a factor to overlook in any discussion about the sport. So here's my two cents.

After years of study in what causes a team to rise from "good" to "world class", I've come to the conclusion that the biggest factors are the attitudes and actions of the individual

teammates. In the races my team and I have won, we were not the strongest or the fastest, but we were able to create a "human synergy"—an ephemeral quality or "magic" that made the TEAM stronger than the collective training and experience of the individual members. If I could bottle it, I would certainly be a millionaire. But after a good deal of thinking about the subject, I have a pretty

good idea of the essential elements required for this human synergy. Here's the highlight reel:

Tips:

- Be the teammate you would want to race with.
- Be cognizant of the fact that, due to the intensity of the emotions gener-

The 8 Essential Elements of Human Synergy

T	Total Commitment
E	Empathy and Awareness of Teammates
A	Adversity Management
M	Mutual Respect
W	"We" versus "I" thinking
O	Ownership of the Project
R	Relinquishment of Ego
K	Kinetic Leadership

ated in this sport, the way that you treat people, (especially during their lowest moments) will always be remembered.

- In the end the love you take is equal to the love you make (for you Beatles fans).
- Try to "coach" versus criticize. Extending a hand is always more impactful than pointing a finger.
- Remember your priorities—our team's priorities, in order, are to: **stay safe, stay friends, and go like hell.**
- Check your ego at the start line.

And I'm Spent!!!! Ok, that's the full download about getting started in Adventure Racing from my skull to yours. The rest is up to you! So get out there with your pals and make it happen—soon. It will be a life changing and life affirming experience you will never forget. See you "Out There"!

Robyn Benincasa has placed in the Top Five in over twenty expedition length adventure races, and has won both the Eco-Challenge and the Raid Gauloises. When she's not out playing with her teammates on Team Merrell/Zanfel Adventure, she can probably be found at her real job as a firefighter for the City of San Diego, or working on her newest passion - bringing the teamwork skills of adventure racing and firefighting to the corporate world.

where are they now?

Continued from page 24



expedition/exploration. Plus, the races were no longer taking place in amazing locations. I've felt like Mark Burnett's departure from the sport left a huge void.

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

Liz Caldwell, Harald Zundel, Jay Petervary, and Danny Suter. Each

of these people was tremendously supportive as teammates, always kept a super positive attitude, and could sing really well.

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

Just how strong a team can be. The sum and success of the team far exceeds the individual talent added together. It's all about passion, love, and commitment.

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

Without a doubt, Eco Challenge Fiji was our biggest disappointment ever. One of our team mates had been selected for a reality TV show just prior to leaving for Fiji. The show was going to give him the opportunity to possibly climb Everest. He did not tell us about this until just before the race, and he was not going to risk injury or substantial pain which would jeopardize the television opportunity. As such, after just 4 days, our team dropped out of the race due to foot problems. Needless to say, it was very disappointing. To this day, I have never watched the video of the race.

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athlete profile

Continued from page 23



recovery for expedition racing. The other little secret we have is something called “V-3”. It’s a combination of three products from a company called Synergy. It’s a combination of Acai, L-Arginine, and fresh ground greens (3 different products). It all amounts to an immense amount of nutrients for recovery and maximum heart performance... amongst a lot more. For my travel, training, racing and work schedule... I have to have some secret weapon or I’d be in a wheel chair by now. The V3 is it.

Favorite Indulgence

About twice a year I get Rocky Road. It’s been a weakness since I was a kid.

Typical Workout: Well, I generally get in a minimum of two, generally three disciplines everyday. It’s an advantage living in the mountains and living with my teammate (and wife). I have a belief that quality is more important than quantity. So I will generally do one hour of mountain biking, one-hour paddle and a one-hour trail run. Now, we incorporate core workouts almost daily now. I wish I had discovered this ten years ago.

Favorite AR Discipline: It used to be mountain biking, but now it’s paddling. In the past, it was pure torture to do some of the huge passages and sections we do in expedition racing. Now we paddle twelve months a year and approximately five days a week.

Least Favorite AR Discipline: Inline Skating. Although I am a little better now, I was horrible when I first started.

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Trail Running
Paddle Boarding
Paddling

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"I left my heart in Jalcomulco"

Tales from Frontier Adventure Sports & Training's Mexican Training Camps

by Sally Heath

What makes a vacation the trip of a lifetime? For me, it's the opportunity to combine travelling with the sport that I love, adventure racing. Thanks to Geoff Langford, president of Frontier Adventure Sports & Training and the staff from Esprit Rafting (recently rated the #2 Adventure Travel company in the world!), I've found a way to experience the trip of a lifetime not once, but twice.

For the past two winters, I've spent my vacation time training with some of North America's top adventure racers in a lush tropical setting far away from the blustery Canadian winter. Since 2006, Frontier Adventure Sports & Training and Esprit Rafting have been hosting week long adventure race training camps in the rural village of Jalcomulco, Veracruz, known for its hilly terrain, exceptional whitewater, and welcoming community.

Having raced with Frontier for several years in Canada, I was familiar with their reputation for putting on top notch events. After a failed trip to Costa Rica in which I demanded to leave the resort on a daily basis, I knew that I was through with beach vacations. I wanted more out of my travel experiences than an umbrella drink and a sunburn.



Photos courtesy of William Young

In March 2007, my teammate and I headed to Jalcomulco for adventure racing camp. We were planning on racing for the first time that year as an all female team, and were hoping that the camp would help us to hone our navigation and teamwork skills. Even though we'd already been racing for several years, we knew that we would have much to learn from the camp's instructors, Lawrence Foster and Trish Westman.

