

CHIMERA 100K and 100 MILE RACES

Welcome to the 3rd 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, pacers, and/or visiting friends

1) The race web site at: <http://www.oldgoatrunners.com> contains maps and course profiles. If you have questions not addressed at the web site or within this letter, send me an email no later than November 17 and I will attempt to answer your questions. After November 17, I will be at the race venue and cell phone reception on the course is intermittent. Please read this entire document before calling...

2) **RACE DAY ARRIVAL** The Ortega highway is long and winding with few opportunities to pass slower vehicles – plan accordingly. Once at Bluejay continue through the park following ribbons, glow sticks, signs and volunteers directions. Do not stop at the entrance (regardless of what the sign says). Once on the road to lower Bluejay stay on the right hand side and pull as close to the car in front of you as possible only allowing sufficient room to pull out if you plan to leave before the end of the 100 mile race. . Large gaps are UNACCEPTABLE... **If traffic is backed all the way to the gate you will be required to either pay to park in a campsite, or in one of the other day use parking areas on Long Canyon Road. Under no circumstance will anyone park in a manner that blocks emergency vehicles or in unmarked spaces outside the lower Bluejay gate. Follow the direction of the attendants (assume they are armed).**

Volunteers, pacers, and/or HAMs who are being transported to a station will be asked to park in the Falcon Group Camp. The Group camp is about .1 mile from the Race headquarters. Actually closer than most of the spots on the road into Bluejay.

PLEASE ARRIVE EARLY. PARKING IS VERY TIGHT.

All vehicles must display a National Forest Adventure Pass or equivalent.

3) **PRE-RACE CHECK IN** and Q&A's on Friday, November 18 will be held between 12:00 and 6:00 PM at Hells Kitchen (32685 Ortega Hwy, Lake Elsinore, CA). 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.

3a) 100 Mile entrants will not be weighed in, however if you exhibit signs of dehydration during the race, you may be asked to take a break and will 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!**

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) DROP BAGS: Suitcases, backpacks, and/or large duffel bags are inappropriate. If possible use the bags you picked up at registration or use a closed container no larger than 6" x 9" x 16"

Drop bags must be clearly marked with the runner's race number. Drop bags for all runners will be available at the Maple Springs Aid Station (100K at 29/46 and 100M at 50/67)... Drop bags will be transported to Maple Springs after the start (6:00 AM). 100K runners will also have access to their vehicles upon completion of the 1st 10 miles. 100Mile runners will access their vehicles at 20 miles. It is a good practice to have an ID card inside with name and phone number.

NOTE: 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. There will be ONE bag return run early Saturday afternoon and another **AFTER** the last competitor leaves the Maple Springs aid station... Picking up drop bags is the runners' responsibility. Under VERY extenuating circumstances your bag will be mailed to you at your expense.

6) 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

7) TRACKING: Runners need to check in at every aid station for tracking and accountability. Don't assume they saw your number! Tell them! Chip timing via HAM radio may be implemented (terrain allowing).

8) 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) AID STATIONS 100K (approx) The aid stations may be moved a short distance if required by terrain, communications, or Forest Service request...

Station #	Location	Total Miles	To Next Aid
Start	Bluejay Camp Ground	0.0	5.0
#1	Chiquito Falls	5.0	5.0 (H2O)
#2	Bluejay*	10.0	3.5 (Vehicle Access)
#3	Trabuco Trail Head	13.5	5.0
#4	Holy Jim Canyon	18.5	5.0
#5	Bear Springs	23.5	7.0
#6	Maple Springs	30.5	7.0 (Drop Bag)
#7	Silverado Canyon*	37.5	3.3
#8	Bedford Peak	40.8	6.0
#9	Maple Springs	46.8	5.0 (Drop Bag)
#10	Upper Holy Jim	51.8	2.0 (Communications only)
#11	Indian Truck Trail	53.8	4.0
#12	Horsethief	57.8	2.5
#13	Trabuco Trail Head	60.3	2.7

100K Finish Bluejay* 63.0

9) AID STATIONS 100 Mile (approx)

