



THIS SET OF RULES IS INTENDED FOR EVENTS WHERE ON-ROUTE SUPPORT IS NOT ALLOWED AND ALL SUPPORT IS PROVIDED EITHER BY THE RACER OR A CREW THAT IS STATIONARY IN DESIGNATED, STATIONARY PIT AREAS

It is vital to the smooth conduct of your event to have a clear and complete set of rules that can guide riders, crews and officials.

This document is offered as a starting point for race directors or event organizers. If you are planning a new event, feel free to adopt this with minimal tailoring, or use this as your first draft for a more customized final document. If you already have a document establishing your event's rules, it is strongly suggested that you review this document to identify any rules or requirements that may be missing from your own.

These Model Rules are provided for information purposes only and the World Ultracycling Association disclaims any responsibility for their adequacy in supporting any one or more specific races or aligning to, or conflicting with, any applicable local laws, regulations, customs, or practices. Race Organizers assume full responsibility for their use of these Model Rules.

If you have questions about interpretation or application of these rules, please contact WUCA via president@ultracycling.com. If you identify rules that are in your own documents, or have faced circumstances that you feel deserve consideration of a new rule, please feel free to bring those to our attention as well.

COVER PAGE

*Insert event name, logo
And any branding on this*

Before you start

It is the responsibility of every racer and crew member to read these rules carefully before the pre race briefing, (insert time and location for pre-race briefing here).

If this is your first endurance race it is paramount that you read and understand all the rules. We are here to answer your questions. We want to ensure that you have a safe and enjoyable experience.

If you have any questions, please email (lead official or organizer point of contact) before the pre-race briefing or ask during the pre-race briefing. Please do not start the race with unanswered questions.

Penalties will be given to the racer/crew for violations of the rules.

REMEMBER - *Ignorance of the rules is no excuse.*

Each race has variations on the standard WUCA rules so even if you are an experienced racer or crew member make sure you read the rules associated with this event – you will almost certainly find some unique requirements.

Rules are present to ensure safety for all, a good and fair experience for all and to uphold the integrity of our endurance community. These events are run on public roads and through local communities, please respect each other and the people you come in contact with when you are racing. You are now an ambassador for our endurance community.

Definitions

These definitions are used throughout the rules:

Crew - Any person supporting a racer throughout the race. This also includes media crew. Also, any person who actively assists the racer in any manner for any amount of time, physically or mentally.

Day Time - Day Time is from 07:00 to 19:00

Follow Vehicle - A Support Vehicle that is functioning as support for the racer and nearest to the racer. Under Night conditions, the Follow Vehicle will follow directly behind the racer at all times. (follow support may or may not be allowed on a repeating-loop course)

Leapfrog Support - A type of support where the Follow Vehicle is not directly behind the racer but instead leapfrogs (drives or 'jumps' ahead of the racer at the speed of traffic. The Follow Vehicle stops off the road, waits for a period of time, then catches the racer and stops again. Leapfrog Support is not allowed during Night Time Conditions.

Night Riding - Night Time is from 19:00 to 07:00 **OR** any time when vehicles would normally have their night driving headlights on **OR** anytime visibility is less than 300m (100 feet). If you have any doubt about the visibility conditions, operate as if it is night riding.

Penalty - Punishment for violation of a Race Rule. A Penalty may be a Time Penalty (15 minutes) or disqualification. Race Officials may issue a Reminder, Warning or Penalty.

Race Headquarters - The main Race Office during the race. Responsible for tracking racers, recording penalties, and monitoring the race on an on-going basis in conjunction with the Race Director and Race Officials.

Race Official – An event staff person designated to enforce these Rules.

Race Route - The official Race Route is as designated in the final route files, as distributed in (paper Route Book and/or electronic) format at the pre-race riders Briefing Meeting.

Racer- For the purposes of this document, a Racer may refer to a racing entity, team or solo. Racers are those on the official roster and eligible to participate in the race and ride towards the finish line.

Racer Exchange - For Teams, the point when the racer on the road stops riding and a new racer continues forward progress.

Briefing Meeting - Pre-race meeting to be attended by ALL solo riders, at least 1 member of a 2 or 4-person team and at least 1 crew member. It is the responsibility of the team or crew member in attendance to share information received at the briefing.

Registration Documentation - A series of forms which are available to download from the event website. These forms must be printed and filled in by the racer/crew member. They will then be signed off by a Race Official at Sign-on and scrutiny in order to participate in the race.

Rolling Exchange - A Racer Exchange where the new racer starts riding while the incoming racer overlaps wheels, and then stops.

Route Book - The official event Route Book, which details the Race Route with detailed instructions.

Stationary Exchange - A Racer Exchange where the incoming racer stops and the new racer starts.

Support Vehicle - A motorised vehicle with at least four wheels and is used to transport people and/or equipment necessary for use by a racer

Time Station or TS - Designated points along the Race Route where each racer's GPS tracker records specific times for the leaderboard standings.

Race Divisions

- Solo Supported (Male and Female) - Solo Racer racing the entire distance on a solely human-powered bicycle with a support vehicle and crew. Sub-divisions will be recognized for
 - Standard upright bicycles,
 - Recumbent bicycles, and
 - Human-powered vehicles (faired or enclosed, HPVs)
- Solo Unsupported (Male and Female) – For events allowing and/or segregating finishers between Supported and Unsupported categories, see Appendix 1 for rules unique to Unsupported racers.
- Relay Supported - 2-Person or 4-Person teams (Male, Female or Mixed) - Two or four Racers sharing the entire distance on a defined bicycle type with a support vehicle and crew. (Note – A three person team is permitted, but will race in the 4-person category)

Time and Checkpoints Start Time

The first rider will go off the start line at **(date & time)**. Subsequent riders will depart at intervals advised during the Briefing Meeting, normally between 2 and 5 min apart. If a Rider is absent for their designated start time, the Race Director may, at his/her discretion, either assign a later start time or may deny the Racer the permission to start, if such a delay is impractical for any reason.

