

CASCADE
CREST 100 MILE
ENDURANCE RUN

August 23-24, 2008



Easton, Washington

Runners Packet

V.1

Cascade Crest Runner's Manual

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Cascade Crest Runner's Manual

Welcome

Thank you for signing up for the 10th edition of Cascade Crest! It took just two weeks before we had to close off entries this year and we will have our largest starting field. It is gratifying to have such strong interest in the event and we will do our very best to make sure you have a positive and memorable experience on race weekend.

Cascade Crest has a well deserved reputation as one of the toughest and most scenic 100 milers in the country. We've strived to maintain the low key, friendly atmosphere that race founder Randy Gehrke established during his seven years at the helm.

As in past years we are using the Easton, WA fire station as our start/finish headquarters. Easton is 70 miles west of Seattle on interstate 90. The community of Easton has supported the event since it's inception and we are happy to continue a strong partnership with the Easton Volunteer Fire Department.

This year we once again received in-kind support from two great Seattle area companies. **Brooks** has stepped in and helped us with apparel and runner prizes. **Nuun** provided electrolyte tabs which you'll find at the various checkpoints. Please support these firms so that they can continue to support smaller events like Cascade Crest. You'll also find samples in your pick up bags of **Phix**, a new yerba mate energy supplement made in Seattle. Be sure to let them know what you think!

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General Event Principles

We prefer to keep race rules to a minimum. You, your crew and your pacers can help Cascade Crest stay informal by practicing a few basic principles while you are on the course.

1. Retain your sense of humor. You paid to do this. This event can be difficult, painful, emotional and frustrating at times. Don't forget that it is also voluntary. If you are miserable out there (and most of us are at some point) slow down and eat. That will probably fix your attitude. If it doesn't, get stoic and force a smile on your face or else call it a day. Treat volunteers, crew, pacers, friends and family with thanks and respect no matter how tired, sore and grumpy you might be.
2. Don't litter on the course. That means any trash in your hand should go into a trash bag. If you are 10 feet out of an aid station either turn around and put your empty wrapper or cup in a trash bag or carry it with you to the next station. Do not leave trash on the ground.

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3. Be aware of course markings. We spend a lot of time marking the course but it is not a yellow brick road (as some of you experienced last year). We've got a dedicated crew of course markers this year headed up by Tim Englund (of Plain 100 fame ☺). On the Pacific Crest Trail we mark very few places and only for the benefit of those covering that section at night. Pay attention at intersections, keep an eye out for those PCT trail signs and you should have no trouble. We'll be out remarking sections while you run. If you think you are off track wait for another runner or back track until you know where you are. If you feel lost, remember principle #1 :)

4. Prepare for the weather. CCC can be hot, even though it is not considered a "hot weather" race. In 2006 the temps were in the 90's on Sunday. Come prepared for tough, energy sapping heat. CCC can be wet and cold as the 2007 participants can attest to. If it is a drizzly or even just a cloudy day you will get much colder than you expect on some of the higher sections. There is still snow on the course in the second week of August which is a first and the creeks are still running high. Unless we get a heat wave on race weekend the course will feel colder than normal because of the extra moisture. We have EMTs and search and rescue staff on our radio network if something goes wrong but we really expect you to be prepared for weather. Check the weather before race day; carry the right clothes, gloves, hats etc. and run a sensible race.

5. Do not go home without telling us. We want you to leave from the fire station on Sunday with a buckle in your pocket. If you end up dropping out you must let an aid station captain know. We want the search and rescue people at home and you out on the trails, not the other way around.

6. Know your limits. All 100s are tough and this one lands on the 'tougher' end of the scale. Pay close attention to how you feel as the event progresses and don't let your watch get you into trouble. If you are pushing too hard, slow down. The second half of the course will take it's toll if you do not pace appropriately. Close to 50% of finishers at CCC usually come in between 30-32 hours so be realistic with time goals. In 100s, there is little fame for the finishers and no shame for those who leave the course early. Whether you end up running 100 miles or 20, our objective is to give you a fun weekend on some beautiful trails, with good food and camaraderie.

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Course Description

There are TOPO maps posted to the website along with elevation profiles. There is a link on the website to order the Green Trails maps that cover the course. If you are unfamiliar with the course we recommend reading through this description with the maps and elevation charts handy.

Start to Tacoma Pass: *This section has some steep, hot climbs and is underestimated every year. Don't use up too much energy too early.*

You will leave from the fire station and make your way along part of the John Wayne Trail before cutting through a private residential neighborhood (shhh!) to a series of foothills and dirt roads that lead to the first aid station (4m) and the Goat Peak trail. The climb from the Start up to Goat Peak is not trifling. To put it in perspective, it is essentially the same elevation gain and mileage as the climb up to the Escarpment at the start of Western States expect the footing is tougher and you'll do it in the heat of mid-morning. Do not take Goat Peak lightly. Many CCC dnfs start on this climb. If you have aspirations of course record glory, by all means, take off. For the rest of you, settle in, downshift a gear and drink on the climb.