Our group that year was a varied group in terms of age and experience: some participants had never raced before while others were seasoned competitors looking for some added motivation and technical skills. Neither group of participants went home disappointed. Throughout

the week we trekked, biked, rafted, ascended, and rappelled in the rural areas surrounding Jalcomulco, as well as learned valuable wilderness first aid and swift water rescue skills. While our days were filled with training activities, including optional pre-breakfast bike rides, runs, or yoga classes, our nights were far from quiet.

Frontier and Esprit went well out of their way to ensure that our Mexican experience wasn't just athletic, but culturally memorable as well. One evening we attended a family-run travelling circus that had made its way to Jalcomulco; another night we gathered in the local pool hall where we learned that Lawrence is equally competitive at foosball as he is at adventure



racing! The after hours highlight of the week, however, would have to have been the temescal ceremony that had been arranged for us.

After being blessed by a shaman, we entered a dark, circular, underground stone hut. Once seated, lava bricks that had been baking for hours were brought into the middle of the hut and the door was sealed. We covered ourselves with clay and for the next hour, we sweated, shared what had brought us to Jalcomulco and what we wished we could take away from it, and listened to the shaman chant and pray for us all. The temescal ceremony was perhaps the most mentally difficult part of the entire week for me, but part of what made my Mexican experience so memorable!

The week of training was capped off with a sprint race in which we had the opportunity to practice the skills we'd been training, including self-guiding our own rafts down Class II and III whitewater. We also got to practice some unconventional adventure racing skills, such as burro riding through the

streets, much to the delight of the villagers! Our all-female team, Male Mujeres, proved that women can be more than mandatory gear on the adventure racing course by besting all the other co-ed teams in the field by several hours (and celebrating, of course, with shopping and ice cream).

That evening was bittersweet, as we knew that it would be our last in Jalcomulco. Not surprisingly, the Frontier and Esprit crew helped us to finish things off with a bang with an incredible dinner and disco that lasted till the wee hours of the morn! I desperately hated leaving Jalcomulco and vowed to return the following year...

Listening to the feedback of several competitors who wanted to return to Mexico for an "advanced camp," or what I liked to call "Camp, Part II," in 2008, Frontier and Esprit added a second camp to their roster, the "Pico 2 Playa Expedition Training Week."

Unlike the previous year, where we were based out of Jalcomulco, Pico 2 Playa would allow participants to see more of the beautiful Mexican countryside by travelling several hundred kilometres as they trained through two different states. I convinced my teammate that it would be worth a second trip down to Mexico and the planning begun!

As with the previous camp, the expedition week brought in competitors from around the world with varying levels of experience. Each

day we split into smaller groups according to our goals and abilities, so that we could work on what is perhaps the most valuable adventure racing skill: teamwork.

Team Peak Adventure captain, Bob Miller, as well as whitewater expert, Erin Coffey from Esprit, led our camp. We began our week by trekking to the base camp of Pico de Orizaba, Mexico's highest mountain. For some of us, this was our first experience with elevation, which is a reality in many expedition length adventure races. After climbing to 4200 m, we then gritted our teeth on a fast downhill bike ride where we spent our first night camped out in the rural village of Neuva Jacal. We were a little taken aback when swarms of children descended from the hills surrounding the village upon our arrival, but much more grateful when we



realized how helpful they were and that all they really wanted was to have their pictures taken and perhaps some "dulces"!

On Day 2, we made up for the downhill biking that we'd enjoyed the previous day with seven hours of the most difficult uphill biking I'd ever done. Throughout the day, we travelled through many little towns and villages, always amazed

at the hospitality and warmth with which we were greeted. Since many of us had come from wintry climates, we also developed a fast appreciation for Mexican snack food, especially the potato chips that could replenish the electrolytes we were losing in the heat!

The focus of Day 3 was trekking and navigation, as we learned to use burro trails between villages to save time and energy. We spent the night camping at a coffee plantation with a magnificent view of the Barranca Grande canyon. The next day, we traded our trekking poles for inflatable kayaks, which we self-guided (with safety boats, of course) for 25kms of exciting whitewater action. At the end of the day we were astonished once again at our accommodation: a magnificent longhouse built for the rafting trips that regularly run down the Antigua River.

On Day 5 we did it all: trekked, biked, canyoneered, rappelled and ascended as we found our way to Jalcomulco. I insisted on visiting



Photos courtesy of William Young

all my favourite village haunts, including the bridge where I indulged in one of my favourite pastimes: puenting! That night, another temescal ceremony was arranged for us after we ate dinner at Esprit's newly built bar and restaurant in town.

The next and final day we biked from Jalcomulco out to the Gulf of Mexico, stopping en route to visit some Totenac ruins in the town of Cempoala. At the ocean, we were met by our fabulous support crew who transported us back to Veracruz for a night in a luxury hotel and a four course meal. It was a truly amazing way to cap off another unforgettable week in Mexico!

In 2009, Frontier and Esprit will once again be running two adventure race training camps that will appeal as much to the newcomer to the sport as they will to the seasoned racer. The Jalcomulco-based training camp will run from March 7-14, 2009, costs \$1795 CDN and will cater to those starting out in the sport or who want a more relaxing and flexible travel experience.

The Pico 2 Playa expedition week will take place from March 15-

21, 2009, costs \$1995 CDN and will offer participants a more intense week of training. Instructors Lawrence Foster, Trish Westman, and Bob Miller will all be returning to join the staff of Frontier and Esprit.

A third camp, targeted more towards the adventure photographer, will be debuting in 2009 with dates to be confirmed. Once you arrive in Mexico, all meals, accommodations and instruction by professionally trained guides is included.

