



PRESENTED BY



Saturday July 21st, 2012
Bend Oregon
A NUE Series Event

Welcome to the 2012 High Cascades 100 in beautiful Bend Oregon. After a great 2011 event I plan on another 75-80 miles of singletrack and 15-20 miles of cindercone roads and double track and a bit of Pavement to roll you out and back on in the am at 5:30am from Bend to split you up along with volcanic lava rock and 11,500 ft of climbing as you spend 8-14 hrs to finish or place in your division. Soak up the views, the terrain and the fun in one big day of adventure on your bike. I hope you can be one of the 300 to be at the start line in 2012.

Special Notice:

This race is for the very fit and Death can occur or serious injury. Please consult your physician before entering any event and especially a 100 mile mountain bike race. Once entered all entry fees are non-refundable (See refund policy on entry form) and will not be refunded past the refund deadline for any reason including Rain, heat, national emergency, fire, volcanic eruption, bigfoot abductions, or alien encounters. Be aware that if fire were to threaten the event, I would refund you a portion of your entry fee if the event has to be canceled. Please enter knowing this!

What to expect

- Well marked course (and amazing) Single loop/limited overlap
- Breakfast the morning of the event 4am-5am (coffee, yogurt, assorted bread, fruit, bagels)
- 5 Big aide stations and 1 Bottle Feed with the best support (mechanical) and food for you
- Finisher Growlers to hold your favorite Beer (Deschutes Brewery!)
- Custom Shirts and Socks and Custom Medals for the top 3 in each division and big raffle
- EMT's on site, ARES radio communication to keep track of your progress
- Big Raffle and prizes. 2800.00 minimum cash prize list for overall (see below)
- Free Digital Pic of you racing provided by Oregon Velo
- We are donating a minimum 5000.00 and I hope up to 7000 in funds to I COTA (Central Oregon Trails Alliance) and the local Boys and Girls Club of Bend up to \$2500.00 if the race fills. (last year it filled March 2nd, thanks!

Thanks
Mike Ripley
Race Director
mike@mudslingerevents.com

DETAILS AND Q AND A

Refund Policy

50% refund until April 1st, 25 % Until June 1st, No refunds or transfers after (sorry)

If I have space in my 24 hr event in September I have been known to transfer to that event and no promises, but there is hope unless that fills as well.

First Things First

Some things to think about when riding

1. Skidding causes erosion.

Soils here can be very dry in the summer and are easily eroded by excessive skidding. We try to design and build trails with this in mind but mountain bikers should ride so that skidding and hard braking are minimized. Control your speed. Please also AVOID trails that are wet during the spring melting season.

2. Keep Single Track single.

Most vegetation is fragile and very sensitive to trampling. When passing others the lead rider move over when safe and try to keep the single track single. This will avoid widening the trail unnecessarily. **Use passing lanes whenever possible.** When you stop for a break please remove your bike from the trail so others can pass without being forced to go off the tread of the trail.

3. Some trails can be crowded.

Runners, dog walkers, families, tour groups, racers, equestrians and recreational cyclists all share the same trails. Please be courteous to other users, and extend a friendly nod or "hello" when passing. You are not any more entitled to use these trails than anyone else even though it's a race please behave and be friendly regardless of what the other trail users are doing. **This is especially true anytime a long descent exists also does the potential for 2 way traffic on short risers or blind corners.**

Local resource for Bend

Visit Bend <http://www.visitbend.com/>

Everything you want to know about Bend. Great resource

Clothing Policy

Any clothing left over after Sunday, will be donated to Junior racing in Oregon no exceptions. All left over clothing will be placed on one side of the race event trailer after the event.

Race Starts and Finishes

Race starts at 5:30 am sharp on 7/21/12 from the Athletic Club of Bend, please park in any of the areas outlined on the pdf coming after May 2012 that will be within a brief warm up to the staging area and sign in at the Athletic Club of Bend, adjacent to Mt Bachelor Village. Please sign in where indicated.

Waiting list (Yes a75 person waiting list will be established once the race is full)

Last year the event went through 50 on the waiting list and they all got in, with most dropping out in June to allow space.

Camping

At Wanoga only Friday and Saturday. Please watch out for areas where you should not park Dry Camping

(It is a 20 minute drive to the start if you are camping back to town) Please remember if we are in a fire restriction no fires and I will inform you if this is the situation.

