

Pony Express Trail 50 and 100 Mile Endurance Run

Date:

Friday October 20, 2017.

Start time:

To reduce the congestion of crew cars, we have a staggered start. Start times are assigned by the race director, **not** by preference. Assigned times are at (or will soon be at):

<http://ponyexpress100.org/2015-entrants/>

5:00 a.m. (estimated finish times: 50: more than 12 hours, 100: more than 28 hours)

6:00 a.m. (estimated finish times: 50: 10-12 hours, 100: 25-28 hours)

7:00 a.m. (estimated finish times: 50: 9-10 hours, 100: 20-25 hours)

8:00 a.m. (estimated finish times: 50: less than 9 hours, 100: less than 20 hours)

One benefit of an earlier start is a greater likelihood of seeing wildlife in the early morning. Also an early start helps 50-milers get out of the desert before late night.

Runners from any start times can contend for the awards, but the race director hopes to put all the contenders in the 8:00 start time.

There is a 30-hour cutoff for 100-mile finishers. There is a 19.5-hour cutoff for 50-mile finishers. This is very doable. We have had many finishers of the 100 who were more than 60 years old. **See below for check-point cutoff times.**

To balance the start times, there will likely need to be some shifting of times within a couple weeks of the race. The race director will let you know if your assigned time is changed, but make sure you check the website as race day approaches.

If you need to discuss your start time, contact Davy Crockett ultracrockett@gmail.com Please discuss it with Davy well before race day. If you want to be paired with some friends, he will try to do that. You **MAY NOT** switch a different start time on race day. Please do not even try.

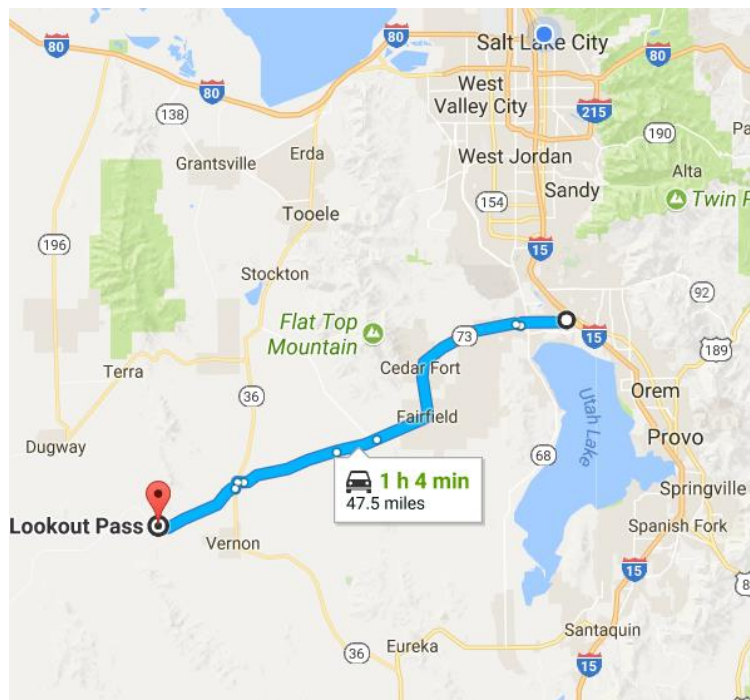
Most current race updates

Please join the Facebook group at: <http://www.facebook.com/#!/groups/260004530699363/> We will post updates and have discussions there.

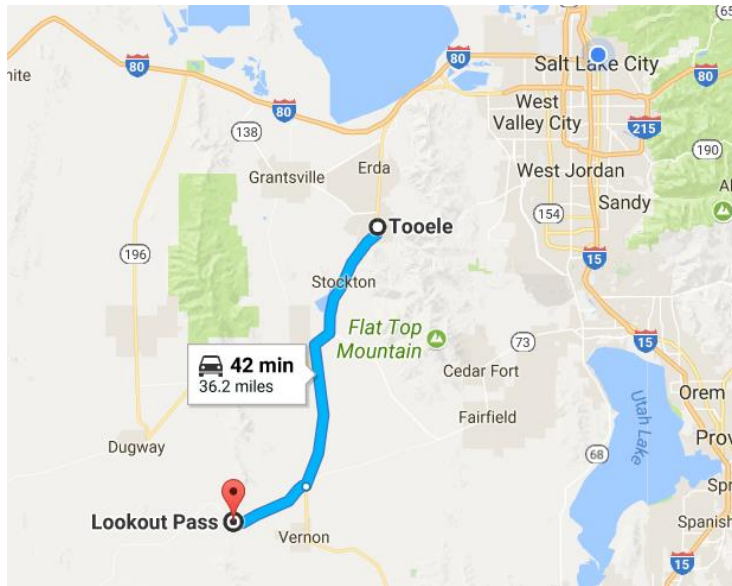
To get to the start:

Please make sure you know how to get to the start. In 2016 two runners somehow got lost driving to the start and showed up very late for their start time and ended up not making the cutoff time at Fish Springs. If you are directionally challenged, perhaps take a drive out while it is light Thursday afternoon to find the start area and check in.

From the Provo/Orem/Lehi area. (About 47 miles from Lehi; give yourself at least 1 hour 45 minutes.) From I-15, take Lehi Main Street Exit (motels) and head west on Main Street (State Road 73). Go all the way through Lehi, up Cedar Pass, through Cedar Fort, through Fairfield, to Five-mile Pass. At that point, take a left onto Faust Road. A sign marks the road indicating that it is the Pony Express Route. (Note that this section is no longer paved, rough and slower). Continue west for about 13.7 miles until you come to a stop sign in Faust at Rt 36. Turn left, heading south on Rt. 36. After only **0.6 mile**, turn right on the Lookout Pass Road, heading west. It is also marked as the Old Pony Express Route. Go about 9 miles west up to Lookout Pass. The last seven miles is graded 2WD dirt road. Go over the pass and descend down about another half mile to the Lookout Campground. This is the start area.



From Salt Lake City. (About 70 miles from downtown, give yourself at least 2 hours). From I-15, Take I-80 heading west toward Tooele. Go about 20 miles. As you approach Tooele, take the exit for Rt. 36. Stay on Rt. 36 through Tooele. You will be on Rt. 36 for about 39.3 miles. You will go through Tooele, Stockton, and Faust. After Faust, turn right on Lookout Pass Road, heading west. It is also marked as the Old Pony Express Route. (If you reach Vernon, you missed the turn). Go about 9 miles west up to Lookout Pass. The last seven miles is graded 2WD dirt road. Go over the pass and descend down about another half mile to the Lookout Campground. This is the start area.



Parking at the start

Crew cars (that are not camping) should parallel park on the right-hand side of the main road across from the campground. Crews and runners can then walk to the start area in the campground. The only cars allowed in the campground are those who camped overnight. **After the runners start, there will be a mandatory five-minute meeting at the start for the crews. MANDATORY EVEN IF LATE.** This will also allow the runners to spread out down the hill before cars go by. Please drive carefully.

Check-in:

Check-in will be at the start. Please arrive more than 30 minutes before your start time to check in and get your bib number and race bag. Check-in is also available Thursday afternoon/evening at the start (campground).

If you show up late for your start time, the clock is already ticking for you. Hurry up and get running **but your crew must also check in at the start for instructions.**

Do not show up on race day hoping to change your race distance. No changing of race distances on race day is allowed.

Camping at the start

Camping at the start area is encouraged. It is free, but BLM rules must be followed. Many runners will do this. No reservations are needed. There is plenty of space. Don't be shy about coming over and saying hi. You **MUST** clean up your campsite. No trace left behind. One year one crew left behind all their trash at the campground. If this happens, the runner will be DQed.

Drop Bags:

Note: For 2017, I'm allowing about five experienced 100-mile runners to run without a crew and we will allow drop bags for them at checkpoints.

For everyone else, there are **NO** drop bag locations. Crews are required to drive along with all your stuff. Do not drop anything by the side of the road. Absolutely no littering!! If you see some trash accidentally dropped in the road, please pick it up and give it to your crew.

Crews

A crew is required for both the 50-mile and 100-mile race! Please do not ask the race director to provide a crew for you. However, you can post a request on our facebook group.

<http://www.facebook.com/#!/groups/260004530699363/> If you don't have a crew, you will not start.

What really makes this race different from others is the ability to involve crews. Your family and friends can watch you and help you for the entire race. They are welcome to drive along and give aid along the way.