If you are looking for a way to fuel your passion for adventure racing with a winter getaway, you won't find a better location or way to experience both than with Frontier and Esprit in Jalcomulco!

For more information, please visit www.far.on.ca/ART/CampFrontier/Mexico.php or email Geoff Langford at geoff@far.on.ca. There is also a facebook group (www.facebook.com/group.php?gid=2252064929), where you can see additional photos and talk to others who have taken part in Frontier's training camps in previous years.

Adventure Racing Navigation

Part 3: Contour Lines

by Mark Manning

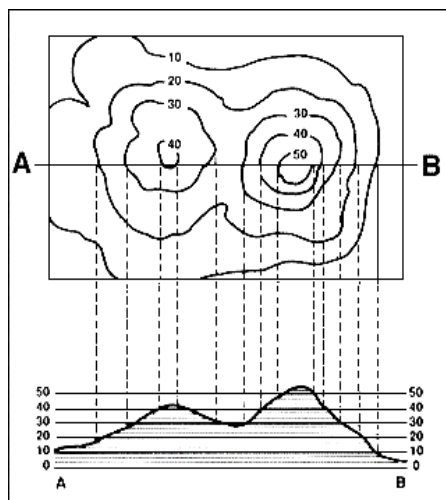
Welcome to the third in the monthly series of navigation articles from AR Navigation Supplies.

I once asked a teammate to hold the map during a race. He looked at me and asked with a dead straight face, what are all these squiggly lines for? There was a reason we never let him navigate. This month we are going to take a look at Contour Lines and how to read the contour information provided on a USGS topographical map. Lets start with some important points about contour lines that will help us understand the information they contain.

Contour lines connect points of equal elevation

Contour lines never cross

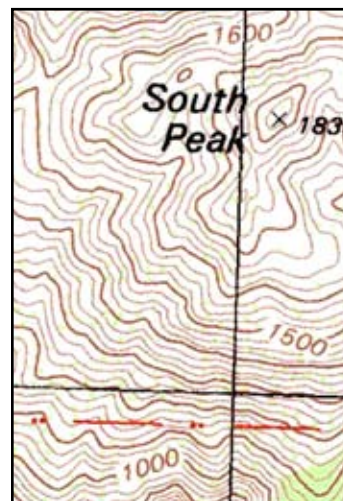
Contour lines provide a 3 dimensional view of the terrain they represent as shown in Fig 1.



The light and dark brown lines shown on a USGS topographical map represent the elevation above Mean Sea Level at each line and give a pictorial view of the terrain they represent. Mean Sea Level is normally determined from a regional, fixed reference point due to the changing tides.

Contour lines have a fixed interval of elevation change in tens and sometimes hundreds of feet.

To avoid obscuring too much map detail contour lines are only labeled with the actual elevation every few hundred feet. These marked contour lines are normally slightly thicker and darker than the others. These thicker lines are referred to as major contour lines. The elevation change between contour lines is called the contour interval. The contour interval is



normally clearly marked on the map legend and can change on each map. Contour intervals can also be determined by dividing the difference in feet between two major contour lines by the number of lines that are counted to get from one major contour line to the next. E.g. If we have 100 feet between major contour lines and we count 4 lines

from one major contour line to the next, we would divide 100 by 4 and determine that the contour interval is 25 feet for the map we are using.

Lake levels will also be shown as elevation above sea level. The lake level will normally be marked on the lake and will be determined by the level of the spillway if there is a dam or by the stream exiting the lake if there is no dam present. Many lake levels will actually be lower than marked on the map as the water level changes during the season when the streams and lakes start to dry up. This can affect route choice and planning by as parts of a lake that are shown as underwater on the map could in reality be dry.

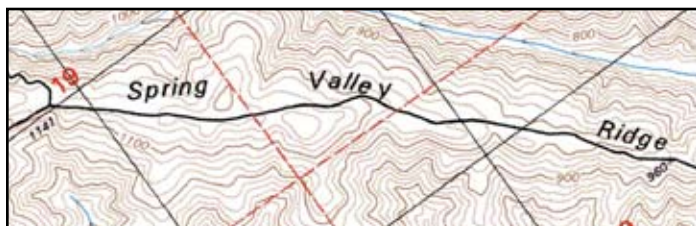
One of the most important features of contour lines is their ability to show how steep the terrain is. This is critical for route planning. The steeper the terrain the closer together the contour lines will appear. Widely spaced contour lines will represent much flatter and easier terrain.

Your team will be much happier if you can take them to the next CP via a flatter route rather than going straight up the side of a mountain or off the edge of a cliff,

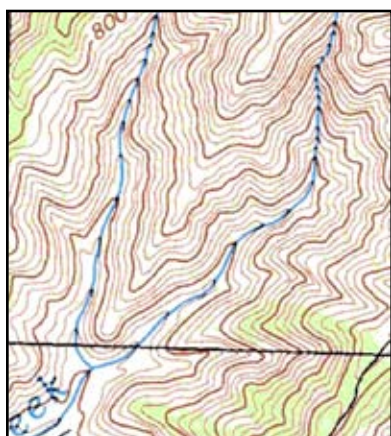


so pay close attention to the contour lines if you have multiple route choices. Counting the number of lines you cross on each route can give you a good indication of elevation change.