Solo and team start times will be available and posted at the Briefing Meeting and may also be posted on the event website. ***(If a mass-start event, definition of classes/categories or other distinctions being used to establish grouped start times should be substituted here.)***

Time Allowance **(FIXED DISTANCE EVENTS)**

The race will have a time allowance; racers must finish within their allowed time to be considered an official Finisher or official Team Finisher. As the Race has a staggered start, each racer's or team's time allowance begins from their assigned start time.

Solo Racers will have a total elapsed time allowance of **(xxx hours)**.

Relay teams will have a total elapsed time allowance of **(yyy hours)**.

Time Extensions

The Race Management may decide to extend the time allowance for the race in light of exceptional weather or other unforeseen circumstances. In the event that a racer is very close to cut-off times,

the Race Management, in conjunction with Race Officials, may grant an extension of time taking into account all race circumstances.

Time Considerations

The staggered start times are excluded from the time allowance. Time accumulated via penalties is excluded from the time allowance and will be added on after the finish time is known. An official finish time may exceed the allowed time when penalties are added.

Finishing Status

To be considered an official Finisher or an official team Finisher, a racer must:

- Finish within the time allowed for their category (exclusive of penalties)
- Still be eligible to race (not disqualified)

All others who cross the finish line beyond the time allowed have our full respect for their accomplishment though they are not given any finish time and will have a status of DNF (did not finish).

Order

In the event of a sprint to the Finish the front point of the front wheel of the lead Racer must cross the plane of the Finish line, as in traditional bicycle racing. If a pace line of racers on the same team are converging upon the finish line, the front racer determines the finishing order.

Winners

(for fixed DISTANCE events) The racer with the lowest accumulated time in each Race Category and an official Finisher will be declared the winner of that Race Category. The lowest accumulated time will take into account penalties, credits, and staggered start time.

(for fixed TIME events) The racer with the highest total distance travelled in each Race Category and an official Finisher will be declared the winner of that Race Category. The distance travelled will take into account penalties, credits, and staggered start time. *(note – there are various options for dealing with partially completed laps at the end of a fixed time event. Following are three of many possibilities. Generally speaking, the longer the lap length, the further down this list will be appropriate.)*

(option 1 – completed laps) Racers will be credited for all laps that are completed by the cutoff time defining the event (e.g. six, twelve or 24 hours). Regardless the portion of lap completed at the cutoff time, only completed laps will be credited.

(option 2 – interpolated proration for portion of last completed lap) If a racer has crossed the start/finish or timing line before the cutoff time for the event and wishes to utilize the remaining time for a partial lap, that racer may continue and finish a full additional lap. The final lap must be completed, even if after the event cutoff time, in order for proration credit to be given. The proration will be calculated based on the measured speed for that last lap and the amount of time that remained available after the last lap completed prior to cutoff.

(option 3 – extrapolated proration of last completed lap) If a racer has crossed the start/finish or timing line before the cutoff time for the event and wishes to utilize the remaining time for a partial lap, that racer may continue and finish a full additional lap. The final lap must be completed, even if after the event cutoff time, in order for proration credit to be given. The proration will be calculated based on the rider's average speed for laps completed prior to the cutoff time. *(Depending on timing system, the average speed may be calculated over the entire duration of the event, or a defined number of laps prior to the cutoff time.)*

Continuation

Riders may continue riding if they are DNF or outside the time cut-off however, they are not officially part of the race. Race Officials and Race Headquarters will not record the progress of these riders. Riders will be listed in the results for the last mileage they completed officially. (see section below regarding proration of distance covered for partial laps in a timed event.)

RULES

Section 1: General Information

100: Intent and Purpose

These rules represent the minimum interference with racer strategy and performance while effectively controlling the race and preventing hazardous situations that have developed in other similar races. While the rules of the race help to ensure maximum safety and competitive fairness, the ultimate responsibility for both safety and fairness remains with the racer and crew.

Safety is of paramount importance for everyone involved - Racers, Crew, Staff, and all others using the roads the race travels on. Please pay attention to safety at all times.

110: Race Chain of Command

The chain of command in the event is as follows:

1. Race Director – (xxx xxxxxxxx)
2. Headquarters Director - (xxx xxxxxxxx)
3. Race Officials – All officials as formally recognized and designated by the Race Director

Racers should first direct questions to the Race Director or Headquarters Director then Race Officials on the Race Route.

120: Race Director's Rules Prerogative

The Race Director reserves the right to clarify the “intent of the rules” to preserve the integrity of the race. The Race Director may construct new rules and penalties, or alter old rules and penalties if necessary, before, during, or after the event under circumstances that were not foreseen by any of the following rules, or if a racer is trying to find “loopholes” in the rules.

The interpretation of any rule will be primarily governed by these two principles:

- **Safety is always prioritized.**
- **Any action of a racer or crew which results in either an unfair advantage to the racer or an unfair disadvantage to another racer will result in a penalty.**

Full responsibility for any rule decision and any penalty will be borne by the Race Director.

Furthermore if a penalty is disputed and the decision is upheld another penalty may be given. If a new rule is created or a rule is clarified, upon verification by the Race Director, all racers or crews will be notified within 6 hours. Notification will be via text or phone. It is the responsibility of whoever received the message on a crew to pass the information along to the rest of the crew and racers. The rule will go into effect 6 hours after verification. That is, there is 6 hours of leeway and warnings before penalties will be given.

130: Race Officials

Race Officials are instructed to keep interaction with crew and racers to a minimum. They will be friendly but cannot give aid or favour to any one racer except in the case of medical emergency.

Contacting a Race Official

If a crew or racer needs to confer with a Race Official, the crew may signal a Race Official vehicle by blinking headlights several times and waving an arm up and down out a side window. If a Race Official cannot be contacted this way, a request for a Race Official may be made via text or phone.