Host Hotel is MT Bachelor Village in Bend. Do you want to be super close to the finish? We will be finishing very close to the resort (.10 of a mile), so my best advice is to hit the link on my site and reserve now!

This race is the same weekend as the Cascade Cycling Classic so reserve early

Packet pickup

19717 Mount Bachelor Dr (MT Bachelor Village) Off of Century Drive (Everyone must sign a waiver at this time and only people filling out a waiver will be allowed to have their packet. Please fill out a OBRA one day license form as well (5.00) if you do not have an OBRA license. You can pay for this online or with your manual entry

Packet Pickup will be from 11am until 3pm Friday 7/20 at the Mt Bachelor Village

I will be on hand to meet you and answer personal questions or offer counseling

Please e-mail me if your flight is late, ect, last chance plate pickup is Saturday am from 4:30-5:15am at the Athletic Club of Bend www.athleticclubofbend.com at 61615 Athletic Club Drive (.10 of a mile from MT Bachelor Village and all of this area is technically Mt Bachelor Village as all guest who stay at MT Bachelor Village do get to workout/swim and relax and the Athletic Club of Bend.

The venue map will be posted and parking will be across century drive and off of Columbia within .10 to .75 from the start and not at the Athletic Club as they have members that need the parking. Both of these areas are very close to the start. The smart move if you are staying in Bend is to stay at the Mt Bachelor Village and roll from your room to the start and finish back to your room after the race. It's a great place to stay for the whole family and where I will be before and after. The link to the resort is on the webpage.

Saturday 4am Breakfast and staging at the Athletic Club of Bend. Breakfast will be on hand from 4am please park as indicated on map (on site webpage), A parking map of the area will be posted closer to the event. In order to prepare enough food please let me know if you would like breakfast (included)

Cooler Drop (small or gallon Zip lock bag) for Aide # 2 Rd 4601 mile 37, Dutchman Mile 59 and Edison mile 83 for course option A.

Option B Aide #2 Dinah Moe Humm (30) Aide #3 Rd 4601 (52) Aide #4 Dinah Moe(79)

Drop is in the am of the race by my trailer, areas will be defined and this will be updated as the event draws closer

Whats at the aide?

Heed, Water, PB and J, Hammer Fizz, Perpetuem, nutella, watermelon, Cantalope, Bagels, Daves Killer Bread and some special extra food at aide stations after 50 miles including salty and some sweet foods.

The first 20 miles has 2000 ft of climbing and once past aide #1 you will have the bulk of the Fire road to eat and drink on the transition over to the North side of the Course on Loop A On Loop B after 30 miles on you will have open rd for 6 miles to eat and drink prior to the North Side.

Please do not litter, automatic DQ, please dump your wrappers at the aide stations

All aide stations will have mechanical support and Dumonde Tech Lube. If you require any parts that cost \$'s please settle up post race. The Mechanic will write your number down for any charges of parts replaced and I will contact you via e-mail to call the shop for bailing you out of a bad situation and helping you finish.

Course

- The detailed version will accompany the map at the Pre race mandatory meetings that will occur online. This will be a online video that you must watch prior to the race
- Any last minute updates will be posted at packet pickup.
- 2 options are posted online. I have a 3rd option as well, but understand that each are unique and they are all amazing and fun.

Turn by Turn coming (map is posted) each person will be given a map at Packet pickup

The Basics of the course posted as of December 24th, 2011 The race starts Neutral and will be a rolling enclosure for the first 5 miles with the actual start at Mile 1 where my horn will sound and the pace will quicken. You will have another 2 miles of double track after leaving the pavement to sort yourself out prior to all that singletrack to get your place. I will pull over and collect coats and jackets prior to entering the Double track and will bring those back to my trailer for after the event

From Town (subject to change, but will be similar)

Aide #1 18 miles, Aide #2 37, Aide #3 59 aide #4 73 (bottles), aide #5 83 Finish at 105. You do finish on a piece of singletrack and a stretch of Pavement coming back into town for the last 5 miles after an insane 16 miles of singletrack with 75% downhill. Easy and relaxing finish for your hands and back for any bonus miles back to Bend. Originally this was at 100 miles, but the only place to cross the HWY is the underpass, so a few more cindercone miles to get over to the north side of the HWY.

Another option is (nice to have options and this is posted as well)

Same start just not going as high if conditions are an issue

20 miles aide #1 Aide #2 at 30 Aide #3 at 52 Aide #4 at 65 (bottles only) aide #5 at 79 Finish at 100 miles

Similar to 2011 without a double loop in the swampy area and no double climb so a little faster.