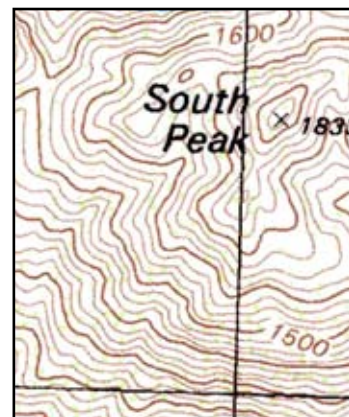
By carefully reading and interpreting contour lines it is possible to identify many important terrain features that will help with your route choice while navigating. These can be features such as Gullies, Ridgelines, Valleys, Peaks and Knolls. It is essential to be able to identify these features and understand how they will affect your travel. Below are some examples.



Ridgeline. Trails often run along ridgelines giving a relatively flat route between two points.



Gullies often contain streams



Mountain Peak. These often have the elevation marked.

Using the contour lines in conjunction with an altimeter will allow you to determine how far up a hillside you are or your point along a trail based on where the trail crosses certain contours. The important thing to remember is to regularly reset the altimeter at known elevation points. The accuracy of an altimeter will change with time due to variations in air pressure and local weather patterns. Resetting the altimeter when you reach a point on the map where the elevation is known or clearly marked will greatly help your accuracy. Trail intersections and mountain peaks are very useful reference points so look out for them and note the elevation as you pass.

It is always useful to practice the interpretation of contour lines. Some useful techniques for this are to look at the terrain around you and imagine how that terrain would look if it were represented by contour lines. You can also look at a map and try to picture how the terrain would look if you were walking on it. This will help improve your ability to read the contour information provided on a topographical map during an event.

More information on navigation can be found at www.ARNavSupplies.com.

Mark Manning. AR Navigation Supplies, Inc. 2008

This is a detailed topographic map of the Big Sky area in Montana. The map features the Gallatin National Forest and the Big Sky Ski Area. Key geographical features include Lake Leavinsky, the Gallatin River, and the town of Big Sky. The map is overlaid with a grid system with coordinates ranging from 465 to 469 on the horizontal axis and 501000 to 5016 on the vertical axis. Elevation is indicated by contour lines and various spot elevations. The map also shows several ski lifts and trails, as well as a creek and a pack trail. The terrain is rugged with numerous peaks and valleys. The map is color-coded with green for forested areas and white for open areas. The title 'BIG SKY AREA' is prominently displayed in the center. The map is a technical drawing with precise lines and text.

Adventure World Magazine Navigation Challenge: Round 3

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

This month your team traveled to Big Sky, Montana and Primal Quest 2008 for the third 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 building at UTM 0469220 5014600	What is the elevation of the building?
CP 1	Cross lake Levinsky to the Northwest Stream.	What is the length of the lake in Meters from its southern most point to the Northwest Stream?
CP 2	Follow the Middle Fork West to its fork at the L in Middle.	What is the elevation of the Fork?
CP 3	Follow the Southern Fork of Middle Fork West until it crosses the grid line 0467.	How many contour lines are crossed from CP2 to CP3?
CP 4	From CP 3 travel North and slightly East for 130 meters to the knoll at 8005 feet.	What is the UTM of this Knoll?
CP 5	From CP 4 Plot a bearing of 247 degrees for 0.7 of a mile.	What is the elevation of this knoll?
CP 6	Follow the 8800 contour line to its intersection with the fire road in UTM square 0466 5014	What is the straight line distance in miles between CP 5 and CP6?
CP 7	Follow the fire road South to an elevation of 8440 feet.	What is the UTM of this intersection?
CP 8	Plot UTM 0468200 5012220	What is the bearing from CP 7 to CP 8?
CP 9	Bushwhack down the mountain to the top of the Ski Lift in grid square 0469 0513 at 8660 feet.	How many contour lines are crossed on the straightest route?
CP 10	Follow the Ski Lift down the mountain to the base of the lift	What is the length of the Ski Lift in meters?
Finish	Email your answers to: info@adventureworldmagazine.com	



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the Basic Roamer© AR has been carefully considered for US Adventure Racing and has over 20

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



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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.

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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.

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adventure destination



Weekend Warrior's Multisport
Guide to Bend, Oregon

Photos courtesy of VisitBend.com

Weekend Warrior's Multisport Guide to Bend, Oregon

by Cynthia Engel

Welcome to Bend! An active community of 75,000, there is a lot to do and see in the area if you like the outdoors. Bend has an extensive variety of trails and terrain that are ideal for the recreational and competitive multi-sport athlete. The difficulty is figuring out how to sift through all that information to find the treasures that the locals really cherish. Following is a guide to get you started on your visit to the region this summer. And don't forget that Central Oregon is lucky to have some of the best early and late season snow for skiing! \So come back this winter to experience some of the best Nordic and downhill skiing around.

Warrior Prep:

Pick up a copy of the Mountain Biking and Trail map of Central Oregon by Adventure Maps, Inc., your trail bible while in Bend. They can be found any local bike or gear shop before launching into your weekend bonanza.

Getting There:

Roberts Field (RDM) is easily accessible via daily direct flights from Seattle, Portland, San Francisco, Los Angeles, Salt Lake City, Las Vegas, Eugene and Denver (seasonal). Bend is located just 15 minutes south of Roberts Field via US Hwy 97, and is also easily accessible via car from Portland (three hours).

Places to Stay:

The lodging options in Bend are seemingly endless, though reservations are definitely recommended. Due to all the events in town, they do fill up! Following are some local recommendations to help you sift through the extensive options:

Budget:

Tumalo State Park (http://www.oregonstateparks.org/park_45.php): Besides camping, this State Park, located 10 minutes from downtown Bend right on Tumalo Creek, offers both rustic and deluxe cabins, yurts and teepees.

Moderate:

Lava Belles Vacation Rentals (<http://www.lavabelles.com/>): A unique group of historic, craftsman homes located in downtown Bend. They offer environmentally, pet and child-friendly nightly or weekly lodging in your choice of five homes, each of which has it's own style, history, and story to tell.