Questions

Concerns or questions about rules should be relayed to Race Headquarters or Race Officials. You may also contact the Race Director for questions.

Covert Officials

There are Race Officials in marked vehicles, many of which will cover the entire Race Route as well as covert Race Officials who may appear on the Race Route from time to time. These “covert” Race Officials may appear anywhere at any time without warning. They may give penalties on the spot, or they may report a violation of the rules, which will be assessed by the Race Director at a later time.

140: Contingencies

During the race, racers and crew are likely to experience one or more unplanned events. Race management cannot be held accountable for such events and will not issue time credits, deduct time off a racer’s overall time, or move a racer up the course due to unplanned events such as traffic light malfunctions, traffic jams, trains, winds, storms and other ‘force majeure’, detours, road construction, and any other similar occurrences or unplanned events over which race management had no control. It is possible that one racer has to follow longer detour option during daylight road construction and then the direct route is open again at night for the following racers. These routine inconveniences are all part of endurance racing and part of the challenge.

150: Official Race Time

The race clock will be set at the start and will not stop for any reason. The Race Director, however, may make time adjustments after the start of the race to account for extenuating circumstances.

The Official Race Time will be kept by Race Headquarters using a timepiece coordinated with the Official International Atomic clock system.

160: Official Language

The official language of the race is English. All racers are responsible for reading and understanding these Official Rules and Regulations. All official race signs, directions, and oral instructions will be in English.

170: Emergencies – Medical and Other

Emergency – Call (xxx) to request Police / Ambulance / Fire to your exact location as defined by the official route book.

Non Emergency – Contact Police (PSNI) by calling (xxxx)

If the injury is non-life threatening, but should be checked out by a professional, treat and transport to the nearest Hospital Accident and Emergency Room (these are listed in the Route Book). All injuries and accidents must be reported to Race HQ as soon as possible.

Section 2 Rules Violations 200: Penalties

Time penalties for traffic law violations or race rule violations will accumulate throughout the race. Violation of any rule may result in a penalty being issued.

Any racer, crew, or personal film/media crew observed by a Race Official violating traffic or race rules may be penalised. These penalties will be served by the associated racer. Not knowing these rules is not an excuse for non-compliance.

Race Officials prerogative

A Race Official may stop a racer and/or crew at any time to discuss safety or rule concerns without allowing offsetting time. While not a penalty, it is within the Race Official's discretion to use up to 1 hour as a 'cooling off' time as well as an opportunity to discuss and explain to the racer and/or crew the details contained in these rules.

210: Credits

A time credit may be given in an unusual circumstance and is 100% at the discretion of the Race Director upon conferring with his Race Officials.

220: Notification

If you receive a warning, a Race Official will notify one of the racers or one of the crew. They will do their best to do so within 3 hours of the violation being observed. It is the responsibility of the person notified to notify the rest of the crew.

When possible, the notification will be by a Race Official on the course. When possible, the notification will include a copy of the penalty sheet. Not knowing these rules is not an excuse for non-compliance.

In a few cases Race Officials may need to evaluate further circumstances to determine if a penalty is warranted. In these cases, a Race Official or Race Headquarters will notify one of the racers or one of the crew within 3 hours of the violation being observed that Race Staff are reviewing a potential penalty. A Race Official or Race Headquarters will notify one of the racers or one of the crew of the results of the review within 6 hours.

230: Warnings

Warnings may be given at the discretion of Race Officials or Race Director. Warnings can be given at any time.

A warning does not have to be given before a penalty can be assessed.

240: Public Reporting

A warning or penalty may be given if a rule violation is observed from video during the race. Video may be from race film crews, racer film crews, the internet, or other available sources.

A warning may be given if a rule violation is reported during the race by someone in the community along the course. These reports may be made to Race Officials, to Race Headquarters, or to the Race Director.

250: Disqualification

The following are considered flagrant offences and are grounds for immediate disqualification:

- 1.** Refusal to agree and abide by the contractual requirements necessary to participate in the race. Racers and crew must conduct themselves in a positive and professional manner, provide release of liability waiver and insurance waiver, and satisfy racer conditions to race, etc.
- 2.** Use of illegal drugs or intake of alcohol of any kind by a racer or crew.
- 3.** Use of banned substances by a racer.
- 4.** Use of a motor or any other form of technological fraud.
- 5.** Racer advancing along the Race Route without a bike or in any vehicle with the intent of not riding a section of the race route.
- 6.** Improperly registered or improperly insured Support Vehicles or improperly licensed Support Vehicle operators.
- 7.** Intentional and non-incident drafting of any vehicle.
- 8.** Holding onto another vehicle (motorised or non-motorised) to aid or augment forward travel.
- 9.** Refusing to take a sleep (off bike) break, as requested by a Race Official.
- 10.** Behaviour on the part of a racer or crew that is deemed inappropriate and that might cause safety, legal, or reputation problems for the race or other racers and their crew.
- 11.** Wilfully altering roads signs to misdirect other racers or for any other reason.
- 12.** Illegal dumping of any kind
- 13.** Racer proceeding at night without a Follow Vehicle

260: Suspension and Banishment

For any of the violations resulting in disqualification from the race, the following applies.

The Race Director reserves the right to ban anyone, racer or crew, from the race if it is determined that this person is a serious liability or detriment to the event for any reason whatsoever. This provision is intended to be used only in extreme cases and may be applied for the active event, subsequent events, or in extreme cases, for all future events.