Crews, please make sure you have a good jack, wrench, spare tire, and maybe one of those kits to fix flats. Each year we have a flat or two. All can be fixed quickly with one of those kits. There are no gas stations directly along the course, so start with a **full tank** before you leave civilization. There are gas stations at these points: Cedar Fort (30 miles before the start), Tooele (39 miles before the start), Vernon (10 miles southeast of start). You can drive the course with a regular car, taking care in a few spots with pot holes. Using a high clearance vehicle will make it easier to get around but isn't required. Please take it easy driving between Government Creek and Simpson Springs. The crushed rock road can have small sharp rocks on it. I've gotten two flat tires along that stretch when driving too fast.

Be mindful about kicking up dust with your vehicle around the runners. In the past, this was really a problem. When passing a runner, if you see dust being kicked up in your rearview mirror, you are driving too fast. Dust varies each year depending on the direction of the wind. Let's hope for wind from the south so the dust will blow across the road. Some years the wind is from the west, making it bad at times. Other years conditions are ideal.

No crewing on the climb to Dugway Pass or at the top of Dugway Pass. There would be too much congestion. No parking! You must wait to crew on the west side of the pass. Same restriction coming back for 100-milers. Crew on the west side, not on the east side.

Sharing Crews

Sharing crews with another runner is possible, however we have strict safety rules. Runners sharing crews must stay together or be within four miles of **each other**. If that distance is exceeded, or if the crew driver is driving back and forth on the road to provide support to the separated runners, the runner in front will be disqualified from the race. In past years we had runners who didn't understand this rule and it caused some major disruption.

Also, any runner who switches crews “on the fly” during the race without prior approval of the race staff will be disqualified from the race. You can have relief crews come out on the course to take over, but this must be planned for ahead of time. We just want to avoid problems in the past where runners start pleading with other crews on the course to let them switch. This is not allowed. Please remind relief crews or pacers coming out to drive slowly and carefully. We had a rolled car in 2014.

If you plan to share a crew with another number, please email Davy so he can make a note of that.

Bib numbers:

Please display your bib numbers in front at all times. We will have checkpoints at least at Simpson Springs, Dugway Topaz Well, Blackrock, and Fish Springs. Bib numbers will be assigned a couple days before the race and posted on the website. The numbers will also help you figure who which race a person is in and when they started.

DNFs

100-mile entrants **are not** eligible to receive 50-mile medallions if they go 50 miles, nor will they be listed as 50-mile finishers. They need to complete the entire 100-mile course to receive their finish time or prize.

If you do quit early, you must inform the nearest checkpoint and turn in your bib number. The checkpoints are at: Simpson Springs, Dugway Pass, Blackrock, and Fish Springs.

Course:

The course is VERY remote and a support crew is required to provide support along the way. The course is 100% dirt road and only has about 3,000 feet elevation gain and 4,000 feet loss for the 100-mile course. Both races will start at Lookout Campground west of Faust, UT on the same day and at the same times. The 100-mile race will go out 58.2 miles to Fish Springs National Wildlife Refuge and then head back, finishing at Simpson Springs.

The 50-mile course heads the same direction but finishes at Blackrock Pony Express station site (including a short 1.5 mile out-and-back near the finish). **50-milers, did you catch that, when you get to Blackrock, your race is not over!! You must run out 0.75 mile to a sign and run back 0.75 mile to the finish for a total of 1.5 miles. You can stop at the aid station if you want before doing the out-and-back. We will have some stickers at the sign that you must put on your bib to prove you made it out there. No whining allowed, ha, ha.**

The course is VERY remote, but the roads are good if you don't drive too fast. Usage of a map will be required (just use maps.google.com), but the course is easy to follow. In general it is: “head west.” There are signs that point the way for the Pony Express Trail at major intersections. We will only put out a few markings and signs. At Simpson Springs there is a detour off the main road for the runners to visit the corral. Details in a few pages.



Course Markings

We may have a few course markings with flags before and after some intersections. But crews, please know the course well. Remember, just stay on the main road and don't take any of the right turns that head toward the town of Dugway. In 2012, a crew and runners skipped the race briefing and had no idea where the turnaround was for the 100-mile race and they turned around 5 miles too soon. Please know the course.