<u>Station #</u>	<u>Location</u>	<u>Total Miles</u>	<u>To Next Aid</u>
Start	Bluejay Camp Ground	0.0	
#1	Chiquito Falls	5.0	5.0 (H2O)
#2	Candy Store*	10.0	5.0
#3	Chiquito Falls	15.0	5.0 (H2O)
#4	Bluejay*	20.0	3.5 (Vehicle Access)
#5	Trabuco Trail Head	23.5	5.0
#6	Holy Jim Canyon	28.5	5.0
#7	Live Oak Canyon*	33.5	5.0
#8	Holy Jim Canyon	38.5	5.0
#9	Bear Springs	45.5	7.0
#10	Maple Springs	52.5	7.0 (Drop Bag)
#11	Silverado Canyon*	59.5	3.3
#12	Bedford Peak	62.8	6.0
#13	Maple Springs	68.8	5.0 (Drop Bag)
#14	Upper Holy Jim	73.8	2.0 (Communication only)
#15	Indian Truck Trail	75.8	7.0
#16	Corona*	82.8	7.0
#17	Indian Truck Trail	89.8	4.0
#18	Horsethief	93.8	2.5
#19	Trabuco Trail Head	96.3	3.5
100 Mile Finish	Bluejay*	99.8	

9) **COURSE MARKINGS:** The course is marked with red and white checked 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 (red and white checkered) 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 someone, 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 the turn by turn directions. NEVER GUESS.

10) **ALTERNATE COURSE:** In the event the primary course is determined to be unusable (for any reason), 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. There will be four aid stations per loop and, if raining will likely require two stream crossings per loop. There is approximately 4,200 feet of climb per lap. 100 Mile Pacers may join their runners at 60 miles. Don't assume that the backup course is 'easier'... It is just safer than attempting the

primary route in high winds, sleet and/or or snow... been there done that in 2009.

11) **TRUCK TRAIL:** The majority of the course on the return legs 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 34 hours cut-off for BOTH races. HOWEVER, if in the sole opinion of race management a runner will not be able to complete the race within the time limit they will be asked to leave the course regardless of where they are at that particular time. Cut-off times will be posted at the start and may be modified if deemed necessary.

13) **CREWS:** Crews are not allowed on the course... The only access to 100 mile runners after they leave Blue Jay is at the Candy Store, Bluejay, Live Oak Aid station, the terminus of Silverado Canyon, and the foot of the Indian Truck Trail. 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.

The Live Oak Aid Station will be off the asphalt and approx a half mile up a very dusty, rocky, and rutted dirt road. Trabuco Creek Road! Low clearance vehicles are not recommended.

There is easy access and ample parking at the Corona turn around at the bottom of Indian Truck Trail

Crew Driving directions will be available at check-in. Crews for 100 Mile runners should plan on driving about 150 miles... 100 miles for the 100K runners

WARNING: Do not park in driveways or in unmarked stalls in the Silverado parking lot! Cars left overnight may be cited... Also – the road to Silverado is narrow and residential. Please drive carefully and refrain from making loud noises until you arrive at the aid station. You may drive up to the aid station if the gate is open. There will be porta-potties at the gate.

14) **PACERS:** Runners can have one pacer from Silverado Canyon and/or Corona (100 milers) to the finish. There are no opportunities to exchange pacers between Silverado and Corona Aid Stations. Make sure your pacer is up to the remaining distance (it is a very tough course). Pacers must sign the race waiver to participate. Failure to sign the waiver 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, Corona, and at Silverado Canyon. If you are pacing arrange transportation to Silverado or Corona - there are no post race shuttles. NOTE: in the event the race is fully subscribed, pacing may be curtailed to 30 total.

Car pool if at all possible. Better yet, have your pacer dropped off early and have them help at the aid station.

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! Other than EMT's and MDs, volunteers are strictly prohibited from dispensing medication. First Aid Kits are available for your personal access.

16) **SHOWERS:** Sorry there are none in the park. We will attempt to arrange facilities at a nearby retreat center, but no promises.

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 are expected to make a modest donation per item consumed. Any profit will be donated to Wounded Warrior Project.

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. We anticipate awarding nickle buckles for all 100 Mile finishers under 30 hours. Copper buckles to 100 Mile finishers 30 hours or over. Winners will receive 'special' awards post event.

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. Note: Check for poison Oak first...

20) **WEATHER:** It is Southern California in September 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 50's and 'average' high in the 80's with a low probability of rain. BUT – it is very unpredictable. There is a link to the local weather station on the web site.

21) **LIGHTS:** ALL runners will be starting in the dark. The first miles of the Chimera takes place on very technical single tracks. 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 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. 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.

"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*

Thanks to Scott Mills for providing the quote. It is the same one he reads at his San Diego 100.