Upscale:

Pine Ridge Inn (www.pineridgeinn.com/): One of Bend, Oregon's premier small luxury inns, offering romantic accommodations overlooking the magnificent Deschutes River Canyon.

Caffeine Fix:

Strictly Organic (Colorado and Bond): Locally roasted, fair trade, organic coffee. And cool people.

Backporch Coffee (Newport and 13th): A friendly, comfortable place to chat and recover.

Thump (Minnesota and Bond downtown): Great roasted coffee from Portland.

DiLusso's (Galveston and 12th): If you like a good French pastry with your coffee, this is the place to come!

Pre-warrior Breakfast:

Alpenglow (Newport and Bond downtown): A classic Bend locals' standby.

Longboard Louie's breakfast burrito (Galveston and 12th): On the way to Phil's trails for a great breakfast on the run.

Victorian Cafe (Galveston and 14th): Partake in a Bloody Mary

and indulge in an Eggs Benedict for breakfast on Sunday morning (you've earned both!)...another classic Bend standby.

Westside Bakery (Galveston and Columbia) Cinnamon rolls bigger than your face and breakfast options that would have satiated even the hungriest of Bend's woodmill working founding fathers.

Nancy P's (Newport and 13th, behind Backporch Coffee): If you want to meet up with the local cyclists in town while grabbing a great pastry breakfast (quiche, filled croissants, etc) or a sandwich for the ride, this is the place to go!

Set the weekend warrior free!

Mountain Biking

Grab your map before heading off to breakfast where you can peruse dozens of epic single track loops over a delicious start to your weekend of adventure. Recommendations:

Short and Sweet: Phil's Trail complex: seemingly endless combinations

of loops for beginner-advanced riders in the Deschutes National Forest – take in the smells of the lodgepole pine, the baking Manzanita and the sage.

Moderate: Tumalo Creek/ Swede Ridge loop: energizing ride with classic views and a visit to a ski shelter at the top of Swede Ridge – perfect lunch spot.

Epic: North Fork/ Flagline loop: epic ride along several waterfalls with breathtaking views of the Cascades. Traverse alpine meadows up to the Three Sisters Wilderness boundary and then brace yourself for an incredible return down miles of smooth, winding single track.

Trail Running

Bend was recently named America's best trail running town by Outside magazine. So don't put that map away yet! Use it to put together your dream trail run. Hundreds of trail miles ranging from river to mountain to forest and all three combined! Recommendations:

Short and Sweet: Shevlin Park





loop: A 5 mile loop through one of our local treasures, this is a regular for Bendites. Savor the butterscotch smells of the ponderosas, run through the aspen groves, traverse Tumalo creek, then follow the trail up to run along the ridge for views of the Tumalo Creek valley and the wonderful citrus smells of sage.

Moderate: River Trail: Not sure how long you want to run? Start at Meadow picnic area (about 15 minutes west of Bend) and just start running. Turn around whenever you feel like it...go for as long as 30 miles out and back along the Deschutes river. Take in the magic of the many falls and watch the rafters negotiate the rapids over the course of your run. Go at dusk and catch the elk playing in the meadows and the coyotes stalking their dinner at Dillon Falls or the beavers playing in the flat water near Aspen Camp. This is another can't miss if you want to truly experience the local flavor of Bend.

Epic: Green Lakes/ Soda Creek Loop: Grab a Geo-Graphics Three

Sisters Wilderness map at Pine Mountain Sports or Mountain Supply and head up into the wilderness. This is a truly spectacular 15 mile epic trail run – or just a great day hike. Start at Green Lakes trailhead (about 30 minutes west of Bend) and run up the Soda Creek trail. After running through lava flows and alpine forests, you will emerge in the park meadows flanking Broken Top Mountain. Run through the meadows and mountain streams into a breathtaking valley of mountain lakes nestled at the base of Broken Top and South Sister. Take a dip in one of the lakes before heading back down along Fall Creek to the trailhead. Other trail loop options are available starting at Green Lakes trailhead with a short car shuttle to avoid some of the weekend crowds on the Fall Creek portion of this trail run.

Road Biking

Head out on your road bike and soak in the views while riding for hours on end. Stop in at any bike shop for maps and recommendations on dozens of rides. Or join a

group ride and get a true local perspective. Recommendations:

Short and Sweet: Skyliner road out and back. Head out Galveston Ave and keep going to the end of the road – a 20 mile round trip ride heading up the Tumalo Valley. Definitely a popular post-work ride among the locals.

Moderate: Twin Bridges Loop: Start early to avoid the heat at Nancy P's Bakery and then ride a 35 mile loop along undulating terrain with spectacular views of the Cascades as motivation. Finish back at Nancy P's for a well deserved treat!

Epic: Cascade Lake Highway: Start in Bend and climb up to Mt Bachelor. Circle the Cascade Lakes to finish in Sunriver (100 miles). For a shorter loop, take a left at the Sunriver cutoff (65 miles). A car shuttle is required for the loops. Otherwise do out and back to make it the distance you prefer...the ride down is a treat (and well earned) for sure!

Paddling

Are you feeling ready to give those legs a break? Head out for a flat water paddle on any of the mountain lakes along the Cascade Lakes Highway. Some great choices include Sparks Lake (30 min drive) and Little Lava Lake (40 min drive).

Climbing

Check out Redpoint Climbing Supply for local beta and routes at Smith Rock State Park 5.0-5.14+ (redpointclimbing.com). Explore the combination of basalt and tuff rock faces in the canyon formed from the convergence of two volcanic eruptions millions of years ago, then later split by the Crooked River.