Traffic

CAUTION!!! There **will be** occasional fast-driving recreationalist traffic pulling trailers with ATVs heading west from dawn to dusk. There are usually only about a dozen, but it varies each year depending on deer hunt allocations. Most will **not** be courteous and slow down. In 2014 a runner was almost hit. Please watch out for them. As one approaches, turn around and make eye contact. Minimize use of head phones from the start to Simpson Springs. Try to run on the left side of the road. There should not be much traffic if any coming from the west. After mile 33, the traffic should mostly just be crews. For 100-milers, the traffic will again start coming toward you again starting right before dawn. Run with your lights on whenever a car/truck/crew approaches you from either direction. Reflective gear is **required**. For those starting before dawn, some sort of reflective back gear is needed. This can be as simple as reflective tape on your back which we will have available at check in. 100-milers coming back after dusk also need this reflective gear.

Bathrooms:

There will be porta-potties at the start. Arrive early if you want to use them. There are bathrooms (no running water) at Simpson Springs and Fish Springs. After the start, we will move two porta-potties to

Dugway Topaz Well and then to the 50-mile finish at Blackrock. 100-mile finishers can use the bathrooms at Simpson Springs.

The BLM requires that each crew have a wag bag or “Luggable Loo” to do their bathroom business in out on the desert. A wag bag will be provided in each runner packet. Consider buying a simple toilet seat that attaches to a 5-gallon bucket. The wag bag can be put in it.

Sorry, not many trees along the course to do your business out of sight. Help your crew understand that modesty in ultrarunning is minimum. If they see someone squatting, they are just examining the cool ant hills.

Water:

Bring plenty for you and your runner. Don't count on finding any along the course. There now is a water faucet near the Simpson Spring bathroom.

Cell Coverage:

Don't count on any on good cell coverage on the course. We usually do get some coverage from the start and some spotty coverage at Simpson Springs. We will have Satellite phones on the course and ham radios. There may be a pay phone at Fish Springs, and in an emergency at Fish Springs headquarters.

Satellite phones available

Thanks to Russ Smith at Skycall Satellite for providing our Internet connection and Satellite phones. If you are interested in renting a Satellite phone or SPOT tracker for the race, contact Russ at skycallruss@comcast.net. You can pick up rented phones at the start.

Pacers:

Anyone is welcome to join in at any portion of the course. Jump out of a crew vehicle and join in the fun. Pacers can also use bikes.

Dogs

Dogs are allowed both at the campground and to run with you, but remember about the fast-moving hunter traffic that doesn't slow down for anything.

Rules:

- Runners may sit in crew cars, but the car cannot transport them anywhere during the race. If the runner is in a moving vehicle, they are disqualified.

- **No Crewing from moving vehicles.** No grabbing things from windows or tossing them into passing crew car. Your crew vehicle must be stopped on the side of the road in order to do any crewing.
- No littering
- No drop bags of any sort on the course away from the crew
- See rules about sharing crews.
- **Fireworks** are prohibited.
- No vehicle stopping on road going up or down the east side of Dugway Pass. No stopping at the top of the pass either.
- Pacers cannot drag/hold up the runner to the finish. Runners must finish under their own power.

Cut-offs:

50-milers: You must finish at Blackrock by 12:30 a.m. Anyone in danger of missing that cut-off must start at 5:00 a.m. (But we have rarely had anyone miss that who was still trying to finish).

100-milers:

- Fish Springs (mile 58.2): 10:00 p.m.
- Blackrock, coming back (mile 67.9): 12:30 a.m. 50-mile runners must finish by 12:30 a.m.
- Dugway Topaz Well coming back (mile 83.1): 6:00 a.m.
- Simpson Springs corral, finish (mile 100): 30 hours from your start time. Hopefully everyone will be finished by 11 a.m. We want to close the finish and go home at that time.

Aid Stations:

We will have an aid station at the 50-mile finish with a great feast to help you recover. There will be no aid station at the 100-mile finish (but we will have hot chocolate and snacks.) The 50-mile aid station is intended to be used by 50-mile runners, 100-mile runners, **and crews too**. Your registration fee includes letting your crew eat too. We will have a big feast. As 100-mile runners return, we will shift to include soup.

