



## 3RD QUARTER SERIES RACES & CURRENT STANDINGS

Between July and September, we witnessed five series-affiliated races including the Harding Hustle 50K, Angles Crest 100 Miler, Bulldog 50K, Endure the Bear 50K, and Noble Canyon 50K with series members well-represented. Interestingly, there was not a single 50-miler on the calendar during the quarter. We'll have to see what we can do to either get a 50-miler added or one of the existing races to offer both a 50-mile and 50K option.

The AC100 was certainly the "big" race of the quarter with excellent finishes by Mari Bennett (29:21:41), Jason Sung (31:55:30), Sylvere Valentin (28:37:44), Jack Cheng (26:24:56), Tin Tse (30:33:03), Andy Kumeda (26:01:28), Larry Rich (31:49:14), and Rob McNair (26:39:02). Andy Kumeda was the top finisher at AC closely followed by Jack Cheng and Rob McNair, an ageless ultrarunning "machine" who continues to defy father time!

After eleven series events over these first nine months of 2014, the current men's and women's points leaders and mileage leaders are held by the same persons, Sylvere Valentin and Yen Darcy.

### Series Points Leaders

Sylvere Valentin—350.8 points.  
Yen Darcy—161.6 points.

### Series Mileage Leaders

Sylvere Valentin—474.4 miles  
Yen Darcy—321.6 miles

We have five series races remaining before the end of the year, not including Cuyamaca 100K which was held on October 4th. Let's get out there and run some races and share the experience and the wealth!

## WELCOME NEW MEMBERS

Please join us in welcoming five new members to the Series! A special welcome to Rob McNair and John Radich, long time ultrarunners in the SoCal community, and a hearty welcome to Joseph, Elmer, and Neil!

Joseph Scherger  
Elmer Scherger  
John Radich  
Neil Barnsdale  
Rob McNair



### INSIDE THIS ISSUE

Junko Takeya Conquers the Cuyamaca 100k .....	2
Saving Your Feet .....	2
Preparing for 100 miles .....	3
Andy Kumeda's "Last Great Race" .....	4
New Pacer Rules for AC100 .....	4

### SPECIAL POINTS OF INTEREST

- Training for 100 Miles races takes discipline and a plan and lots of miles. Train Smart!
- Foot care is a critical part of successful Racing, especially longer distances where your feet will take a beating.

# JUNKO TAKEYA CONQUERS THE CUYAMACA 100K

BILL RAMSEY

In 1995, Junko Takeya was a smoker and had struggled with asthma since a child. She had decided to help out at an Eco Challenge Adventure Race and found herself standing at the finish line watching the racers come in with big smiles, loud hoots and shouts of joy. She was intrigued and wanted to find out for herself what that was all about. Here were folks who had been pushing their bodies to the limit for several days and now, as they approached the finish, their expressions and obvious satisfaction belied what they had just endure.

Not long after that, Junko canned the cigs and took up running. In 1999, she signed up for the Chino Hills Trail 10K and got her first taste of running in the dirt. She was pretty much hooked. No cars, no crowds, no exhaust, just lots of scenic vistas and long trails to be explored. Holcomb Valley 50K located at over 5,000 feet elevation wouldn't be at the top of the list for most 1st time ultrarunners, especially those dealing with asthma. But Junko's daring spirit and natural confidence convinced her that the HV50K would be a great introduction to ultrarunning. She had a great experience, finishing comfortably and hasn't looked back since.

Now let's fast forward to Saturday, October 4 and Camp Cuyamaca situated in the State Park of the same name and both the start and finish of the Cuyamaca 100K.

While the forecast indicated that race day would be warm, probably very warm, that wasn't a major concern. Given a choice, Junko will take the heat over the cold anytime. Her main concern was staying ahead of the cutoffs since this would be her first 100K and she wanted to maintain a pace she could comfortably sustain for the whole day.



The race started rather uneventfully and unfolded as well as Junko could have hoped. All was going well while staying on pace, keeping hydrated, and getting electrolytes. Then the unthinkable, she had been chatting with another runner as runners often do when they missed a turn near the 18 mile mark and found themselves well off course. To add to the mishap, she had run close to a mile and a half off course adding almost 3 miles to her race. Now Junko was in uncharted terrain, running in last place and pushing the climb hard to make the cutoff at 22 miles. With a strong effort and new found motivation, she barely got in under the cutoff. It was a good omen and now she concentrated on getting the first 31 mile loop under her belt.

While she was grateful for getting that first 31 miles down, she realized that was only the halfway mark distance-wise. Physically, halfway would be somewhere between 45 and 50 miles. It was early afternoon and the sun began to bake the Cuyamaca terrain unmercifully along with all the runners struggling on the course. The heat would take a serious toll on the race field. Of the 182 starters who began the race, before the day was done, 58 runners would decide that discretion is indeed the better part of valor, and would decide to drop. Junko refused to let the prospect of a DNF creep into her head.