Section 3: Police, Traffic Laws and Waste Management

300: Police

The Race is conducted over public roads and is subject to national and local rules and law. Prior to The Race the relevant police and roadway management officials have been contacted and any concerns brought up by them with regard to The Race have been addressed. We trust that you will receive cooperation from these authorities, however note the following points:

- The authority of police officers in exacting compliance to the rules of the road for all users of the public roads supersedes all race rules.
- On occasion, an officer fails to be informed of the race and takes action to interfere with a racer's progress or the operation of a supporting vehicle. A racer must comply with any officer requests. A racer may even be forced to leave the Race Route. If any dispute arises with local authorities, the Race Director will determine the merits of the case and whether any time or distance adjustment should be made. If the action was a result of the racer or crew vehicle driver not conforming to traffic laws, Race rules and directions, or riding/driving unsafely, no time or distance adjustment will be made.
- The Race is conducted on public roads. At all times, be polite and courteous to other road users. You are Endurance Cycling Ambassadors and responsible for the integrity of our endurance community

310: Traffic Laws

1. Racers must obey all traffic laws including stops at stop signs and red lights. Violation of any Traffic law by racers or crew may result in a penalty.
2. A legal Race stop is defined as follows: Just short of a track stand, slow enough to theoretically turn the handlebars to the side without falling. The spokes of a wheel should be individually visible or graphics on a disc wheel should be readable. A racer does not actually have to remove a foot from the pedal and touch the ground.
3. Turning at a red light, making an immediate U-turn and another turn to avoid waiting at a red light is not allowed.

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4. In the event a traffic signal light sensor fails to detect a racer or Follow Vehicle and display a green light, the racer or event vehicle must wait for a minimum of three (3) minutes for the signal to change. If the signal has not changed after three minutes, the racer or Follow Vehicle may continue forward progress only in AN EXTREMELY SAFE MANNER to advance past the defective traffic signal. If there is a sign which states a longer wait is necessary, then the time stated on the sign is the minimum time to wait.

320: Waste Management

Racers or crew members who are seen disposing of waste materials in an illegal manner will be Disqualified. Food and normal crew car waste must be disposed of in litter bins or brought with you. All human waste must be disposed of appropriately.

Offences against public decency will result in penalties.

The severity of the penalty which will be given in relation to any form of waste disposal will be at the discretion of the Race Official.

Section 4: Pre-Race Requirements

400: Readiness

The race staff have to accommodate all participants. Our time is valuable, your time is valuable, and all other racers' time is valuable. Respect our time and we will respect yours.

Time Penalties will be assessed for not being present and ready for any required activities unless a prior arrangement has been made with the Race Director, Headquarters or Race Official. These penalties will be added on to your overall time.

410: Clearance to Race

In order to race, you must turn in your Registration Documentation with all tasks signed-off by a Race Official. Refer to the Registration Documentation checklist for the full list of requirements. You should refer to the Forms in the Registration Documentation to review details that will be checked during sign-in and inspection. Registration Documentation will be available to download from the event website.

Section 5: Support Vehicles

500: General

1. There is no maximum number of support vehicles or crew that a racer or team may have. A supported racer or team must have at least one vehicle and a minimum of one licenced driver. For events with anticipated duration greater than ten hours, a team must have a minimum of 1 vehicle and 2 licenced drivers. All supported teams must have sufficient vehicle capacity to transport all crew, racers and equipment in case of race abandonment. A minimum of two vehicles is strongly recommended so that a racer or team is able to progress during mandatory direct follow conditions in the event that one support vehicle must make a stop for any reason.

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2. All Support Vehicles must be properly registered and carry at least the minimum insurance required by law by the start of registration.
 3. All Support Vehicles must pass an Inspection prior to the race start.
 4. All Support Vehicles must display official Race signage, which is provided in the race package at sign-on.
 5. All Support Vehicles must use their headlights whenever the vehicle is in operation, day or night. This will make all of our Support Vehicles much more visible at all times during the race.
 6. No Support Vehicle may block or impede the progress of another racer.
 7. All Support Vehicles must travel at normal regulated speed when not following behind their racer.
 8. The Support Vehicle may not pass the racer more than 4 times per hour (to prevent a regular wind “push” from it as it passes) and must do so at normal traffic speed.
 9. If a Support Vehicle is unexpectedly disabled, the crew must immediately notify Race Headquarters. Based on the racer’s location in the race, distance travelled, crew experience, etc., the Race Director will determine as to whether or not an additional Support Vehicle will have to be obtained to finish the race.
- 10. Never stop in the roadway.**
- 11. Do not park in driveways of private residential property at any time.**
12. Motorcycles may not be used as support vehicles. They may be used by media crews however this is at the discretion of the Race Management and permission must be sought beforehand.

510: Vehicle Lights

1. All Support Vehicle lights must be operational. This includes head lights, rear lights, indicator lights, reverse lights, fog lights, and parking lights.
2. Additional vehicle driving lights such as bumper mounted lights are allowed as long as they do not shine in a manner so as to project undue glare toward oncoming traffic. Essentially the additional lights should not exceed the height of the original car headlights.
3. Additional driving lights of any kind must be wired so as to be able to be dimmed or turned off when approaching oncoming traffic. Recommend tying in a relay to the vehicle main driving light dimmer switch.
4. High-beam and auxiliary headlights must be dimmed when overtaking traffic as well as for oncoming traffic. High-beam and auxiliary headlights should also be dimmed if following slow moving traffic closer than 100 meters (300 ft.).
5. Hazard warning lights are only permitted to be used when a vehicle is stationary. They MUST NOT be used when performing direct follow (8PM to 7AM). In direct follow the amber light is to be used.
(Confirm this regulation with local traffic authorities as it varies by location.)

520: Amber Roof Lights

1. In addition to standard emergency flashers built into the vehicle, the Follow Vehicle must have an amber flashing light on the roof or roof-rack as per the following instructions:
Follow Vehicle – (1 or 2) Amber flashing roof light which, must be visible from 360 degrees (or from the rear only, depending on local regulations).
2. The roof mounted amber flashing lights must not be too bright as to momentarily blind or create excessive glare to a passing motorist. Amber lights must be switched on with following the rider in direct follow (7PM to 7AM).
3. If the lights are too bright or too dim modify or replace accordingly by adding higher intensity bulbs.