Medical

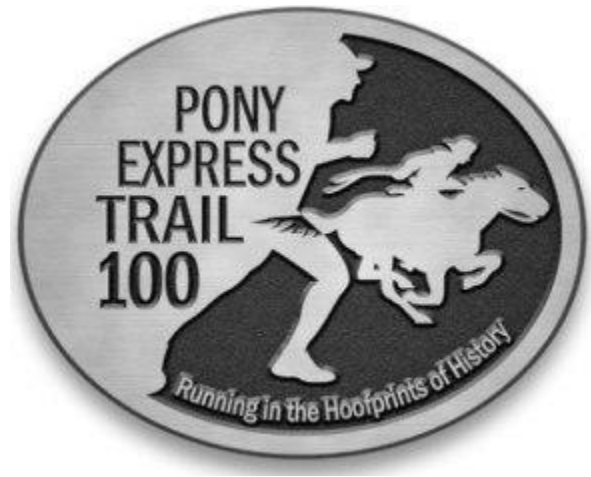
If you have someone on your crew who is medically trained, **please send Davy an email**. The race is not providing medical assistance along the course, but it would be good to know if help could be obtained from someone in a crew in the case of an emergency. All runners must understand that even in the best

of fitness, accidents happen and the body may break in any number of ways in the course of competing in a 50- or 100-mile trail race. Runners taking on the challenge of the Pony Express Trail Run are indicating that they are experienced enough in endurance racing to make safe decisions over the course of this event. You are responsible for your own safety. In case of an emergency, we will endeavor to get help to an injured runner as soon as possible, but due to the remote location of portions of the course, this could take hours. Race organizers and volunteers retain the right to pull runners from the race if they exhibit unusual amounts of disorientation, confusion, or fatigue. The nearest hospital is more than two hours away, in Tooele.

Awards:

This year we will have finisher awards, including belt buckles for 100-mile finishers and medallions for the 50-mile finishers. 100-mile entrants are **not** eligible to receive medallions if they go 50-miles. They need to complete to complete the 100-mile course to receive their prize.

There will also be first place awards (male and female) for both races.



Course Length

The course has been measured carefully. It is probably closer to the advertised length than any other race because of its straight roads. We hope to see many personal records set. Your mileage with Garmin will of course vary as you weave around the road and the usual GPS inaccuracy.

Bugs

For 100-milers, near dusk at Fish Springs we usually experience a few annoying bugs. If you keep moving, they aren't really noticeable and they only last for a few miles. If your crews get to Fish Springs before dusk, they may want to drive a little of the auto tour. A brochure about Fish Springs National Wildlife Refuge will be found in your race packet.

Why the Friday Start?

This race is scheduled on a day when the kids in Utah don't have school. This makes it much more practical for families to participate in the crewing experience which is a major feature of this race. Wasatch 100 and Bear 100 also have Friday starts, making it easier in Utah to attract volunteers and runners who make Sundays a day of rest.

Lodging:

The closest lodging to the start is either in Tooele or Lehi, Utah, 50-60 miles from the start. You can camp free at the start, at Lookout Campground. No reservation needed, the valley is large. We will have a large group camping there. This is BLM land, please follow their rules. Campfires are usually fine.

Weather:

Weather is typically ideal for running. Highs in the 60s, lows in the upper 30s. We have yet to have any rain or snow during this event. Every year we have had clear skies at night. However, each year there was bad weather within a few days of the race (wind and rain) so one of these years we will have an epic bad-weather race. The Pony Express still gets through! During the night between Dugway Pass and Riverbed there are typically some very cold pockets of air that can be ten degrees or more cooler. In the afternoon, if we have clear skies, it can feel about 10 degrees hotter. Sunrise is at 7:50 a.m. and sunset is about 6:45 p.m. **There will be no moon this year. Enjoy the starlit sky!**

Radio coverage

Our race will be featured on KSL radio's Outdoor show. On Saturday morning during the race, tune into 1160 AM or 102.7 FM from 6-8 a.m. Russ Smith, one of our volunteers, is one of the co-hosts on that show.

Spooks:

Be careful around the Riverbed station. According to folklore, this site was difficult to staff because of its reputation of being regularly visited by desert spirits. Three former operators claimed they were afraid of the "desert fairies."

Wildlife:

Be on the lookout for wild horses and antelope. You will likely see both. They are usually seen in great numbers between Government Creek and Simpson Springs. You will probably also see tarantulas and rattlesnakes. They have been spotted each year before and after Dugway Pass.