As you pass by the rock outcropping on Goat Peak you can basically see the entire course to the North and East. From here you'll cruise some nice single track along a ridge line to the second aid station at Cole Butte (11m) and then drop down 1,500' and climb back 1,500' to the third station at Blowout Mt. (15m). About 1 mile up (yes, up) from Blowout Mt. you'll link up with the PCT. Be sure to take a right here. If you miss this turn and cross the Columbia River you've gone too far.

You will spend the next 30 miles on the famous Pacific Crest Trail. Make sure you understand what the PCT trail makers look like. We generally do not mark the PCT except for some key intersections. It is pretty easy to follow as long as you are paying attention ☺. After a really nice and generally downhill section you will pop out at the Tacoma Pass aid station (23m) which is also the first crew access point. If you are feeling the heat of the afternoon this is a good spot to take minute and make sure you are getting enough fluids and calories.



Tacoma Pass to Hyak: *Almost all on the PCT; capped off by a rope-aided scramble and a long train tunnel. Most of you will see half of this section in the dark. The PCT is not a difficult trail but it is not fast. Don't panic if you are moving at 3.5 - 4 mph.*

From Tacoma Pass to Stampede Pass you'll do some moderate climbs. Snowshoe Butte aid station (28m) is accessed via a ¾ mile uphill bushwack hike so be sure to thank the volunteers! They will have fluids and a few light snacks for you. Stock up on food at Tacoma Pass before the section to Stampede Pass. If you expect to be at the back of the pack, We suggest carrying a small light from Tacoma Pass which may mean sticking it in your pack from the start. You will have about 10.5 hrs to get to Stampede before it's dark and if hot weather might slow you down consider bringing a light in case you need it for the last couple of miles.

About 1.5 miles from Stampede Pass you will start to pass under a series of power lines. There are three sets of power lines and the last one is the widest. You'll know it because in the middle of the clearing the trail does a sharp turn to the right and then back to the left. When you hit the trees after that clearing you've got 0.3 miles to the aid station. Stampede Pass (33m) is staffed by Craig McKee and the Easton FD. You MUST leave here with lights for night running.

From Stampede Pass you've got approx 14 miles on the PCT to Olallie Meadows with the Meadow Mountain aid station about halfway along. These are longish sections (about 7 miles between stations) but the trail is moderate with decent footing and some nice older growth sections. From Stampede you'll hit a large blow down about 3 miles out and at 5 miles out you cross a forest service road just after passing over Stirrup Creek. The PCT signs / blazes are easy to follow, just keep an eye out and don't turn off on any dirt roads. Meadow Mt. station at 41 miles (approx.) is at a forest service road crossing. Leaving Meadow Mt. you make a gradual climb over a ridge and past a sign saying that you are leaving the national forest and entering the Cedar River watershed. At this point the trail leaves the trees and you are in an old clear cut. Downhill from this ridge to Yamika Pass the footing is a bit loose and the trail is a bit overgrown. As you come down into the saddle of Yakima Pass you will cross a few old logging roads and you will pass a pond on your right with a trail sign marking Yakima Pass.

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From the Yakima Pass sign the trail switchbacks up to Mirror Lake. There are some creek crossings that should be an easy hop at the end of August. Just before reaching Mirror Lake you leave the clear cut and reenter the trees. There will be almost certainly be people camping at the south end of Mirror Lake. They are there to enjoy the weekend in the wilderness and did not expect a steady stream of runners to roll through all evening. Try to be quiet as you pass through. This is not the aid station. Even if they happen to have pirogues here they are not for you. Keep on truckin'; you've got 5 miles to go. Savor the pretty run along Mirror Lake. It is one of many reasons why we really like the Cascades. It is about 1/2 mile around the east side of the lake and shortly after leaving the lake you'll hit a trail intersection. Stay straight (do not go right). You'll climb from the lake up about 500 ft on gradual switchbacks. At the top of this climb pay attention and stay to the left. A trail to Twin Lakes goes to the right and downhill and the PCT goes to the left. The mileage sign is old and illegible so trust me, just stay to the left. If you find yourself bombing downhill with no PCT markers... we'll, don't say I didn't warn you while you are back tracking uphill. The next 2.5 miles or so to the Olallie Meadows aid station (47m) are very pretty. The trail is rolling and generally downhill. If you are fast enough you can enjoy the views before the sun sets. This is a good section to regroup, shake off the heat and get an appetite so you can enjoy the pirogues. Scott McCoubrey and The Seattle Running Company team will take good care of you.

