

CHIMERA 100K and 100 MILE RACES

Thanks to Scott Mills for allowing me to plagiarize his notes for the San Diego 100.

Welcome to the 1st Annual Chimera 100 Endurance Races. Please read this Instruction Letter completely prior to arriving at race registration. It includes information that is critical to a safe and successful race. I also urge you to make a copy of this letter and share it with crews and/or pacers.

1) The race web site at: <http://www.oldgoatrunners.com> contains virtually all information you need to know about the race. If you have questions not addressed at the web site or within this letter, send me an email no later than December 9 and I will attempt to answer your questions. After December 9, I will be at the race venue and there cell phone reception in Blue Jay is intermittent.

2) **PRE-RACE CHECK IN** and briefing on Friday, December 11 will be held between 12:00 and 6:00 PM at Hells Kitchen (32685 Ortega Hwy, Lake Elsinore, CA). The race briefing will begin at 5:00 PM. Attendance at this meeting is not mandatory but it is highly encouraged. Those 100 mile runners who do not attend the Friday meeting **MUST** arrive in Blue Jay by 4:30 AM on Saturday to allow ample time for processing. Check in on Saturday morning will be at lower Bluejay and will be between 4:30 and 5:00 AM for 100 Milers. 100k check-in will begin at 5:00 AM. **PLEASE ARRIVE EARLY. PARKING IS VERY TIGHT**

2a) 100 Mile entrants will be weighed at check-in and your weight will be recorded. You will be weighed again at the 100k finish (62 miles) and if your weight has dropped significantly, you may be instructed to rehydrate prior to returning to the course. We will give every runner ample opportunity to recover but under no circumstances will you argue with, plead, beg, cajole, or threaten any of the medical team if the staff determines you are unfit to continue. Their decision is final!

3) **DROP BAGS** Drop bags for all runners will be available at the Maple Springs Aid Station... miles 28, 44, and 82 (distances approx). Drop bags will be transported to Maple Springs after the start (6:00 AM). Runners will also have access to their vehicles upon completion of the 1st 9 miles.

At Maple Springs, you will be responsible for placing your drop bag in the 'return' area after you leave the aid station the last time (mile 44 for 100k runners – mile 82 to 100 mile runners). There will be ONE bag return run early Saturday afternoon and another **AFTER** the last 100 mile competitor leaves the aid station... Picking up drop bags is the runners' responsibility. Arrangements can be made to have them mailed by contacting me later in the week... It usually costs less than \$10 per bag for US Post. All liquids are removed prior to shipping – pack accordingly.

4) **RACE DAY CHECK_IN:** EVERY RUNNER needs to check in on Saturday morning prior to the start. Your Race Bib will be handed out to you at that time. 100k entrants will be assigned a black number, 100 Mile runners will have a red number. Look at your number – if it does not match the color of the race you entered, notify me ASAP. Upgrades may be allowed on race day. Downgrades too, but no discounts.

5) **NUMBERS:** Bib numbers must be worn in the front of your shorts or shirt and easily visible. The pull off tab will be collected when you cross the finish line

6) **TRACKING:** Runners need to check in and out of every aid station for tracking and accountability. Don't assume they saw your number! Tell them!

7) **DROPS:** If for any reason you must drop from the race, it is YOUR RESPONSIBILITY to notify the Aid Station Captain of your decision and SURRENDER YOUR BIB to the captain. Failure to do so could result in a costly search and rescue effort! Been there done that! This is very important. Failure to follow this instruction will have serious consequences, not the least being a really irate race director. If you drop, you will eventually be transported back to Bluejay by shuttle. Depending when and where you drop, it may take two or three hours to return you to the Start Finish. NOTE: Yelling at the station captain, demanding to be taken back immediately, will serve no useful purpose.

8) **COURSE MARKINGS:** The course is marked with orange/yellow surveyor's ribbon, white chalk, reflective tape, directional signs, and chem lites. Ribbons and chalk are placed no more than 3 minutes average running time apart on single tracks and 5 minutes on Truck Trails. Turns and intersections are over marked. When you see several ribbons (orange and yellow) in a row or several chalk arrows, there is a turn. Two parallel chalk lines across a trail mean DON'T GO THIS WAY! There will be several ribbons hung immediately before and immediately after the turn as well. The course is extremely well marked but you have to pay attention. You must look up periodically and if you are running behind some one, do not expect that he or she is paying attention. We have chem lites to assist you at night. They will not have the frequency of the ribbons but should be visible most of the time. However - there is always a possibility of vandalism during a wilderness run... There are only a few opportunities to leave the course late into the race and (depending on conditions) we will attempt to have people at major turns. NOTE: it is always a smart idea to study and carry a copy of the course map and directions to have an overall idea of where you are going.

9) AID STATIONS

| <u>Station #</u> | <u>Location</u> | <u>Total Miles</u> | <u>To Next Aid</u> |
|------------------|---------------------|--------------------|--------------------------------------|
| Start | Bluejay Camp Ground | 0.0 | 9.1 (No aid on this loop) |
| #1 | Bluejay | 9.1 | 3.5 |
| #2 | Trabuco Trail Head | 12.6 | 4.9 |
| #3 | Trabuco Peak | 17.5 | 5.1 |
| #4 | Santiago Peak | 22.6 | 5.9 |
| #5 | Maple Springs | 28.5 | 9.0 (H2O at Silverado Trail if 80+F) |
| #6 | Silverado Canyon | 37.5 | 7.2 |
| #7 | Maple Springs | 44.7 | 4.2 |
| #8 | Santiago Peak | 48.9 | 5.1 |
| #9 | Trabuco Peak | 54.0 | 4.9 |
| #10 | Trabuco Trail Head | 58.9 | 3.5 |
| 100K Finish | Bluejay | 62.4 | |