Questions:

Contact the race director, Davy Crockett at ultracrockett@gmail.com

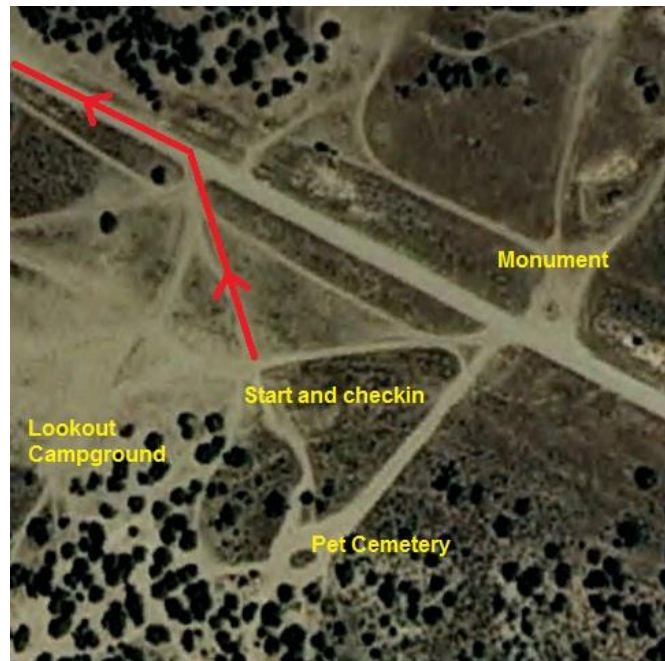
Course mileage

Start (Lookout campground)	0
Government Creek	8.5
Simpson Springs Corral	16.4
Riverbed Station monument	24.4
Dugway Topaz Well	33.3

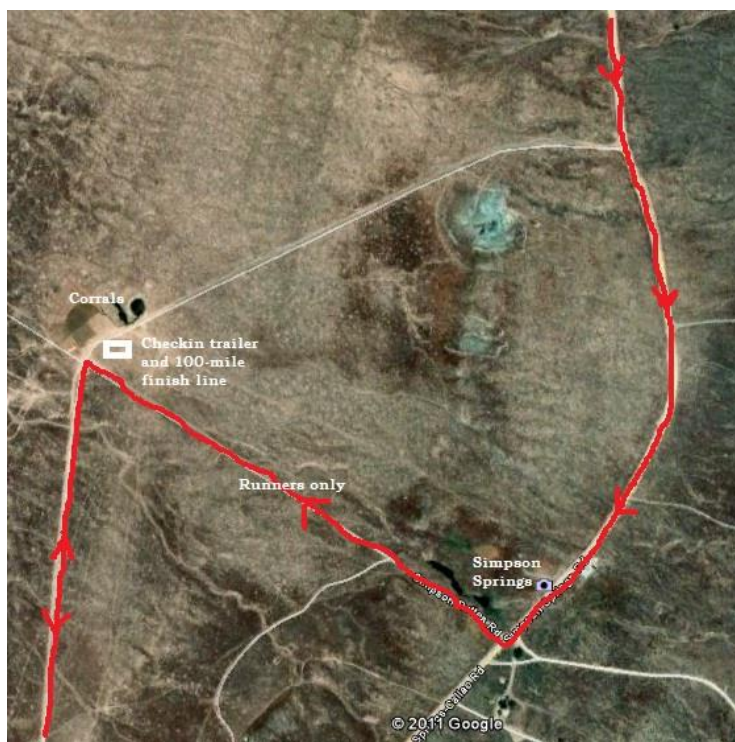
Dugway Pass	37.5
Dugway Geode Beds	40.9
Sweeping turn to north	46.1
Blackrock Station	48.5
Fish Springs	58.2
Blackrock Station	67.9
Sweeping turn to east	70.3
Dugway Geode Beds	75.5
Dugway Pass	78.9
Dugway Topaz Well	83.1
Riverbed Station monument	92.0
Simpson Springs corral	100.0

Detailed course directions

Start (0) to Simpson Springs Corral (16.4)