Leaving Olallie Meadows you will stay on the PCT for about a mile before leaving the trail to the left for the infamous ropes section. There will be fixed ropes to get you down a couple of tricky sections. It is steep and can be slippery here so please use the ropes and take your time. Most of you will do this in the dark. Be patient and careful please! You'll come down to the John Wayne trail and head to the right towards the railroad tunnel. This bears repeating: when you finish the rope section and hit the John Wayne Trail (an old railroad bed) GO TO THE RIGHT.

The tunnel is one of the unique features of Cascade Crest. It is cool and damp inside and over 2 miles long. Make sure your flashlights are working well! Exiting the tunnel you'll follow the old railroad bed trail for about 1/2 mile until you hit a parking lot. GO TO THE LEFT and keep taking lefts until you button hook around and are running up the access road with I-90 on your right. Then cut under the highway to the aid station. This is an area we will mark more heavily this year. Those parking lots can get confusing after a full day in the woods...

Hyak is one of the major aid stations on the course and a great place to take stock of how you feel. Fuel up and make sure you have the right clothes and lights for the rest of your night running.

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Hyak to Mineral Creek: *A relaxing starry night climb up and over Keecheelus Ridge with a chance for some good fast downhill running before the trials and tribulations of the Kachess Lake Trail, aka the "Evil Forest" or the "Trail from Hell".*

You will leave Hyak by going left along the paved access road just to the north of I-90. You'll be on pavement for a mile or so (sorry) and then on dirt road for the climb up and over Keechelus Ridge. Keechelus Ridge (60m) aid station is about halfway between Hyak and Lake Kachess. This is a good section of the course to recoup and look up and enjoy the stars if they are out. The climb up to the Kacheelus Ridge aid station is long so settle in for a good power walk. After you leave the aid station you'll climb up about another ½ mile before beginning a long downhill dirt road section. The downhill section into Lake Kachess aid station is one of the fastest sections of the course if you want to make up some time. It is a long section so prepare yourself; both your quads and your mind. It can take longer than you think it should. Just before the aid station you need to turn left at a road intersection so be aware and looking for the turn. The aid station is not in the Lake Kachess campground.

Lake Kachess aid station (68m) is another good place to size things up as it is easy to get back to Easton from here. Once you leave Lake Kachess you're going to have a long journey to the finish one way or the other as there are not any close and easy places to drop out the rest of the way. If you drop after Lake Kachess you will need to wait at the aid station until it is packed up. If you are right on the cutoff at Lake Kachess you need to really feel good to get to the finish. This is a good place to be realistic about your prospects. This is a drop bag station and it is usually a good place to pick up a grilled cheese sandwich.

Leaving Lake Kachess aid station we will send you on a bushwack trail that cuts down to the start of the trail by the lake, often referred to as the 'trail from hell', which takes you to a right hand turn to Mineral Creek. The total section from Kachess Lake aid station to Mineral Creek aid station is 5 miles long and looks quite benign on the elevation chart. At night on tired legs it can wear you out. It is rocky, root-strewn and rolling with dozens up short, steep gullies. Take your time and be careful. Even the front runners tend to take over 90 minutes to cover this section and it will take most runners over two hours in the dark. There are some tricky sections of trail in here that require prudent, cautious navigation. Worry about speed on the other 95 miles of the course.

Finally you will take a right hand turn at a signed trail junction onto trail 1331 to Mineral Creek. ¼ mile downhill you will cross the creek to the aid station. Expect to get your feet wet here. Some years there is a log crossing but right now there is not. We may string a guide line across the creek to help you with footing in the dark.

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Mineral Creek to the Finish: *A long uphill dirt road with great views followed by single track with even better views and steep, short climbs, followed by an epic downhill single track interrupted by the results of an epic avalanche. A bit of log climbing before arriving at the Silver Creek aid station. Then 4+ miles of re-entry to civilization on Jeep trails, dirt roads and pavement back to Easton.*

You will leave Mineral Creek on a gradual uphill dirt road. The road climb goes for 7 miles and gains almost 3,000 ft. About 2 miles out of the aid station you will come to the crew access point at a road junction. There is also an unmanned water drop another mile or so up the road. After some tight road switchbacks you'll bend around the corner to the left and arrive at the No Name Ridge aid station (80m). Rumor has it there will be an 80's revival party in full swing but I can't promise anything. Be happy, you're now back onto single track for the next 15 miles!

The next section is the prettiest and toughest on the course. We will have it marked with ribbon and there are reflective trail markers on the trees. There are some great views along the way of the Alpine Lakes Wilderness and the Stuart Range. Don't forget to pick your head up and enjoy the scenery.

The cardiac needles are a series of short but steep climbs between No Name Ridge and just after French Cabin. There are basically 4 climbs + the climb up to the Thorp Mt lookout. The first one is the worst of the bunch (you'll know it when you get there).