Special Questions and cutoffs

What if I do not make it?

80% have finished this event, so you have a great chance at getting your finisher growler

BUT.....if you do not

- First off tell a radio person or aide captain (This is mandatory) your number and name
- If you are injured let the radio people know. If you go to the hospital please tell someone with the ARES radio group and a race volunteer. We did have to call an ambulance 2 times last year because of dehydration and lv's so drink and drink a bit more.

Hard Cuts

For your safety Justin and Misty Mitchel will be stopping your progress if you do not make the time cut offs

- Hard Cuts Mile 59 at 2:00pm Dutchman Flat(ride down the HWY to the finish or we will give you a ride) This is 7.5 hrs in and if you are on the edge think twice
- Mile 73 at 5pm lava lake
- Mile 83 Edison Snow Park at 6:30 pm (you are 22 miles from the finish and its a lot of DH, 16 miles off road and a bit of singletrack towards the finish.
- Sag will be available for those who can't go on at Dutchman and Lava Lake and Edison

As the course gets set this will be revised and I will notify you of the official course 2 weeks or more out.

Cash Purse and Awards/Raffle

500,400,200,100,100,100,100 for the men

500,400,200,100 for the women

- Any singlespeed winning the race overall will receive \$1000.00 bonus for first place
- Each category winner will race for free in 2013 at the High Cascades 100*
- Huge raffle, frames, racks, Wheelsets from Rolf Prima , Chris King, Specialized, and so much more

Awards at 8:00pm, please pick up your medal if you can't stick around, but its Saturday night, so where do you have to run off to?

*10 or more in a cat

Some extra details (check out the training section above)

- Tires: Larger volume, 2.0/2.2 and UST.....Tubes can pinch flat on lava
- Extra tubes at Edison and Wanoga (just in case with a few spare parts)
- An extra set of gloves are nice as the hours tick by
- A small packable jacket and arm warmers to stash away, you can get hypothermic in a hurry if you go down and stop moving and the weather is always 10 degrees cooler up top. In fact when I did an early am race simulation, it was 61 in Bend at 5am and 38 at the start.
- Chair for awards at 8pm with podium presentation and photo op
- Blanket for awards, bug spray and sunscreen
- A great sense of humor and fortitude
- A strong core to handle the twists and turns that you will encounter

Liter/gel wrappers/ect

I put this statement in just to make sure everyone realizes to "pack it out" dropping gel wrappers or anything on the course is subject to a DQ, so take the time to use a gel flask or pack it out. Leave no trace is always the best policy. Thanks If you do use Gel's please put the used ones in a different area on your body as to not "accidentally" yard a used gel wrapper out while retrieving a new one.

Search and rescue will be on hand if needed from Deschutes SARS (lets not call them) and the ARES Radio Group will be on hand for communications at each checkpoint. Each check point will record your time that you passed by.

***** Please tell the checkpoint if you DNF***** We do not want to look for you after you sneak away

If someone crashes, please tell the next aide station or checkpoint and not weather the rider was moving/walking/riding/bleeding and from where so we can get he or she the appropriate help.

Other trail users (important! Must read!)

Yes there will be other user groups on the trails at random times and please yield to them and keep everyone safe. Horses need room so please slow down and announce yourself and say thanks when passing at a slow rate. It only takes a moment to keep safety in check for all recreationalists.

Directions to Bend

From PDX Take HWY 26 out of Gresham to HWY 97 162 miles to Bend.

From the East take HWY 20 from Burns. From the South Take HWY 97 from Klamath Falls

From I-5 HWY 58 to HWY 97 or HWY 126 to Bend.

Special Note: Roundabouts are everywhere and you will turn the wrong way and make many a left circle before getting where you want to go.

Thanks for your support
Mike and family

**This race is authorized under a special event use permit with the
Deschutes National Forest (Bend Fort Rock District)**

Training for the Event

Mudslinger Events and Chris Eatough Coaching have partnered for you to get the most out of your time training on your bike. For those wanting the extra edge I highly recommend Chris and his plan for this epic event.

Train for the High Cascade 100 with Chris Eatough

Chris Eatough has been a professional mountain bike racer since 1998, specializing in the toughest endurance races in the world - from 24 Hour Solos to mountain bike stage races to 100 milers. Chris has poured all his knowledge and experience into a training plan written specifically for the High Cascade 100. More information on Chris Eatough's 12 Week Training Plan for the High Cascade 100 can be found here: [Link to Training Plan](#).