Run out of the campground, turn left and head west down the road into Skull Valley. You are entering what was referred to as “Piute Hell.” Just stay on the main road that heads southwest. Follow signs that point to Simpson Springs or the Pony Express Trail. **Do not** turn on any road to the right that heads you toward the town of Dugway. For fun, keep your eye out for 4-foot cement posts on the left-hand side of the road that mark the actual Pony Express Trail. After about 8.5 miles along this road in the valley, it swings west at Government Creek (8.5). Porter Rockwell had his ranch here. In about four miles there will be an intersection, the main road continues south to Simpson Springs. You arrive at Simpson Springs (16.0) in 3.4 miles. The Pony Express station has been reconstructed here and there are bathrooms on the left. **Continue running past the monument area and take a right turn off the main road. Run down into the Corral area. Check-in with a timer here. If you do not check-in at the corral, you will be disqualified. We should have a volunteer at Simpson Springs to remind you to run down to the corral.** This will also be the finish area, later on for the 100-mile race. Crews cannot follow their runner down the rough road to the Corral, they can crew their runner in the Simpson Springs parking lot before they run down to the corral. They can then continue on the main road to the intersection where their runner will come back to the main road.



Simpson Springs Corral (16.4) to Dugway Topaz Well (33.3)

From the Corral checkin, head south, back to the main road and turn right. This is the Simpson Springs-Callao road heading straight southwest — straight as can be. Keep your eye out for the skinny cement posts near the road every mile. Most of the posts near the road are very vandalized. After about 7 miles the road will descend down into an ancient riverbed. The Riverbed Station (24.4) is across the bottom on the north. The monument is off the main road a little bit. After another nine miles of straight road, you will come to an intersection at: N'39,53.069' W113,01.768'. This is Dugway Topaz Well (33.3). There is a shack and a silo on the southeast side of this intersection.

Dugway Topaz Well (33.3) to Blackrock (48.5)

Dugway Topaz Well is a check-point location. Please check in. Keep heading west on the main road. In the daylight, with a keen eye, you can look south and see the Dugway Station monument off in the desert (we won't visit it, but your crew can if they want). Continue on and climb up to Dugway Pass (37.5). Go over the pass and head down into a beautiful valley. (No crewing on the east side of the pass or on the top of the pass, not enough room.) Just stay on the main road, heading west. You will pass by the turnoff for the Dugway Geode Beds (mile 40.9). At mile 46.1, the road will swing to the northwest and curve around a hill. You will come to the Black Rock Station (48.5). This will be the finish aid station for the 50-mile run, **but 50-milers still need to continue on the road for 0.75 mile to a turnaround point, and come back 0.75 mile to the finish. You must pick up a sticker to put on you bib number at the turnaround sign.** 100-milers check-in at Blackrock and then just continue on to Fish Springs Headquarters. Just run by the 50-miler out-and-back sign.

Blackrock (48.5) to Fish Springs Headquarters (58.2)

100-milers continue on the main road toward Fish Springs National Wildlife Refuge. You should be able to see the structures or lights across the wide valley below. Our road does not go directly there, but makes a horseshoe to get around some of the marshes. About 3.2 miles from Blackrock, a road joins our road from the south. Stay right on the main road. Once down on the valley floor, the main road will enter the Refuge and you will see a sign. **THIS IS NOT THE TURNAROUND POINT!** You still have about 5 more miles to go. If you don't see buildings and lights next to you, you aren't there yet. The road continues west through the refuge and comes to a T with Sand Pass Road coming from the south. You want to take a right, staying on the main road. Continue heading north for about 1.3 miles to the Fish Springs Headquarters entrance and sign. This is the turnaround point. **You must check in with the timer.** There are public restrooms and a pay phone here. Crews might consider showing up here early to drive part of the Fish Springs auto tour.



100-mile turn-around and Fish Springs.

Fish Springs Headquarters (58.2) to Simpson Springs (100.0)

To reach the finish, simply go back the way you came all the way back to Simpson Springs. You will again check in at Blackrock and at Dugway Topaz Well.

CREWING TIPS

Pre-Race

- Get with your runner to find out what their expectations are of you as a crew person. All runners are not the same and each may expect different things. There are high and low maintenance runners.
- Sit down with your runner and make a list prior to the race of what they want you to have in your vehicle for **them** (etc. food, drinks, clothing, tape, batteries, flashlight, and headlamps).