4 miles after No Name Ridge you'll reach the Thorp Mt. aid station (84m) and make the out and back climb up to the lookout cabin. You'll get a marker of some sort at the top to verify that you got to enjoy every last vertical foot. Thorp Mt. aid station will have limited fluids (plan on 20 oz. per person) and some snacks. This all gets hiked up several miles on the backs of an incredible crew of volunteers led by Sharon and John Carlson. Feel free to heap effusive praise on your aid station hosts if you have any energy left. Also, be sure to top off your fluids before leaving No Name Ridge aid station and ration from Thorp to French Cabin if it is hot and you are running low.

It is 4 mostly downhill miles from Thorp to French Cabin (88m). The last climb on the course (really) is just after leaving the French Cabin aid station. Once you crest onto the pretty saddle it is time to shake out your quads and get ready for downhill. From the saddle to the Silver Creek aid station there are basically three sections: steep downhill, moderate downhill, steep downhill. There was a powerful avalanche this winter that buried the trail that follows Silver Creek 3.1 miles from the last aid station. You will follow a detour around the east side of the downfall from the avalanche. There will be some log

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hopping required so be mentally ready for it. From Silver Creek to the finish line is 4+ rolling and flat miles into and through Easton and back to the fire station. You'll be smelling the barn.

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Aid Station Summary

| STATION | MILEAGE | CREW ACCESS | DROP BAGS | NOTES |
|-----------------|----------------|---------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------|
| Goat Pk | 4 | NO | NO | Water only |
| Cole Butte | 11 | NO | NO | |
| Blowout Mt | 15 | NO | NO | |
| Tacoma Pass | 23 | YES* | NO | |
| Snowshoe Butte | 28 | NO | NO | Limited – hike in station |
| Stampede Pass | 33 | YES* | YES | You must leave with lights!! 8:30P cutoff |
| Meadow Mt | 40 | YES* | NO | Parking is limited. |
| Olallie Meadows | 47 | YES* | NO | Recommended that crews skip this station. Rd is in bad shape. |
| Hyak | 53 | YES | YES | Hot food 3:00A cutoff |
| Keechelus Ridge | 60 | NO** | NO | NO CREW VEHICLES on the course between Hyak and Kachess Lake |
| Kachess Lake | 68 | YES | YES | Hot food. 8:00A cutoff |
| Mineral Creek | 73 | YES*** (on road 2 miles from station) | YES | Long drive around. Must park at the top of the road climb. Please do not drive all the way down to the aid station. |
| No Name Rd | 77 | NO | NO | Unmanned water drop |
| No Name Ridge | 80 | NO | NO | 11:30A cutoff |
| Thorp Mt | 84 | NO | NO | Limited – hike in station |
| French Cabin | 88 | TBD | NO | Rough road conditions |
| Silver Creek | 95 | YES | NO | |

Crew Information

This is a crew-friendly course. There is not a great deal of driving (unless you go to the Mineral Creek Rd.) and there are a lot of access pts. If you are crewing and want to pitch in at an aid station please feel free. If you are new to this be aware that crewing involves long intervals of potentially anxious downtime punctuated by one or more minutes of runner interaction with high potential for unnecessary stress. You can reduce your stress by planning with your runner ahead of time and by not trying to meet your runner at every possible check point. If you are crewing we hope you will build in some time to see the scenery and get a sense for what the runners are experiencing outside of the aid stations.

Crewing is a established practice in 100 milers and an important part of many runner's race strategy. Bear in mind that some runners do not use crew support. One priority with the course is to minimize the

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interaction between runners and moving vehicles. We've also had some road damage due to strong Winter and Spring storms. We retained some limitations to crew access instituted last year. If you are an old hand at crewing CCC please review this section and respect the changes we've instituted.

* **PCT Course Access:** Between Tacoma Pass (23m), Stampede Pass (33m), Meadow Mt (40m) and Olallie Meadows (47) there are 4 available access pts within 24 miles. We respectfully request that you refrain from going to every single one of those aid stations. They are all accessed on narrow dirt roads with washboards, mini washouts and a lot of dust if it is hot and dry. The race exists at the whim of the forest service and we want to maintain our good relationship. Crew traffic has the biggest impact on the area during race weekend. These 4 aid stations have limited road side parking. Please consider skipping Meadow Mountain and / or Olallie Meadows. The roads are in bad shape this year.

** **Kacheelus Ridge:** Crew vehicles are not allowed on the paved or dirt roads between Hyak (53m), Kacheelus Ridge (60m) and Kachess Lake (68m) aid stations. This is to allow the runners a car-free journey over Kacheelus Ridge. Crews, when you leave the Hyak aid station, do not turn left and drive down the access road north of I-90. You must take the highway back to exit 68 to access Kachess Lake aid station.