Post Warrior Food and Fun:

Soak at McMenamin's Turkish Baths (700 NW Bond): Nothing beats a relaxing soak at the open air baths! If you think you can stay awake, take in a \$3 movie afterwards with a burger and a beer on the couch at the Old St Francis Theater in the same complex. Otherwise catch the movie first and the soak after!

Surf Style Mexican at Longboard Louie's (Galveston and 13th): On the way back in to town, stop for a giant burrito filled to the brim with everything good.

Pizza at Pizza Mondo (Wall and Franklin downtown): Grab an After Mountain Special between 4 and 6 pm and savor some of the best gourmet pizza in town with a beer or a pop.

Beer at any of the microbreweries in town: ask about which night during the week is local's night at



each pub for \$2.50 pints and good food at each of these outstanding local breweries.

Deschutes Brewery (Bond and Greenwood downtown): Bend is indeed home to the Deschutes Brewing Company
Bend Brewing Company (Brooks and Newport downtown)
Silver Moon Brewing (24 NW Greenwood downtown)
Cascades Lakes Brewing (Colorado and Century Drive traffic circle)

Summer Sundays Concert Series (Les Schwab Amphitheater): Enjoy the live music on the grass on Sunday afternoons at 2 pm.

Munch and Music (Drake Park): Every Thursday at 5 pm through July and August, dance and enjoy the live music over dinner from one of the many food vendors at the park.

Munch and Movies (McKay Park): As the days start to get shorter in September, join the town as we take in a movie in the park by the Deschutes River on Fridays for free

at dusk – grab some dinner from a restaurant vendor at the park and listen to the live music before the movie starts. Be sure to bring a sleeping bag or blanket because it gets chilly after the sun sets!

First Friday Gallery Walk (downtown Bend): The first Friday of every month, explore the talented art community by wandering downtown Bend. Free wine and appetizers are provided at all the galleries and shops featuring local and regional artists.

Night out on the Town:

Cocktails and Appetizers

Fireside Red for drinks on the best deck in town (Old Mill District at the end of Bond street) and live jazz.

Bo for great late night happy hour (Franklin and Bond)

The Martini Bar for locally distilled gin and vodka (at the end of the breezeway off Wall Street and Minnesota)

Fancy Foodies:

Downtown Bend – many gourmet restaurants

Old Mill District – gourmet and family friendly options



Hola! on the east side of town (2670 NE Hwy 20) – Peruvian and worth the trip!

Group Training Options

Participating in some group runs or rides is a great way to meet people, get the inside scoop, learn some local lore and get to know the trails without the worry of getting lost in the process!

Group Bike rides: Group rides for both road and mountain are available almost any day of the week. Check out the local shops for the rides and events they each host.
 Bend Bella Cyclists (women's riding group): www.bendbellacyclists.org/
 WebCyclery: www.webcyclery.com
 Sunnyside Sports: www.sunnysidesports.com
 Pine Mountain Sports: www.pinemountainsports.com
 Hutches Bicycles: www.hutchesbicycles.com
 Bend Bike n Sport: www.bendbikensport.com/

Group Runs: Group runs for both trail and road take place almost every day of the week.

Check out the local running shops for a complete listing of local events and group training runs.

Footzone Bend: www.footzone-bend.com

Fleet Feet: www.fleetfeetbend.com/

Local Events

There is something happening almost every weekend for the multi-sport competitor this summer. Check out these upcoming events:

Deschutes Dash Weekend Sports Festival (www.freshairsports.com/events/deschutes_dash/index.php): July 19-20, 2008: Join us at the most spectator friendly venue in the Pacific Northwest for a series of Olympic and Spring distance triathlons and duathons as well as 15km/ 10 km/ 5 km runs and a kids splash and dash.

Cascade Lakes Relay (www.diamondlakemtbatchelorrelay.org/) August 1-2, 2008: Put together

teams of up to twelve for this 217 mile race through the Cascade Mountains.

13th Annual Cascade Lakes Swim Series and Festival (<http://www.comaswim.org>) August 1-3 2008: Enjoy the festivities and swim in the crystal clear waters of Elk Lake.

Haulin' Aspen Half and Full Trail Marathon (http://www.freshairsports.com/events/haulin_aspen/index.php): August 10, 2008: Test your will while exploring our Central Oregon terrain on the all trail half and full marathon course. Participation is limited and this event fills, so check in soon if you are interested!

Flaming Chicken Adventure Race (<http://www.flamingchickenar.com>) August 23, 2008: The Flaming Chicken Adventure Race is Central Oregon's only 12 hour adventure race.† This 40-50km race will test all your limits as you wind through 35km of incredible mountain biking and 15km of trail running and orienteering. Race in teams of 2-4 for 6 or 12 hours and take full advantage of all Central Oregon has to offer!

Sunrise to Summit (www.mbsef.org/events/sunrise2summit/): August 30, 2008: Race from Mt Bachelor's Sunrise Lodge (6470 ft) to the top of Mt Bachelor (9065 ft). Or to really test yourself, road ride from Bend (3700 ft) then run from Sunrise Lodge to the top – as a team or solo!

Bigfoot 10 km run (http://footzone-bend.com/events/show_event/14)

September 21, 2008: Bend's oldest 10K road race.† Starts at Seventh Mountain Resort and continues downhill to McKay Park. Definite PR potential.†

XTerra Trail Run National Championships (www.xterraplanet.com/xduro/nationals.html): September 27, 2008: Compete on some of the best trails in the nation against the top runners in the nation!