## FOOT CARE TIPS THAT CAN SAVE YOUR RACE

BY JOHN VONHOF

Here are a few foot care tips I wrote to help runners at the Amazon Jungle Marathon. I'll be there in a few weeks to help with foot care on the medical team. The tips are valuable for anyone doing a 24 hour race, a multi-day event, an adventure race, or a long backpack. Remember, your feet will carry you day to day only if you take care of them. Start with good toenail care. Trim your nails short and then use a file over the front edge to remove any rough edges. File the tip of the nail so when you run your fingertip over the tip of the toe and over the nail, you don't feel any rough edges. You can also file the top of the nail if it's thick. Coming to the race with bad toenails will ensure toe blisters and black toenails. Make sure your shoes fit well. Have enough room in the toe box for your toes to wiggle. Your feet may swell over the race and you don't want shoes that are too tight. Some shoes, like HOKAs, retain water and become heavy over the days, as they are wet so much of the time. Wet and waterlogged shoes are heavy. Get good socks. Don't show up with cotton socks. Socks made with Coolmax or wool are good choices. Injinji toe socks are great. Have several pair and wash then after each day's stage or have one pair per day. Also don't show up with old socks or ones with holes in them. Do whatever you can to reduce any calluses. Getting a blister under a callus can be painful and it's very hard to find the pocket of fluid for draining. After showering, use a callus file or pumice stone to shave the callused skin from your feet. Then apply some callus cream. This is something that should be done several times a week. Calluses are the result of friction and pressure between your shoes and feet. Make sure your shoes will drain water. Shoes that hold water inside will increase the maceration effect of your feet being wet to long, leading to wrinkled and soften skin that can fold over, crease, and split open. Check this by filling your shoes with water and seeing whether it will drain out. You can heat a nail (at least 1/8 inch round) or an awl and make several holes at the inside and outside

## PREPARING FOR & RACING 100 MILES BILL RAMSEY

This is the first in a series of short articles about training and Racing 100 miles.

Generally, it's necessary to get your weekly running mileage up to a minimum of 65-75 miles about five or six weeks before the 100 and hold that mileage for three weekends, and then take a three week taper. In terms of long runs, 50 milers can be good but can take a lot out of you if you don't run them very easy and provide adequate recovery in between 50s. I've typically run three 50 milers in three months in preparation for WS100, but none within 6 weeks. It's not necessary to run more than 31 miles on any given day within eight weeks of Western States 100. If your body and legs can handle the training load, then pushing your weekly mileage up to 80-90 miles will pay big dividends. But don't risk injury or over-training for high mileage. Some folks will run the Miwok 100k in early May as a "tune-up" for WS100. That's too many miles in a single run too close to the race.

A 3 week taper (90 to 60 to 30 miles, or 75 to 50 to 25) generally seems ideal. You can adjust the taper based on your own total mileage I've had excellent success with my longest training runs being 22-28 miles, and typically rest on Monday with an occasional rest day on Friday. The Monday/Friday rest has always worked well to rest up for and recover from especially long mileage over the weekend. Occasionally, you can throw in an easy Friday before the big weekend. On the 5th weekend before a 100 miler, I like to do 16-20 on Friday, 24-30 on Saturday, and 18-20 on Sunday for 58-70 miles in 3 days to simulate race conditions. The Sunday run is done on relatively dead legs and teaches your body and head how to make those legs turnover just when you thought they had nothing left in them. During training runs, I often visualize myself running the upcoming race which can be a great confidence builder.

As I've gotten older, I've found that my recovery takes longer and cross-training is a big help. Running only 4 days a week (Saturday, Sunday, Tuesday, and Thursday) with rest or cross-training days can help you recover and stay injury-free. Remember, the ranks of DNFs are filled with the injured and over-trained. Now go out there and put a sensible training plan together and stick with it!

## Cuyamaca State Park



Her pace quickening, she managed to catch and pass nine other runners between the 22 mile aid station, where she was dead last, and the finish. Junko said the sweetest sight of the entire day was seeing the sign, "One mile to finish." With that sign, the realization quickly overcame her that she was going to get her first 100K finish, a hard earned but sweet victory. When she finally crossed the finish, her overwhelming thought was "Glad to be done!" She had come a very long way from that weekend in 1995 helping at the Eco Challenge Race. She once again was reminded of what she had witnessed at that adventure race many years before and the joy of getting a finish! There's no better feeling than pushing your body for a long time in your quest to attain your personal running goals and to be rewarded with a great finish.

Later Sunday, in the post-race fatigue, soreness, and temporary dementia common to ultras, Junko threatened to put all her running gear in one big pile and start a bonfire. Of course, that didn't come to pass and by Monday, she was checking out the San Diego 100 website and setting a bold new goal.