4. If a follow vehicle is using a single roof amber light, it must have at least 1 spare amber roof light. This is in the best interest of the racer/racers.

USE OF VEHICLE LIGHTS

	Headlights	Hazard Warning Lights	Roof Mounted Beacon
Follow Vehicle	Switch on at ALL times	Only When stationary at Roadside	Only to be used during direct follow 7PM to 7AM
Support Vehicle	Switch on at ALL times	Only When stationary at Roadside	Only if being used as a replacement follow vehicle from 7PM to 7AM
Bike	Front and Rear ALWAYS on (Strobe or Constant)	N/A	N/A

530: Vehicle Signage

1. The windscreen and left and right front side windows must be clear of all solid obstructions. Other windows may display signs or racer numbers. However, the driver must have a view of following traffic with inside or outside mirrors.
2. All Support Vehicles must display their racer number on all four sides with easily visible numbers. (race numbers provided at sign-on by race management)
3. All Support Vehicles must display a rear-facing bright sign, which says 'Caution Cyclist Ahead'. (signage provided at sign-on by race management)
4. Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required the race vehicle signage including racer number.
5. Support Vehicles may not display number signage from another event.
6. All Lighting and Signage will be checked during Inspection. Review the Vehicle Inspection Form Registration Documentation to see what a Race Official will check.

540: Follow Vehicle

1. Each racer must be supported by at least one primary Follow Vehicle intended to accompany the racer.
2. The Support Vehicle designated as the Follow Vehicle may change during the race.
3. Follow vehicles must have the required number of crew members with driver's licences at all times when following a racer (see 500:General)
4. Although a Racer may enter the race with two or more Follow Vehicles meeting all the requirements of a Follow Vehicle, only the vehicle following the racer will be termed "the Follow Vehicle".
5. Music and public address systems may be installed, but their use must be curtailed during hours of darkness and in residential areas or other areas where such use would be discouraged based on community sensitivity (i.e. hospitals, etc.)
6. Emergency Vehicles may not be used as Follow Vehicles

545: Follow Vehicle Specifications

1. The Follow Vehicle must be no more than 2 meters (80 inches) in width, measured at 1 meter (3.3 feet)

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- from the ground. The width across this point is the width of the vehicle, not including side mirrors.
2. The Follow Vehicle itself must not be more than 2.3 metres (90 inches) in height. Measurements are of the vehicle only and not racks, lights, or other attachments.
 3. The Follow Vehicle itself must not be more than 6.2 metres (244 inches) in length. Measurements are of the vehicle only and not racks, lights, or other attachments.
 4. People carriers are recommended because most are less than 1.8 meter (72 inches) wide. Large passenger vans are allowed as long as they meet the width requirement.
 5. Follow vehicles cannot be a campervan or RV.
 6. Vehicles following a Racer may not tow any kind of vehicle, trailer, motorcycle, or motor scooter.

550: Auxiliary Vehicles for Following

1. Auxiliary Vehicles may TEMPORARILY (no more than six hours) follow a racer during darkness in emergency and unexpected situations only (e.g. breakdown of primary Follow Vehicle). You must notify Race Headquarters or a Race Official prior to following a racer with an Auxiliary Vehicle at night.
If a Race Official is unavailable and mobile phone coverage precludes notification of Race Headquarters, contact the first available Race Official or Race Headquarters as soon as mobile coverage is re-established. Running out of fuel, buying fuel during dark hours, stopping to eat, and other similar “poor planning errors” by a crew do not qualify as emergency situations and will not qualify for temporary following of a racer by an Auxiliary Vehicle. The racer will simply have to stop riding and wait until these “poor planning” matters are completed.
2. Auxiliary Follow Vehicles must have operational factory emergency flashers.
3. An amber roof mounted flashing light visible, compliant with section 520, is required on all Auxiliary Follow Vehicles.
4. Auxiliary Follow Vehicles must have all signage.

560: Other Vehicles

1. The Race Director may consider exceptions to allow a sponsor’s Support Vehicle to service equipment or provide supplies to several racers, e.g. two racers have the same sponsor who provides a tech van to service both.
2. The Sponsor Vehicle must follow all Race rules.

580: Caravanning

Caravanning is prohibited at all times for all Support Vehicles, except when waiting to pass under normal traffic circumstances.

1. Caravanning is prohibited by all Support Vehicles regardless of which Solo/Team the vehicles are supporting. All vehicles behind the Follow Vehicle, which is behind a racer will be penalised.
2. Caravanning is prohibited for Team Exchanges, and when two racers are riding together during their allotted 15 minutes per day.

Section 6: Bicycles

600: General

1. Bicycles must be propelled solely by human force.
2. Bicycles of all categories are limited to a maximum length of 200 cm (79in) and a maximum width of 75cm (30in).
 - For bicycles in the Standard category, the specifications as stated in the UCI rules for time trial equipment are the general guide used for equipment approval.
 - Whether standard/upright or recumbent, no fairings are allowed unless in the Human-Powered Vehicle category. A “fairing” is defined as any item attached to the bicycle with primary function being to shield or otherwise afford aerodynamic benefit to the rider or bicycle.
3. Any number of bicycles or replacement parts may be used during the race.
4. Aerobars and their accessories are allowed. A “wind scoop” under or around the handlebars or aerobars is prohibited.
5. Disk wheels, composite spoke wheels, and wheel covers are allowed.
6. Race management reserves the right to disallow, either before the race or when observed in use during the race, any bicycle or component that the Race Director determines to be unacceptable for use in the race competition. It is the obligation of the racer to bring any non standard or custom equipment to the attention of the Race Director before the race for an acceptability determination.
7. All bicycles for a racer must be of the same type (standard/recumbent/HPV) and the racer must remain with that bike type throughout the event.
8. There are no restrictions on gearing, wheel, or tyre size.
9. All bicycles must have reflective material on the rear seat stays, fork blades, crank arms, and pedals. All wheels must have reflective material, attached in three or more locations on each side. (See also section 630)
- 10. All bicycles must have a front and rear light.**

610: Front Headlights

1. All bicycles used in Night time conditions must have a headlight that provides at least 6 meters (20 feet) of illumination on the roadway in front of the handlebars of the bicycle and visible from 100 meters.
2. The headlight on the bicycle must be on at all times. A strobe mode may be used during daylight only.
3. If a helmet light is used by the Racer the bicycle must still be outfitted with the minimum required lighting attached to the bicycle.