100 Milers return to the course after Medical Check

| | | | |
|-----------------|---------------------|--------|---------------|
| Restart | Bluejay Camp Ground | 62.4 | 3.5 |
| #11 | Trabuco Trail Head | 65.9 | 4.9 |
| #12 | Trabuco Peak | 71.3 | 5.1 |
| #13 | Santiago Peak | 76.4 | 5.9 |
| #14 | Maple Springs | 82.3 | 4.2 |
| #15 | Santiago Peak | 86.5 | 5.1 |
| #16 | Trabuco Peak | 91.6 | 4.9 |
| #17 | Trabuco Trail Head | 96.5 | 3.50 |
| 100 Mile Finish | Bluejay | 100.00 | NO MORE MILES |

10) **ALTERNATE COURSE:** In the event the course is determined to be unsafe for vehicular traffic by the forest service (it is December and although snow is unlikely, it is possible) the race will take place on a 20 mile single track loop between Bluejay Campground and the Ortega Oaks Candy Store located on the Ortega Highway.

11) **TRUCK TRAIL:** The majority of the course is on truck trail that may be open to other off-road users. Be careful, cautious, and expect drivers and motorcycles to be moving fast. Even if the road is closed to other users we will have support vehicles driving between aid stations for the duration of the race and EMTs may be in route to a down runner. Yield even if you do have the right of way.

12) **CUTOFF TIMES:** Because the 100k and 100 Mile races take place simultaneously and on the same course there will be a 20 hour time limit at 100k and 36 hours at 100 Miles. 100 Milers arriving at Blue Jay (100k distance) after 20 hours will not be allowed to continue. The 20 hour cutoff allows the 100 milers 16 hours to finish the final 38miles.

13) **CREWS:** Crews are not allowed on the course... The only access to runners after they leave Blue Jay for the Main Divide is at the terminus of Silverado Canyon. The Silverado aid station is 50 miles one-way and takes between an hour and an hour and a half (make a copy of the Google map on web site). The aid station will be approx two hundred yards inside the forest boundary, parking is very very tight and if the forest gate is closed, you may have a long hike to get to the station. **WARNING:** Do not park in driveways or in unmarked stalls in the parking lot! Car pool if at all possible.

14) **PACERS:** 100k runners can have one pacer from Silverado Canyon to the finish. 100 Mile runners over 60 may have one pacer from Silverado to the 100 mile finish. 100 Mile runners under 60 may have one pacer from the 100k finish at Blue Jay to the 100 Mile finish (the last 38 miles). Pacers must sign the race waiver to participate. Failure to sign the waiver and wear a pace number (P) may result in the runner being disqualified. Pacers will stay with their runners at all times – including if their runner drops. Solo pacers not on an emergency run will not be tolerated. There will be pacer sign up sheets at Hells Kitchen, Bluejay, and at Silverado Canyon. If you are pacing arrange transportation to Silverado - there are no post race shuttles. **NOTE:** in the event the race is fully subscribed (120), pacing may be curtailed to 30 total.

15) **VOLUNTEERS:** are here to help you. Arguing with an aid station captain's authority/decision, any verbal abuse, any inappropriate conduct or poor sportsmanship will be grounds for disqualification. Nobody would be competing in these races were it not for the support of the volunteers. Appreciate them - tell them calmly and clearly what you need and they will attempt to comply with your wants. Abuse them at your own peril - you do not want to piss off the Chimera!

16) **SHOWERS:** Sorry there are none in the park.

17) **POST RACE:** We will have hot food for the competitors and volunteers at Bluejay. There will be soup, burgers/dogs (veggie burgers too) and other food/drink at the finish area through the day Saturday and Sunday. Crews and spectators will be asked to make a modest donation.

18) AWARDS: There will not be a formal awards ceremony so each entrant will get their 100k finishing medal or 100 Mile buckle* when they finish. When you do finish, we hope you will stick around to cheer in your fellow runners and enjoy the rest of the event. *Buckles may not be available on race day due to the lateness of the race permit. We anticipate awarding silver (plated) buckles for ALL 100 Mile finishers... Winners will receive 'special' awards!

19) ENVIRONMENT: We are fortunate to be able to run in this beautiful area...as such, please respect nature and our forests. Do not litter and use the facilities at the aid stations. If you have a call to nature out on the course, please step off the trail at a safe location.

20) WEATHER: It is Southern California in December and the course is seldom below 3300' elevation and returns to 5600' several times during the race. What this means is, the 'average' low will be in the 30's and 'average' high in the 60's with a low probability of rain. BUT – it is very unpredictable – last year we had two feet of snow on the mountain followed shortly by 80 degree temperatures. There is a link to the local weather station on the web site.

21) LIGHTS: Sunrise for December 12 is 6:48 AM with first light occurring at 6:20 AM. This means ALL runners will be starting in the dark. The first 9 miles of the Chimera takes place on very technical single track. Footing will be irregular for much of the loop due to rocks, roots, and substantial erosion. If it is raining there will be mud too and possible seasonal stream crossings. You will likely need to carry a light through this section. You may elect to drop your light with volunteers at Bluejay who will tag it with your race number and transport it to Maple Springs where it will be attached to your drop bag. Most runners will need illumination on the Main Divide on the trek back to the finish. You will not be allowed past any aid station if it is dark and you do not have a light.

And remember that all of us want you to succeed but respect your limitations, listen to your body and think about the below quote as you work and strive to achieve something special:

"It is not the critic who counts, not the one who points out how the strong man stumbled or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly, who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who, at the best, knows in the end the triumph of high achievement, and who at the worst at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat."

-- Teddy Roosevelt