## CONQUERING THE CUYAMACA 100K

Now Junko trotted out the dirt road to begin the the second loop which began with a long, hot, exposed climb from roughly 32 to 35 miles. This would be the toughest part of the race for her, both physically and mentally. If she could just get that second loop under her belt, she'd have only one more to go and would have the company of her good friend, Yen Darcy. She welcomed Yen's extensive ultra experience which gave her the confidence that together, they would be unstoppable. Junko pulled into the start/finish before sundown, another good omen. The last 18 miles loop would be run mostly in the dark, but with the cooler temps that evening brings and with the company of Yen, she thought to herself that this is very good.

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Junko Takeya



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## ANDY KUMEDA'S "LAST GREAT RACE"

Many ultra runners would blanch at the thought of running a tough, 100-mile mountain race at altitude with lots of elevation change. But not 46-year old Andy Kumeda, a long-time fixture on the Southern California ultra scene. Andy thrives on such races and this summer, took on and completed the venerable "Last Great Race," consisting of six of the oldest and most challenging 100 mile trail races in the Nation. He finished two in under 24 hours including an outstanding sub-20 hour at Vermont, and the other four, in under 30 hours despite the fact that two of them, AC and WF, have 33 and 36 hour time limits respectively:

Sep 5, 2014	Wasatch Front - 100M	29:03:36
Aug 16, 2014	Leadville Trail - 100M	27:01:56
Aug 2, 2014	Angeles Crest - 100M	26:01:28
Jul 19, 2014	Vermont - 100M	19:52:49
Jun 28, 2014	Western States - 100M	24:55:10
Jun 7, 2014	Old Dominion - 100M	23:25:57

Please join us in congratulating Andy on his awesome accomplishment and look for a more detailed story about his adventures and exploits in the next edition of the newsletter!



### NEW PACER RULES FOR THE 2015 AC100

Following this year's AC100 and after evaluating the issues related to parking, Ken Hamada, Race Director issued the following change which should make for a safer and better race. "This year I was at several aid stations where half dozen vehicles were parked 2 feet over the white fog line. CHP was prepared to write a ticket on those vehicles, if we did move them. Luckily, we got the crews to move their vehicles.

We had three problems: (1) cars parked over the white fog line creating a safety problem, (2) finding out who owned the vehicles and (3) in order to put on the race, I need the CHP to write a letter to the USFS assuring safe passage of both vehicles and runners along Highway 2. CHP will not allow me to put on the race due to incorrectly parked vehicles along Highway 2. We have asked the runners to help us with the vehicle problem.

This year some runners had as many as 3 cars crewing a runner. In one small parking lot we had over a half a dozen pacer vehicle parked over 12 hours taking up valuable crew parking space. This has to stop or there will be no race. We are incorporating several changes to accommodate the vehicle problem as the popularity of the race grows. These changes will allow me to open up the race to more runners in the future. Excessive parked vehicles limit the number of runners that I can accept every year.

- 1) Cars: only one car per runner on the course.
- 2) Pacers: pacers will only be allowed at Chilao. No pacer will be allowed after Chilao.
- 3) Vehicle ID: every runner will be issued a "car bib" that will have the runners name and his bib number.
- 4) Penalty: we will hold the runner for 10 minutes where the vehicle infraction occurred or at the next aid station, if the runner has already left. Badwater holds runner for one hour for a vehicle infraction!

Several popular 100 mile trail runs are starting a "solo runner program", rewarding those runners that choose to run solo (running without crews or pacer) and with no cars on the course. In the old days, no one used crews or pacer, so I know it will work. Over 20% of the more experienced runners have been running AC100 solo for years. And many of them do not even use drop bags. We have well stocked aid stations and complete drop bag service to accommodate the solo runner.

In 2015 AC100, we will begin the Solo Runner Program where the he will be given a unique bib and singlet to identify him. We are in the process of creating new rewards for the Solo Runner.

For the 2016 AC100, we will allow the Solo Runner the first 50 slots to enter earlier then the rest of the runners. When the Solo Runner enters the race on-line, he will agree to he will run solo.

Most newbies will not run solo. This will allow the more experienced solo runner an early entry. Lot of the more experienced runners are complaining that they could not get in this years race because of the surge of new runners entering the race. This rule change will kill two birds with one stone! If successful, we will expand the Solo Runner program to 100 early slots for the 2017 AC100, 200 early slots for the 2018 AC100 and 300 early slot for the 2019 AC100.

Eventually, every runner running AC100, will be running solo and there will be no runners vehicles on the course which is the way it was when ultra trail running began 30+ years ago. Anyway, thats the plan. If it works, we will open up the race for more runners which is what everyone is asking for. But I need your help to make it work."

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*Ken Hamada, Race Director, AC100.*