As you know, the High Cascade 100 is a tough race that will seriously challenge your fitness, skills, and mental toughness. Only the best prepared and focused riders will survive. Here are some general tips from Chris to help you reach your goals on race day:

It's advisable to start your training well in advance of the event to build up your endurance, efficiency, skills and comfort on the bike. This should start out with building a strong base with several weeks of base training with gradually increasing duration and low intensity. This should progress to shorter rides of high intensity with repeated hard hill efforts to increase top end and tolerance to high loads. The final prerace period should be based on lighter training load to ensure freshness for the big race.

Having a solid race nutrition strategy is also important for endurance mountain bike racing. Eating small amounts often will ensure that you are keeping up with the calorie and electrolyte demands, but not overloading your stomach, which can only digest so much when you are racing. Chris general guideline for intake when racing is:

- 300-400 calories per hour
- 24 to 32 ounces of fluid per hour
- 400 to 450 mg of electrolytes per hour

Training and preparing properly for the High Cascade 100 does take some dedication and commitment, but it's well worth it. The race will be much more enjoyable if you are well prepared (and can turn into a death march if you are not!), and you are much more likely to finish with a smile on your face and your goals exceeded. Having Chris in your corner and following his 12 week training plan in the build-up to the race ensures that you are not guessing at your training, nothing is left to chance, and when you roll up to the start line on June 16, you are ready.

For more information and to order Chris Eatough's 12 Week Training Plan for the High Cascade 100, go here: [Link to Training Plan](#).

Our Sponsors

Products that I believe in and can make your life of cycling better. Please support them

ROLF PRIMA WHEEL SYSTEMS

www.rolfprima.com

The Ralos 9, at 1475 Grams, and 24 spokes and white industries hubs, super sweet! And I will have a few pairs to give away worth 900.00 per set. Thanks Rolf Prima!

Hammer Nutrition

www.hammernutrition.com

What can I say other than its great and we will have Perpetuum/Endurolytes/FIZZ/HEED to get you through the ride

Daves Killer Bread

Portland's best and an Oregon Favorite. PB and J with Daves Killer Bread

Specialized

www.specialized.com

Tires and Helmets among other prizes from the leader in off-road innovation

Yeti Coolers

www.yeticoolers.com

Want to keep your stuff cold, they are expensive like your bike and worth every penny!

Ergon Grips

www.ergon-bike.com

Do you want your hands to be comfortable for the long journey? Look no farther and the packs and other gear are amazing

Deschutes Brewery <http://www.deschutesbrewery.com/>

Downtown Bend, Pint night is Monday if you are still in Town. Great beer and a long time favorite of mine. So many choices! **The New 2012 expansion will be done so stop by**

Belgium Budder

You know its good, everyone gets a free sample. Place it with care and avoid the pain

Chris Eatough Coaching and training plans

<http://www.chriseatough.com/>

Yakima (Portland)

<http://www.yakima.com>

The leader in rack Technology. Someone will win a rear hitch mounted Rack valued at over 400.00

Specialized <http://www.specialized.com>

The Epic and now Epic 29er is taking the world by storm. Great helmets, shoes and products from the Big S

Woodys Fenders <http://www.woodysfenders.com/store/>

Cody from bend hand crafts these works of art. Functional and exotic. Locally made and you can get 10% off by mentioning the HC 100

Baldys of Bend (Our caterer) <http://www.baldysbbq.com/>

Brian does an excellent job. You will get to have his food post race Saturday night, stop by his place to try something you did not eat after the race. Right on Century Drive next door to Pine Mountain Cycles

Tifosi Glasses

Super nice glasses for any occasion, on or off the bike

All the NUE Series Sponsors

Kenda, Velocity, Terry precision Cycling, Ergon, Yakima, Pro Gold and Endura

COTA

Local trail info <http://cotamtb.com/trails/>

Thanks for supporting the trails. This race would not be possible without them and the great trail support. We hope to continue this 5000.00 + donation with your support each year.

US Forest Service Bend Fort Rock

Thanks to Shane, Marv, Rick, Whitney, Chris and all the hard work bringing recreation of all types to Bend and allowing this event in partnership with COTA.