Cynthia Engel lives in Bend, Oregon and loves playing outside. When she's not traveling the world or working with her university students abroad, you'll find her skiing in circles on the Nordic trails of Mt Bachelor. Or, riding through the lodge pole pine and Manzanita on her mountain bike (with map and compass) while training for adventure races.

Dirt Divas...continued from page 26

flat on the mat, spine curled over legs and arms long and parallel to the floor (shoulder height). Without any other change, roll to the back of the sitz bones, as far as you can and keep the feet on the mat, pause for a moment, and then roll back up. Repeat ten times. This strengthens all of the abdominal muscles, pelvic floor, hip flexors and extensors and scapular stabilizers.

I will be back in a few months to up the ante and throw a whole new set of exercises out there to keep you moving towards a stronger 'core'.

Elise Partridge is a certified personal fitness trainer through ACE and AFAA in Mobile, Alabama

The logo for AR World Series features a stylized 'AR' in dark blue with a yellow and blue swoosh to the left, and the words 'WORLD SERIES' in a bold, blue, sans-serif font below it.

www.arworldseries.com

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A photograph of four adventure racers with backpacks and trekking poles ascending a steep, rocky, and grassy trail under a cloudy sky.

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Baja Traversia
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Wilderness ARC
The Turas Ireland
Bull of Africa
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ARWORLD CHAMPIONSHIP '08
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www.arworldseries.com



Jordan Romero on his approach to the summit of Denali. Photo courtesy of Karen Lundgren

Eleven-Year-Old from California Summits Denali, Ties Record for Youngest at the Summit

In his quest to climb the Seven Summits of the World, Jordan Romero has just made it one step closer by reaching the summit of Mount McKinley (Denali). At over 20,000 feet, Denali is the tallest mountain in North America and presents a challenge, which many say equals that of the highest peaks on Earth.

It took just seven days for the eleven-year-old from Big Bear Lake, California to reach the summit of the “coldest mountain on earth.” He arrived at the summit along with his father and step-mom,

Paul Romero and Karen Lundgren, on the afternoon of June 19, 2008. With this feat, Jordan tied the age record held by Talkeetna, AK local Gaylen Johnston, now 18 years old and attending school in Anchorage.

“I’ve fallen in love with Alaska on this trip,” said Jordan. “The mountain was hard, there were lots of ropes and technical things to think about, there were a few times that I was scared, but I wanted so badly to make it to the summit.”

Jordan is two years into his quest to climb the tallest mountain on each continent. Before the visit to Alaska, he has traveled to Mt. Kilimanjaro in Tanzania, Mt. Kosciuszko in Australia, Mt. Elbrus in Russia (Europe) and another record-breaking climb to the summit of South America’s highest peak, Mt. Aconcagua (Argentina).

Jordan’s sights are now set on Antarctica’s 16,000-foot Vinson Massif and the seventh grade. You can learn more about his trip at www.jordanromero.com.

gear closet

Summer is in full swing and we have seven reasons to stop procrastinating that morning or afternoon trail run. We know that it is hot, humid and you have a thousand other things pulling you in every direction; but, we believe that you can escape the stresses of today by lacing up and leaving it on the trail. After testing numerous models, we have narrowed it down to the ones you see in the following pages. Get out and enjoy!

Inov-8 Flyroc 310

MSRP \$90

Features:

- Lightweight trail shoe ideal for off-road and mixed terrain use
- Good grip in muddy conditions
- Molded stiffener with META-FLEX™ grooves allows metatarsals to take their natural alignment when contouring

www.inov-8.com



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Montrail Streak

MSRP \$90



Features:

- Lightweight and responsive trail runner with excellent traction in mud
- Comfortable right out of the box

www.montrail.com

Brooks Cascadia 3

MSRP \$95



Features:

- The Pivot Posting System is biomechanically engineered to allow for progressive pronation control and creates a smoother transition for the midstance phase into the propulsion phase
- Brooks' proprietary HPR (High Performance Rubber) Green outsole—featured in the Cascadia 3—is a durable, long-wearing outsole compound made from sand rather than oil

www.brooksrunning.com

Kayland Dragonfly eVent

MSRP \$114.95



Features:

- eVent lining which consist of a waterproof fabric which lets sweat escape while keeping water out
- Integrated Heel Lock System

www.kayland.com

La Sportiva Exum Ridge

MSRP \$95

Features:

- SST (Slingshot Stabilization Technology) lacing yoke and down to the toes lacing for stable lock-down performance on hairball terrain
- High-performance traction with an innovative synergy of climbing shoe dot treads in the front, trail running traction in the back and an in-cut
- Trail Bite heel brake for downhill control in loose talus and snow



www.sportiva.com

Salomon **XT wings**

MSRP \$120

Features:

- The AC tendon energizes heel-to-toe transition — acting like a spring — collecting heel energy and transferring it back during push off
- The AC skeleton controls side-to-side movement

www.salomonrunning.com



Nike **Air Trail Pegasus+ 3**

MSRP \$85

Features:

- Trail-ready durable mesh and synthetic overlays help protect against the elements
- Sturdy TPU eyelets and reflectivity help provide a secure fit and enhanced visibility
- New flexible forefoot Stone Shield TPU plate protects the foot while keeping the shoe flexible and light
- Aggressive Waffle outsole keeps you upright on the trails
- BRS 1000 carbon rubber outsole and sticky rubber Waffle Fill secure traction in wet conditions

www.nike.com



Skirt Sports **Gym Girl Ultra**

MSRP \$64



Features:

- Built-in compression mesh shorties
- Pocket on each leg with corresponding music port on side of skirt behind binding

www.skirtsports.com

The North Face **Hyperion Tank**

MSRP \$35

Features:

- VaporWick™ fabric
- Built in supportive bra
- Internal stash pocket in bra liner
- Lower-back stash pocket

www.thenorthface.com



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gear closet



Brooks Equilibrium SS

MSRP \$36

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- Quick drying fabric keeps you dry and thermally balanced

www.brooksrunning.com

gear closet



Brooks **Element Notch** Shorts

MSRP \$44

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www.brooksrunning.com



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ON THE HORIZON

Coming up in future issues:

Feature Articles:

- The Bull of Africa
- Primal Quest Montana
- What's in their gear box
- Continental Divide Bike Race
 - Yukon River Quest
- Adventure Sports on a Budget
 - Blister Management

Gear Reviews:

- Socks • Paddles
- Hydration Packs
- Rain Jackets • 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



June 2008

1. M.O.A.T/Peak.com
2. Werewolves of Austin
3. Eastern Mountain Sports
4. HoustonAdventureRacing.com
5. [Vignette](#)
6. [Alpine Shop](#)
7. [Checkpoint Zero/Inov-8](#)
8. [Outcast/USA Fit AR](#)
9. [Florida Xtreme/Bikes Direct](#)
10. [NYARA](#)

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

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it happened to me!



A Little Boat Ride

Photos and story by Bob Brown

Last year, late in April, my phone rang on a Wednesday night. It was my brother Ralph. He wanted me to go on a boat trip to some island, called Bermuda, off of North Carolina. I was not at home, but my wife told him, absolutely not, no way!

In the morning, I called him back. Ralph claimed his flats boat design could run in extremely shallow water and still handle fairly heavy seas, and he wanted to prove it. For eight months, Ralph had been planning this venture, when his first mate bailed on him at the last minute. He had already spent more than \$10,000 promoting the trip. Ralph had airfare, photographers, national press releases, hotels, and a support crew in place. He was in a bind and really needed a shipmate fast. He was scheduled to leave in a couple of days. I told him I had to work and there was no way I could

afford to take off. Besides, I was in the middle of a job, and I was leaving at two o'clock that afternoon on a camping trip in Georgia. Ralph pleaded. He offered me more than a week's salary. There went my major excuse. A paid adventure-I was in!

I had never seen the boat. That was, until he arrived in Georgia two days later to pick me up. It was a twenty-one foot flats boat called an Intruder, built by his company, Dream Boats. My camping friends, Vince and Chuck, thought we were



nuts. Only an hour before, looking at a map in a camping store, we discovered exactly how far off shore Bermuda really was. It was about the distance from the Florida Keys to Atlanta Georgia, close to seven hundred miles. Ralph planned to go even further on the return trip. From Bermuda, we would travel to New York Harbor, approximately eight hundred miles away. I still could not believe he wanted to go on a fifteen hundred mile round trip in a boat with two foot sides, before being weighted down with

three feet. After we lost sight of land, we spotted a pod of dolphins and a big sailboat a couple of miles away. Later, the swells grew to six feet, coming out of the southwest. The seas had now turned to a heavy chop with a lot of white caps.

All night long, we traded off driving, hoping the waves would calm down, at least long enough to heat up some soup. That did not happen. Late the next afternoon, we came real close to a whale while I was napping. Ralph woke me up, and we drove

white wash. We were well past the halfway point and I couldn't believe that we had actually made it this far. The Intruder handled them well. It was actually fun, steering for the steepest waves to catch.

The next day, we arrived in Bermuda. After having a couple of small problems coming ashore, due to me not letting Ralph reprogram the intermittent GPS, resulting in us not entering properly.

An article was written about our trip, including a picture, in the



what he said would be about 2,000 pounds of gasoline. I told Chuck and Vince, that as soon as we hit the Gulf Stream, Ralph would chicken out and we would be back. I would have been willing to bet a thousand dollars on it.

We left Atlantic Beach, North Carolina on the morning of April 30, 2007 heading for Bermuda, with about a foot of freeboard. The seas were relatively calm at only two to

over to where it had submerged. With both of us leaning over, looking for signs of it, Ralph started to wonder if it might have had a calf. If it decided to ram us, we were three hundred miles from shore, fooling around with a whale in a twenty-one foot flats boat. How crazy was that?

That afternoon and evening, the waves kicked up to around nine feet with thirty-five mile per hour winds. The seas were nothing but

Royal Gazette, warning us not to attempt a return trip to New York. The next day, as people found out about our trip, we were treated like royalty. People actually wanted our autographs.

We waited out Andrea, the first tropical storm of 2007, and then headed for New York. We towed a stranded sailboat (broken motor), past the reefs, so that the lady could complete her solo circumnavigation trip



a sheet of glass where we observed over forty white-sided dolphins, many playing off our bow. We had a little difficulty arriving in New York Harbor; tickets are given to those who venture behind the Statue of Liberty, even though the signs had blown down months earlier.

We actually made it into Guinness Book of World Records™; the

around the world. Our voyage back dealt with zero to six-foot seas. We thought we had engine problems, but it turned out to be a false alarm. Blindly driving through a

World Record Academy, and I wrote a book, Bermuda Suicide Challenge In A Flats Boat. For more information on the book, visit www.bermudachallenge.com.



heavy rainstorm, during the last night, brought an end to the heavy seas. Fog blurred sunlight, brought

A couple of months later, my phone rang, it was my brother Ralph. He wanted to know if I wanted to go

with him from Boston to Europe, some 4,200 miles, in the same boat! I thought about it for about two seconds and then said, "I'm all over that, when do we leave?"

Details of this adventure can be seen at www.crosstheatlantic.com.



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

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