*** **Mineral Creek aid station:** Crews must park at the top of the two-mile climb out of the Mineral Creek aid station. Do not drive downhill all the way to Mineral Creek. We will have a sign up there to direct you. Please let the runners make the climb out of Mineral Creek without having to deal with vehicle dust. You can crew your runner when they come to the road intersection two miles out of the aid station or you are welcome to walk down the road to the aid station and accompany your runner back up. Please do not park past the road intersection.

**** **French Cabin:** The road into French Cabin (88m) is pretty rough. Don't try to drive up with a low clearance vehicle. We will not mark this road and discourage crews from accessing this spot as parking is very limited.

This year we are asking runners to limit crew support to one vehicle per runner at each station. Hyak is an exception as there is easy access and adequate parking. Parking is tight at every other aid station. See if you can carpool with other crews if you know your runners are moving at the same pace. Exit 62 accesses Tacoma Pass, Stampede Pass and Meadow Mt. This is a great place to park a vehicle and double up. The roads are slow and washed out to Tacoma and Meadow Mt. At all aid stations, park sensibly. These roads are used by other people on race weekend and we don't want them inconvenienced by our vehicle traffic.

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In all cases, please drive slowly and carefully, especially at night. We worry more about you on the roads more than we do about your runners moseying along the trails. You are welcome to retrieve your runner's drop bag before they arrive, help the aid station staff as other runners come through and politely pester the radio crew if you're wondering how long your runner is taking.

Directions to aid stations are posted on the website. We will also have copies of the directions at the race start.

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Drop Bags

We have 4 drop bag locations. Please be sure to have your lights for night running ready to go at Stampede Pass. Drop bags will be returned to the fire station for you to retrieve. It is your responsibility to reclaim your gear before you go home. If you are a fast runner and plan to use a Mineral Creek drop bag, they will probably not be back at the fire station until around noon on Sunday. Plan accordingly. Drop bags that are left behind will not be mailed back to you.

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Pacers

A pacer's job is to help their runner accomplish his or her goals, and to display good trail etiquette and uphold the principles of the event.

Pacers can start at Hyak (53m). Normal pacer options are as follows:

- run the whole second half from Hyak (53m)
- run from Hyak to Kachess Lake (68m)
- run from Kachess Lake to the Finish

Runners with pacers should still carry their own gear (no Leadville muling). Pacers are welcome to graze at aid stations but we expect you to come prepared with the essentials anyone would bring on a long trail run. Please leave the GUs for the runners and bring your own supply if you need them.

Pacers are allowed from Olallie Meadows for runners leaving Olallie after 9:00P however we strongly suggest using pacers starting at Hyak vs. Olallie since the logistics are easier. You cannot park overnight at Olallie Meadows and if you do we will get a scolding from the Forest Service so... don't do it. If you feel you must pace from Olallie it is up to you to hitch a ride up the hill from Hyak.

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If you are pacing for the first time a couple of suggestions... Know the course distances and elevation profile of the section you will cover. Keep track of your runner's general pace (i.e. carry a watch). Make sure to remember to drink and eat. Don't treat the aid stations like a convention buffet but make sure to keep yourself fueled. Pick up any trash you find along the way (hopefully not an issue). Come prepared with some good stories but be ready to run in silence for hours if that is better for your runner. Sometimes quiet company is nice. Always be aware of course markings. In this writer's opinion it is easier to get off course with a pacer since two people tend to both pay less attention to markings, especially when talking.

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Aid Station Supplies

Things you will encounter at aid stations:

Water (we use fresh, delicious Easton, WA tap water. WA water consistently tests cleaner than any major bottled waters and we don't like all those plastic bottles.)

Gu20

Salty junk snacks (chips, freetos etc.)

Sugary junk snacks (the normal mix)

Bananas

Cantaloupe

Potatoes with salt

Watermelon (at a few spots)

Sandwiches (pb&j, turkey)

Soup

Ice (as much as we can get out there if it is really hot)

Soda (Coke and Mt Dew – not until Tacoma Pass)

Nuun electrolyte tabs

Friendly people

Supplies

Duct tape

Vaseline

Real Hot Food

We plan to have hot 'real' food for you at approximately half of the aid stations. You should expect to encounter: Grilled Cheese, Pirogues, Mac & Cheese, Raviolis, Burritos and potentially some other options at select aid stations. For those of you who will be new to this distance we really recommend taking the time to eat real food. There are some very talented 100 mile runners who can make it through these runs on nothing but gels and fluids but most of us can't. You will need lots of calories to get back to Easton on foot and we will do our best to provide enough variety to keep the aid stations interesting. We will have soup at the night time aid stations. There will be coffee at a few aid stations. We will do our best to have plenty of ice for you at all of the major aid stations.