620: Rear Lights

1. All bicycles must have a rear light
2. The rear light must be on at all times. A strobe mode may be used during daylight only.
3. Rear lights must be red and visible from at least 150m (500 feet).
4. Rear lights must have at least 3 LED bulbs or one bright incandescent bulb.
5. The rear light must be mounted to the bicycle and aimed to the rear (not up or down).
6. Belt clip rear lights on the Racer or back of the helmet can be used in addition to the bicycle frame rear light but not in place of a bicycle rear light.

630: Visibility and Reflective Material

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1. All bicycles must have reflective material on the outside of both fork blades at least 15cm x 1cm. Reflective material should be as wide as possible.
 2. All bicycles must have reflective material on the rear seat stays at least 15cm x 1cm. Reflective material should be as wide as possible.
 3. All bicycles must have reflective material on the crank arms that is visible from the rear of the bike that is at least 3cm x 1cm. Reflective material should be as wide as possible.
 4. All wheels must have reflective material on the rims in 3 places and should be 3cm x 1cm in size. (Note - If the wheel is a shallow-depth, standard box rim wheel, and bicycle has rim or caliper brakes, reflective tape may be attached to spokes. NEVER put reflective tape on the braking surface.)

NOTES:

1. The lighting requirements here will be checked during Bicycle Inspection. You can refer to the Bicycle Inspection Form in the Registration Documentation to see the checklist.
2. When placing reflective tape on the wheels, frame or components, it is acceptable to first place a strip of easily removed tape, such as electrical tape, then place the reflective tape on top of it.

Section 7: Clothing, Logos, & Helmets

700: General

1. All helmets must be **EN 1078:1997** or **CPSC** approved. All racers must wear a helmet whenever on a bicycle, including warming up or cooling down outside of direct race progress.
2. Clothing intended for cycling use or to decrease wind resistance (skinsuits) is allowed. The attachment of fairings to clothing is not allowed.

Section 8: Racers

800: General

1. Racers must complete ALL necessary Registration Documentation before the race.
2. Racers must complete the full Race Route as described in the event route book or as modified from time to time by Police, Local Authorities or Race HQ.
3. Racers must not be driven up the course under any conditions except to hotels or in emergencies and in such a case a Race Official must be notified as soon as possible, preferably before doing so.
4. Racers must not ride on the Race Route in reverse direction. If a racer rides past an Exchange or support location, the racer must get off the bicycle and walk back to that point or wait for the Support Vehicle to pick them up.
5. Racers must wear a properly fastened EN 1078:1997 or CPSC approved helmet at all times when on the bicycle. **THE HELMET MUST BE PROPERLY FASTENED AND NOT JUST SITTING ATOP THE HEAD.**
6. A Racer may not receive any type of push-off from another person or vehicle.
7. A Racer may not receive pacing of any kind (on foot, by bicycle, roller skates, or anything else) from a crew member or other person. Road side cheering is allowed from crew members and race fans.
8. A racer may ride a bicycle with a flat tyre or other mechanical problems. If a Race Official deems the

problem unsafe, the racer must stop or proceed on foot with the bike until the bicycle is replaced or repaired.

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- 9.** A racer may proceed on foot along the Race Route as long as the bicycle is present (carried, dragged, or pushed). A racer separated from their bicycle may not proceed along the Race Route.
 - 10.** Racers may ride alongside each other for 15 minutes per 24 hour period, and no more. Example: Racer A rides with Racer B for 15 minutes. These two Racers cannot repeat this until at least 24 hours passes; Racer A, however, can ride with Racer C for 15 minutes within 24 hours, but A and C cannot repeat this for 24 hours, etc.
 - 11.** Racers may not block or impede the progress of another racer.
 - 12.** Racers may not draft any vehicle and must maintain a spacing of at least 100 meters from other racers and Support Vehicles. This rule allows following traffic to pass each racer and Follow Vehicle safely.
 - 13.** At traffic stop signs/lights, racers may not hold onto or receive balance support from any vehicle or person. The racer may use a permanent object (post, mailbox, etc.) commonly located at traffic lights to assist in balance without having to remove a foot from the pedal.
 - 14.** Moving racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes, or other attachments either to a Support Vehicle or pedestrian.
 - 15.** Racers must accommodate Race Media/Film Crews as much as possible. Intentionally drafting off a Media/Film Vehicle is prohibited. Racers must ride to the side of Media/Film Vehicles during interviews, not directly behind them, unless the Media/Film Vehicle is far enough ahead as not to create a wind draft - 10 meter minimum.
 - 16.** If a Media/Film Crew is causing problems for the racer, politely ask them to leave or notify Race Officials of problems. If the problem continues, immediately notify a Race Official, the Race Director, or Race Headquarters.
 - 17.** Pocket-size stereos such as MP3 players and smartphones are permitted though the volume must be kept low enough to hear sirens and/or voices from passing Support Vehicle or Race Official's vehicles AND, PROVIDED, that only one speaker be used in one ear. The other earpiece may be tucked into the jersey collar and must be disabled by being wrapped semi permanently in tape or cut off entirely and available for inspection by Race Officials at any time. Infraction of this rule will result in a penalty - no exception. One ear must be clear of obstructions at all times during the race.