Sponsoring Bike Shops

Sagebrush Cycles <http://sagebrushcycles.net/>

Incredible support and service. James and his crew will take care of all your needs and will be at 2 aide stations to support you

Sunnyside Sports <http://www.sunnysidesports.com/>

Don Leet the master and Trail/course collaborator with me and his team have a great shop on the west side of Bend, on Newport Ave

Webcyclery <http://webcyclery.com/home.php>

Full service, just a stones throw away from the Old Mill District. Great Shop, excellent service!

Many more that are in town that are great to support as well

Pine Mountain Sports

www.pinemountainsports.com

Dan and the gang will be servicing an aide station with Mechanical support, great shop, excellent selection of bikes and gear for any occasion.

NUE Series Rules (2011 version)

Series Rules

Common Rules of the US MTB100 series

- Racers are responsible for knowing and following the rules of each series event. Many of the following rules are common among all the participating series events.
- Only one bike allowed (no back up bike). Racers may do any repairs to their bike with items they have with them and major repairs may be made at designated aid stations with the assistance of team crew or family. Any parts on the bike may be replaced but the bike must be the same bike you started the race with.
- Racers must complete at least 4 of the 8 national series events in order to qualify for series awards and recognition. Series results will be available after each event at usmtb100.com **Please note that we have removed the "Western Race Requirement" in 2007. We are also removing ANY requirement to race the final race in the series to be eligible.**
- Based on requests from participating racers for scoring that is easier to calculate, the NUE series, beginning in 2007, will award points based solely on finish.
2007 NUE Points will be calculated as follows: Racers will receive one point for 1st place, 2 points for second place, 3 points for third place etc. Lowest points wins!
Racers must complete at least four races to qualify for series recognition and awards so preference will be given to racers who have completed at least four races in calculating the standings.
After 4 races, all racers who complete more than four races will have their lowest score dropped so that only the best four races will be figured into the standings giving racers an opportunity to improve their scores during the season before the final race.
In the event of a tie: Racers must compete head to head in the final NUE series event to break the ties.
Note: Although it is no longer mandatory to compete in the final race to be eligible for series awards, it is mandatory to compete in the final event to break ties. Ties will NOT be broken by evaluating finish times!
If any racer's with tied scores fails to compete in the final NUE Series event, the tie will stand. If one racer competes in the final event, that racer will be scored ahead of the other tie'd racer.
- At many races with loops, racers may only leave the race course (perhaps to go to their car or the restroom) at the start finish area only and must check in and out with a race official.
- At all races, if a racer finds they are off course (whether by their own mistake or even sabotaged course markings) they MUST return to the point the racer got off course and continue FROM THAT POINT. It is always the responsibility of each racer to watch the course for turns and carry any maps or directional material provided at each race. Any racer that is proven to have been off course without returning to the original spot they were off course will be disqualified.
- Aid can be given by anyone at any of the races at designated aid stations that allow Crew Access.
- Singlespeed bikes must be single speed (no flip flop hubs with 2nd gearing option).
- Cut off times will be created to avoid night rescues and to allow the race to be over by dark. Check

with each race series for their cutoff times.

- Spectators may watch anywhere along the course but are asked to not ride the course during the race. Any spectator riding along with a racer, as support, is not allowed and will disqualify the racer.
- Parts of each course are open to other users on race day. This includes hikers, bikers and perhaps vehicles traveling on forest service roads and two tracks.
- Please watch for traffic at road crossings and other trail users.
- DNF... If you drop out of the race, you must notify a race official. Everyone needs to be accounted for!
- Please do not litter! Used gel packs are the worst to clean up. Leave no trace. Littering of any kind is strictly prohibited during the race. You will be disqualified if there is a report that a racer is not respecting this rule. The land we share at many of these races include State and National Forest Land. It is imperative that we show them we can hold events like these while being good stewards of our trails. Please pocket your gels, bars, baggies, bottles, tubes, etc. **DO NOT THROW ANYTHING ON THE GROUND!** Pack it in, pack it out!
- Each participating race director is responsible for the results of their own event(s). In the event of a protest, Racers must appeal to the race director of the particular event to file a protest. The National Series will not be responsible for resolving individual protests for participating events and the race directors decision will be final.
- For the sake of the integrity of the National Series, No participating Race Director of the National Series will have the right to alter race times for any reason! This includes deducting or adding time to a racer for any reason. A racer's time must be based solely on actual time. The racer either completed the entire course or is DSQ'd for not completing the entire course. This rule will insure that the results of the national series will be based strictly on finish times and the series will not be decided by a ruling by any participating race director.