Things you may not find at aid stations:

Pain meds. If you want advil etc. plan to carry your own. We recommend against taking anything but minor doses of ibuprofen during the event. Please use common sense and stay well hydrated if you choose to take ibuprofen.

Electrolyte caps. We will have Nuun and Succeed (or something similar) out on the course but please don't rely on the aid stations for such a crucial supply. All of you are used to using some form of electrolyte replacement - Succeed, eCaps, Nuun, rock salt - your choice, your responsibility. Plan ahead.

Specific foot care products. Many aid stations will have duct tape (which we rank second to water in general life utility). Beyond that plan your own foot care if you think you'll need it.

Gels – We will have GU at a few select spots but most aid stations will not have gels so plan to carry what you think you will need. Where you do encounter GU, remember the rule that it's rude to take seconds until everyone has had a chance to eat. In other words, we've got enough for one per runner per station. The runners behind you thank you in advance for your consideration ☺

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Medical

We expect you to be prepared for medical situations unique to your health history. If you have any special conditions (allergies, asthma etc.) we will ask you to write them down when you check in on Saturday morning and to carry any medications with you during the run. We do not do weigh-ins before and during the race. Dehydration and over-hydration are possibilities at any 100 mile event. You should have a plan to manage your electrolyte intake and pay close attention to your body and especially to how you are processing fluids. We have EMTs on the course at Stampede and Kachess Lake aid stations. We will have basic first aid supplies at other aid stations.

This is a remote, wilderness event and should be approached with preparation, caution and care. We expect you to be self-sufficient and responsible on race weekend.

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Travel and Accommodations

At this point you've either got accommodations or are planning to crash in your car (old school style). If you need info on where to stay or get supplies, check the travel tab of the website. If you managed to get a copy of this manual I'll assume you can operate on the internet...

Driving Directions to the Start / Finish

To get to the fire station take exit #71 off of I-90 and head south (right if coming from Seattle, left if coming from Cle Elum) from the exit and keep going straight, past the post office on your right, over the railroad tracks and up to the fire station which will be on your left. If you can't find the fire station, you are in for a long weekend...

Last Minute Food and Supplies

If you are not passing through Seattle and out I-90 then Cle Elum is your best bet for last minute items; there is a Safeway on 1st Ave. If you are coming through Seattle and heading out on I-90 here are a few options to grab last minute items as you pass through Issaquah. These stores are all close to the highway.

Issaquah Grocery Stores (exit 15 or 18):

PCC Natural Market - 1810 12th Ave NW - 425-369-1222 exit 15

Trader Joe's - 1495 11th Ave NW - 425-837-8088 exit 15

QFC - 1540 NW Gilman Blvd - 425-392-7500 exit 18

Safeway - 735 NW Gilman Blvd - 425-392-0410 exit 18

REI's flagship store is on I-5 in downtown Seattle

REI – Downtown Seattle – take the Olive St. exit off if I-5 and take two lefts

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Canine Companions

We like dogs and trails and especially dogs on trails. Some of you are planning to run with your furry best friends during the race and we encourage you to do so. If you have your dog on the course you must have crew, you must take very, very good care of your pooch in the heat of the day and please be respectful of other runners. There are absolutely no vets nearby. Dogs who join the beginning or end of the run through Easton must have their runners on a leash.

Runners without dogs... we strongly advise you not to run in a mail carrier's uniform.

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Your Support

Cascade Crest directs a large chunk of your race fees to help our friends and hosts at the Easton Volunteer Fire Department. The race is able to make a donation every year to help with the FD Auxiliary Fund which provides support to members of the Easton community and the surrounding area who are in need. Some of their projects include Christmas food baskets and presents for needy families and an Easter Egg Hunt for kids from Easton and Cle Elum. The Fire Department makes the race happen for us and we thank you for allowing us to support them financially.

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We also direct a smaller portion of race fees to support organizations who's work protects the trails, forests and views that you will see during the event. The [Cascade Land Conservancy](#) is a Seattle based land trust focused on protecting working farms and forests in Western WA. They are the driving force behind the Cascade Agenda, an ambitious 100 year regional plan to help Western WA grow in a way that protects the economy, environment and livability of our communities.

The [Pacific Crest Trail Association](#) (PCTA) acts as the primary steward for the famous trail through the Sierras and the Cascades from Mexico to Canada. We are privileged to use a section of the PCT during the race and happy to support the PCTA in the name of Cascade Crest.

[Washington Trails Association](#) (WTA) directs most of the trail building and maintenance work taking place throughout the Cascades. Their work across the region deserves the solid support of all local trail runners. Glenn Tachiyama (our official event photographer) has organized the design and sale of a trail running calendar for several years to support WTA.