Section 9: Support Crew

900: General

1. All crew must have signed and agreed to the terms in the release of liability waiver prior to being permitted to participate in the race.
2. The racer is accountable for the behaviour of the crew. A crew's misconduct may result in the penalisation or disqualification of a race entrant. If it is determined that a crew member is a liability, he or she may be suspended from participating in the event.
3. A racer may add crew members at any time during the race provided the new members(s) agree (by signing) to all the terms explained in the release of liability waiver and Race Headquarters must be immediately notified and a copy of the signed agreement delivered to the nearest Race Official. The Crew Chief must have additional copies of the waiver form available to be signed by add-on crew.
4. One crew member will be designated Crew Chief and will speak for the crew and racer in reporting problems, suggestions, or other information to Race Officials. Other persons in their capacity as crew

should not speak in an official capacity to Race Officials, unless the Crew Chief is not available. The Crew Chief may designate another person to act on his/her behalf when off duty or otherwise necessary.

5. A crew member may offer assistance to any racer or crew participating in the race at any time but cannot give misdirection on routing to another racer or crew.
6. Each crew must be self-sufficient, communicating between their vehicles, locating food, water, fuel, supplies, hotels, medical facilities and any other requirements along the Race Route. Race Officials are not allowed to assist crew members unless there is a medical emergency.
7. One crew may service two racers as an act of “good sportsmanship”.
8. A crew member may switch to another racer’s crew during the race only after the first racer has officially finished or abandoned. A racer who has finished or abandoned may similarly join the crew of another racer still progressing within the event.
9. If a crew member wilfully violates or attempts to violate a rule in order to aid the racer, the other crew-members have the obligation to make reasonable effort to stop and correct continued violation including reporting such violation to a Race Official. Crew members have a moral obligation to the rules no less than the racers.
10. If a crew member is unexpectedly lost, the crew must immediately notify Race Headquarters. Based on the racer’s location in the race, distance travelled, crew experience, etc., the Race Director will determine as to whether or not an additional crew will have to be obtained to finish the race.
11. Safety, for racers, crew, Race Officials and other race participants, and for the persons and property along the Race Route, is the single most important concern for everyone connected with the race. In an emergency where human life is in jeopardy, all attention should be directed to the injured.
12. If a racer loses time due to responding to an injury-related situation, wherein the racer’s or crew’s assistance is warranted, the Race Director will determine a proper time adjustment for the racer if appropriate. If the intercession of the racer/crew was not warranted in the injury situation, the Race Director may determine that no time adjustment be given.
13. All crew members must wear reflective hi-vis vests during night hours.

910: Media Crew

1. Event management may have media along the course and will endeavour to document the race in a fair, safe and neutral manner.
2. Local television or radio stations may also report on the race near their area in a fair, safe and neutral manner.
3. Personal Media Crew will be considered part of the host racer’s crew and must be acknowledged by the racer as such. All reporting and filming must be done in a fair, safe and neutral manner.
4. Unsafe driving or any circumstance which provides an undue advantage to any racer by a Personal Media Crew will result in a penalty of the host racer. Even if the Media Crew is interviewing another racer, unsafe actions by the Media Crew could result in a penalty to their host Racer.
5. Media Crew Vehicles are subject to the same Support Vehicle rules of the road as Follow Vehicles. Media Crew Support Vehicles are required to have amber roof top flashers and use them when moving at slow speeds.
6. Failure to yield to following or oncoming traffic will result in a penalty to the associated racer.
7. Media Crews may drive alongside a racer to capture video footage or conduct an interview. This can

be done for no more than 10 minutes within any single hour and no more than 6 times in a day.

8. Media Crews may not block normal traffic flow during filming or interviewing.

Section 10: Route

1000: General

Each racer must follow the Race Route as listed in the Route Book exactly as listed. The only exception is where road construction or other unforeseen issues (i.e., mistakes in the published directions) forces a change to the Race Route. In those sections of the Race Route, the racers must follow alternate directions as supplied by a Race Official or Race Headquarters. It is the responsibility of the crew to regularly check in with Race Headquarters for any such updates.

The Race Route is **unmarked** however certain points may be marked if deemed necessary. **Electronic Mapping** - Electronic course files for various mapping software and GPS devices will be available (time/place/distribution method). These trace the Race Route as best as possible and provide an excellent aid to determining location and Race Route. While every effort has been made to assure these supplemental navigational aids are accurate, they are not guaranteed to exactly match the Route Book directions. Accordingly, a Racer who follows an incorrect supplemental navigational aid will be considered to have made a wrong turn and will not be compensated for any lost time. **The Route Book directions are to be considered the only official documentation of the route.** In the event of a discrepancy between a supplemental navigational aid (described above) and the Route Book, the Route Book shall be considered the correct route. Only modifications sanctioned by a Race Official or Race Headquarters in the name of the Race Director will authorise deviation from the Route Book as printed.

1010: Route Errors

1. If a racer makes a wrong turn and rides off the course regardless of the reason, the racer may safely and legally cycle or be driven back to the spot where the course deviation was made, then continue riding.
2. If a wrong turn is made by a Team Racer, then a new team member may begin riding at the point where the wrong turn was made. This is the only time Team members do not have to overlap wheels during an exchange.
3. If the wrong turn was due to a racer/crew error, no time credit will be given to the racer.
4. If the wrong turn was due to an error in the Route Book (mistaken turn instruction), the Race Director may compensate the racer in time accordingly, providing an accurate time, distance, and location record is written down and provided as evidence associated with the route error. Any errors in the electronic version of the Race Route will not be considered a basis for time compensation.
5. "Unclear" as a cause of a routing error is established only if a significant number of racers have similar problems with that particular set of routing instructions. Any time compensation allowed will be granted at the sole discretion of the Race Director.
6. Solo racers cannot be shuttled up the course for any reason except for going to a hotel or emergency situations. They must then return to the point where they last left the Race Route to begin riding again.