- Food Suggestions: sports gel, graham crackers, peanut butter, bread, turkey, ham, cheese, mayo, bean burritos, potato chips, pretzels, m&m's, hard candy, gummy bears. Warm soup in thermos bottles are great for the night. Pre-cooked bacon is also a hit.
- Fluid Suggestions: water, ginger ale, coke, gatorade, mountain dew, starbucks double shots, and boost or ensure. Ginger ale and coke can help when the stomach starts going south.
- Water: Bring plenty for you and your runner. Don't count on finding any along the course except possibly at Simpson Springs Corral and Fish Springs Headquarters.
- Fill up your gas tank. There are **NO** gas stations directly along the course, so start with a full tank before you leave civilization. There are gas stations at these points. Cedar Fort (30 miles before the start), Vernon (10 miles southeast of start).
- Be sure you have a good jack, wrench, and spare tire. You can drive the course with a regular car taking care in a few spots with pot holes. Using a high clearance vehicle make it easier to get around but is not required. Please also take it easy driving between Government Creek and Simpson Springs. The crushed rock road can have small sharp rocks on it. In the past, the race director has gotten two flat tires along that stretch.
- Be mindful of kicking up dust with your vehicle around the runners. **PLEASE** drive slowly when going by the runners.
- Bring a chair for both yourself and your runner. It's nice having a chair outside of your vehicle so your runner can attend to their feet or just rest their weary bodies.
- Make a list **FOR YOURSELF** of items you will want to bring **for yourself** while you are out on the course. (etc. food, drinks, clothing, batteries, flashlight, headlamp). Remember, at Pony Express you can't stop off at the convenience store to pick up something you forgot.
- If this is your first time crewing, you may want to make a list of questions to ask your runner at stops. (Are you taking your pills, what do you need in your bottles, do your feet need to be addressed, are you eating).
- Talk to your runner about how frequently they will want you to stop to give them aid. There are trade-offs with doing shorter stops vs. longer ones. For example, in the beginning of the race some runners will have their crews go out every 4 miles. The longer the race goes on they may change to every 3 miles and then possibly to every 2 miles, or even 1 mile. The benefit of the shorter distance is that the runner does not have to carry as much. The danger is that your runner could have a tendency to waste too much time at the car. **GET THEM BACK ON THE ROAD AS QUICKLY AS POSSIBLE!** A good rule of thumb is to ask your runner how far ahead they would like you to go.
- Be familiar with the race course. Print out information provided on the race site and also do your own research.

During The Race

- You will be getting in and out of your car a lot. Have a good system so that you do not lose your key or lock it in the car.
- Crews will usually be staying in front of their runner. If you are going to stay behind for some reason, let your runner know so they will not worry.
- Be an efficient crew person. Become familiar with your runner's needs prior to the race. Take care of your runner and get them in and out of your stops as quickly as possible...these minutes add up over the period of any race! It's nice to visit but get them in and out!!
- Cheer your runner and others. Make them feel like heroes.

- Read the Pony Express station history from the website. It will really make your adventure interesting to know the history along the way.
- Food and Drink: Keep the mainstays of what your runner needs set out in plain sight. The goal is to make everything that they may need accessible to them. This will change as the race goes on. What looked and sounded good early on in the race will probably not be appealing later.
- What should you do if your runner is talking about quitting?
 - Have them sit down to evaluate their situation. Don't let them quit right on the spot. Give it the 10 minute rule....make them think about what they about to do. The body is probably still able to go but the mind is telling them something different. DO NOT just cave in; say it is ok that they want to quit and play devil's advocate. They will regret quitting if it is not for a REALLY good reason. Unfortunately, injury is about the best reason there is.
 - They may say they are sore. Of course they're sore....they are going 100 miles!!! Nobody said this was going to be easy. Dish out a big dose of tough love and get them back out there!
 - Are they just tired? If so, suggest they take a SHORT nap. This can work wonders. The cut-off times are very generous, maybe they will change their mind after a long rest. Runners also take various caffeinated products to keep them awake throughout the night.

As A Crew Person

- Socialize with the other crews, make it fun.
- Make sure that you take care of yourself! Crewing can be tiring and stressful. You need to eat, drink and rest when you can. You will be out on the course just as long as your runner.
- If you are planning on pacing, be sure to stay off your feet as much as possible and rest whenever you can.
- During the late night hours, make sure to catch some quick cat naps. Suggestion: Set alarm on watch to wake around 15 minutes prior to when runner is expected to reach your crew car.