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Race Weekend Schedule

Friday, Aug 22

On Friday night there is an informal dinner at 6P (or so) at the restaurant by the Summit Lodge at Snoqualmie Pass for anyone who is interested. This is on your own and unplanned. It's generally pretty easy to spot slightly nervous ultra runners.

Saturday, Aug 23

7:00 - 9:00A - Race Check-in. You will check-in at the fire station to pick up your number and race packet.

7:30 - 8:30A - Drop bags dropped off. We'll have drop bag locations staked out by the firehouse by aid station. Send out what you need but please don't pack like you're going on vacation with Imelda Marcos.

7:00 - 9:30A - Breakfast at the firehouse for runners and crew.

9:00A - Mandatory race briefing. This is the only time on race weekend when we are all together. We really use this time to recognize some of the people who help to make this event happen. Runners, all you need to do is clap enthusiastically when prompted and we'll have you out of there in no time to hit the porta potties. Crews, we'll cover any last minute course issues, cover general logistics and answer your questions.

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9:55A – Jessica Oliver will be back this year to sing the National Anthem (a CCC tradition)

10:00A - Get going

Sunday, Aug 24

6:00P – Course closes

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Cascade Crest Runner's Manual

For First Time Runners

A majority of you have not run Cascade Crest before and some of you have been wise (others might say daring) enough to choose CCC as your first 100 mile run. In either case it is our hope that everyone toeing the line at 10 AM on August 23 finishes. We've surveyed a stellar group of Northwest running luminaries and compiled tips and advice on the course and on the distance. These are suggestions, specific and general, that past finishers wish they had known (or listened to a bit more carefully) before tackling CCC.

Phil Shaw – 2006 CCC overall winner

Here's my advice to first-timers regarding the CCC:

1. The second half is harder than the first half. Always remember this.
2. Run fast coming down from Keechelus Ridge (about mile 60-65, if I remember correctly). This road is the last opportunity to make up time before the nasty stuff starts.
- 3.. The infamous "trail by the lake" (also known as "the evil forest") is not so bad, and actually comes as a refreshing respite after a long stretch of road. Take it slow, be patient, and know that everybody has to slow down on the rocks and roots.
4. The Cardiac Needles will be the worst part of the race, but showcase the best views on the course. Forget about your time and enjoy the ridge.
5. At every 100 miler I've run, I reach a low point around mile 35 when my feet hurt, my lungs are tired, and I'm hungry. If I keep going, however, I'll bounce back and feel relatively good for the remainder of the race. The lesson? Push for a few more miles and things may change.
6. If you're not from the Northwest, you may be expecting cool weather and lush forest. The CCC covers some beautiful territory, but it's not protected wilderness (races can't happen there, sorry). Expect clear cuts and logging roads during the first 40 miles. The clear cuts can be very hot in August. I recall the first stream crossing to wash the sweat out of my eyes at mile 35.
7. By the 10 o'clock start, it's hot outside, and the first climb can be a shock. Go slow and push the pace after Stampede Pass when the cool of the evening makes running more comfortable.

Krissy Moehl – Hardrock 100 course record holder

Eat and drink early and often. Take care of yourself before you feel bad. Wait to take caffeine. Avoid Ibuprofen. Practice running at night with your light system... most important... HAVE FUN!

Melissa Berman – 5 time CCC finisher

Obtain and study the maps! Study, study, study. Know the course like the back of your hand. Know the distances between aid stations.

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Figure out ahead of time what would have to happen to make you quit and do not quit unless that thing happens. For some people it might be they are not making some time/distance goal. For me it is I will keep going unless I injure something so badly that I am physically unable to proceed. And I have finished with some very nasty blisters and I have spent 1.5 hours at an aid station (Kachess Lake) where my crew thought I was a goner, but I came back from the dead and finished.

To finish CCC (and maybe any 100 or any ultra for that matter) one must be determined to finish because inevitably something will happen out there and you will have to get past it or give up.

Kendall Kreft – multiple CCC finishes

The #1 bit of advice I would offer, in particular to first time 100 milers is to be patient. It should feel easy at the start. I believe that many first timers start too fast, getting caught up in the excitement of the event and then struggle later on. Don't be afraid to walk early and often. At the same time, don't just stroll along; hike with a purpose and take advantage of the walking breaks to eat and drink. Small amounts of food and drink on a regular basis work better than gorging at aid stations.

If you have a lot of dirt and grit in your shoes early, it may be worth the time to clean your feet and shoes. Avoiding hot spots will keep your feet happy longer.

The CCC course has some long climbs and some long down hills. I'm not a good climber, so I won't try to offer advice here. However, I do down hills pretty well. Stay relaxed, keep your turn-over up and avoid braking too much. Coast the downs as much as you can. Don't lean back on your heels.

Finally, use the aid stations. People are willing to help you. Let them fill your bottles, but tell them what you prefer. Take care of yourself and then get moving. Eat while you walk. A surprising amount of time can be lost at aid stations. On the other hand, if you need a break, sitting down for a short break can help with some partial recovery. Just don't stay too long.

When training for CCC, if possible train on the course. If not, spend a lot of time on hills - both up and down.

Jamie Gifford – Two time winner – 8 time finisher

The biggest thing that I would stress is that due to the 10:00 AM start, it can be very warm right away. Therefore, can't stress enough the importance of starting out conservatively (especially given the first climb) and staying very well hydrated. Also, starting out easy will save the body for the second half of the course.....which is very challenging!

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Kent Holder - How to finish CCC100

Cascade Crest was my 8th different 100 mile race over a span of 21 years of running ultras. I wanted it to be special as it was to be my last 100 miler. I love the distance but at 61 the training had become more of a commitment than I wanted to continue. I picked Cascade Crest to be my last 100 on purpose. You see, it had a reputation for the "magic" of the early years of development of 100 milers. The no nonsense flavor of self reliance and self actualization obtained competence. Traits somewhat diminishing in the "Ironman glow" dominating some of the popular big name 100s. I had heard that CCC100 was in many ways like the early days of Western States & Leadville & others like Angeles Crest, Wasatch and Vermont I had run in their beginnings. I was not disappointed & I have come away with a cherished memory still lingering 7 years after my last 100 miler. It was not an accident. Let me explain why.

First I read everything I could find written about the race & talked to as many runners as I could who had done it already. I learned as much as possible & then I went to the venue to learn more. Studying maps is good but running the actual trail prior to the race is the best training possible. There's always the possibility of course marker vandalism. If you ever feel that you're off course, retreat the way you came until you regain the course. This course has the reputation of being adequately marked. I really enjoyed learning the course & pre-running it in segments in the months prior to the race. For those who this is not possible, learn the course from the description & maps as best you can.

Altitude & heat should not present any problems because the Pacific Northwest Cascade mountains are not too high elevation & the weather on race day is usually fine. The steepness of some of the hills is extreme. Some of the miners trails the course follows in some places take the shortest route just like the miners & their burros did... straight up or straight down! Train those climbing & descending muscle groups, you will need them. Don't worry about stuff you can't avoid like the tunnel or the roped descent.....enjoy their uniqueness.

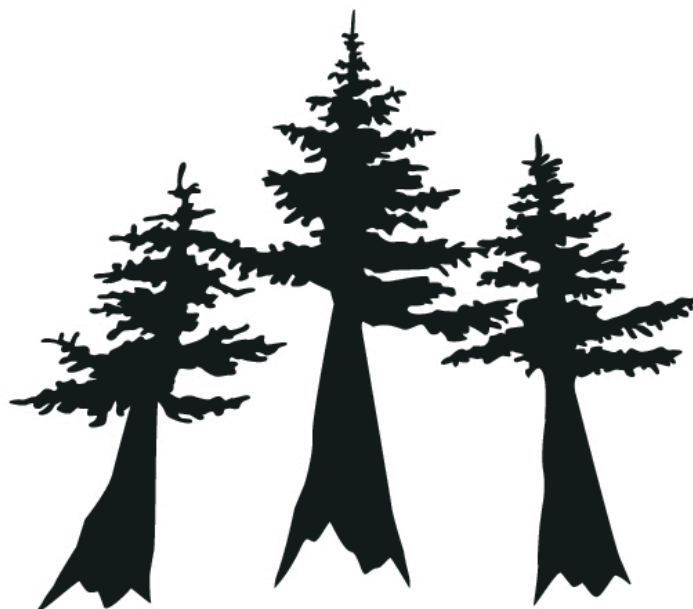
Address problems before they are problems. Simplistic advice but it's true. Take care of all those things you know you have to take care of: like caring for your feet, eating & drinking, preventing rashes & blisters, planning for your drop bags, coordinating your crew if you have one, and all the other stuff you know that you need to do. Think about your race & what you want to take away from it. Then make your plan to execute it.

Patience will reward you in this race. I started dead last on purpose to control my exuberance. My pacing goal was to be able to run at the same effort at the end of the race as in the beginning. I was able to do that & was rewarded with a 7th place OA & I covered the entire 100 miles with the same effort throughout. I never really sped up the entire race and I really didn't have to slow down either. I walked a

lot but was never reduced to having to walk. This is not easy to do but it can be done by ordinary ultrarunners like me with course knowledge, proper training, discipline and patience.

This is a Classic 100 mile race. Treat it & yourself with respect by learning about it & training for it adequately. If you do you will finish with a cherished memory.

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CASCADE CREST 100 MILE ENDURANCE RUN