Section 11: Categories

1100: Solo

The Solo Supported category is considered as one cyclist riding the entire distance from start to finish with at least one support vehicle (see rules for minimum # of crew members for each distance)

1120: Team

The Rules for Solo racers apply to Team Racers. Additional team rules include:

1. One or any combination of a team's registered racers may cycle at any one time (subject to further rules below). Drafting is permitted within the same Team, but not between rival Teams.
2. If the police prohibit drafting, abide by their commands. Event management has no control over the authority of the police. If you fail to abide by their commands, you are doing so at your own risk.
3. A temporary ban on drafting may be imposed if the Team of Racers creates undue traffic problems that could be remedied by having only one Racer on the road.
4. There are no requirements as to how much time or how many kilometres each Racer can ride.
5. FOUR person Teams must enter with a minimum of three Racers.
6. If one or more of the Team members gets hurt or cannot ride for any reason, no substitutions are allowed. Only one racer has to finish.
7. No switching divisions once the race starts.
8. Penalties for rule violations will be imposed to the entire Team, not just to the racer responsible.
9. If a wrong turn is made by a team racer, then a new team racer may begin riding at the point where the wrong turn was made. This is the only time team racers do not have to overlap wheels during an exchange.
10. If one Team is about to pass another, the Team being passed must yield right of way to the passing Team and both Teams must maintain or exceed spacing of 100 meters.

Section 12: Start

1200: General

The Race will start at (first racer start time), at (exact start location.)

The numerical starting order and racer numbering will be finalized and released (finalization date) on the (event) website. Racers and follow vehicles must be in position at the (start location) in race order 30 mins prior to the start. More details will be given at the Race Briefing.

Section 13:

Racing 1300: GPS Tracking

1. GPS tracking will be provided during the race. It is the responsibility of each racer and crew to ensure that their tracking device is:
 - a. always on the active racer, or team member riding at any given time as per instructions at Inspection.
 - b. always turned on.
 - c. kept safe and damage free. The cost of any damage caused to a tracking unit will be incurred by the racer/team.
 - d. Following completion of the event, or in the event of a DNF, it is the responsibility of the team to return the tracker to Race HQ otherwise a fine will be imposed.

1310: Race Communications

1. Mobile phones are MANDATORY. Support Vehicles for supported riders must have a mobile phone which should remain on at all times. The numbers of these phones must be supplied as part of the Registration Documentation and will be checked at sign-on.
2. There is no need for Racers or their crews to contact Race Headquarters when you pass a timing station.
3. It is recommended that international teams purchase a “Pay as you go” mobile phone with a Sim card that is confirmed to function in the event location. A foreign phone may be used if, after testing it’s shown to be fully functional in the event location. **The mobile phone registered with Race HQ must be on at all times, and must be with either the active racer or the follow vehicle.**

1320: Time Station Procedures

1. The GPS tracker supplied will automatically record and update your data as you ride past the timing station. The racer and crew do not have to do anything.

1330: Information Distribution

1. Event management staff may be asked questions by a crew or racer about other racers’ locations or other publicly available information. It is not, however, their priority to provide this information and this support may be superseded by other duties.
2. Locations of all Racers on the Race Route at any given time are open knowledge.
3. All official information will come from Race Headquarters or the tracking website.

1335: Other Reporting

Crew or a Solo Unsupported racer must notify Race Headquarters or a Race Official in the following situations:

1. A Solo Racer is, or plans to be, off course hidden from view longer than 30 minutes. This information is for Race Headquarters use only to track racers and to ensure safety.
2. A casual non-race rider continues riding within 10 meters (30 ft.) of a racer and is a nuisance.
3. If the primary Follow Vehicle has broken down and the racer is being supported by another Support Vehicle.
4. To obtain permission for crew additions or changes.
5. If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route, or detained by police longer than 30 minutes.

1340: Crew and Racer Rest

1. There are no restrictions on how many hours a racer may ride without off-bike rest or a crew member can go without a sleep break. However, if in the opinion of a Race Official sleep deprivation in any participant is compromising safety, the Race Official may assess a penalty against the racer. In addition, if a suitably rested replacement racer or crew member is not available, the Race Official may impose an immediate mandatory rest break of up to 4 hours.
2. It is the responsibility of each crew and racer to make sure they are rested, well and fit enough to proceed safely. The Follow Vehicle crew must be prepared for the rigours of the night by getting what rest they need during the preceding day.
3. If a racer refuses to comply with the demands of the crew to rest and the crew feels the racer is in danger, a Race Official or Race Headquarters must be notified immediately.
4. It is the responsibility of the crew including the Crew Chief and the racer to ensure the crew is receiving adequate rest to proceed safely and for safe operation of Support Vehicles. If no adequately rested drivers are available for safe operation of vehicles, the racer must stop. **THIS RULE WILL BE HEAVILY ENFORCED.**

1350: Sportsmanship

1. All racers and crew are expected to exhibit the highest sportsmanship towards all competitors and Race Staff at all times. This includes proper consideration for fairness, support, courtesy, ethics, respect, and even camaraderie with all racers, crew, and Race Officials.
2. All racers and crew are to be respectful and courteous towards all competitors and race staff at all times. Harassment of any racer, crew member, or race staff is not allowed.

1360: Providing Support During Daylight Hours

1. A racer may have more than one Follow Vehicle meeting the requirements noted above, however only one Follow Vehicle may provide support to the racer at any one time.
2. It is paramount that The Race does not impede the flow of normal traffic on open roads. During daylight hours the Follow Vehicle must adhere to Leapfrog rules where possible. Leapfrog is a type of support where the Follow vehicle is not directly behind the racer but instead drives or jumps ahead of the racer at the speed of traffic. The Follow vehicle stops off the road, waits for the racer to pass and continue on the route for a short time before the Follow Vehicle catches up to them again only to leapfrog forward.
3. No Follow vehicle may lead the racer through fog or traffic.
4. When travelling alongside a racer, the Follow Vehicle **MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION** or delay in order to provide their racer an advantage over the prevailing wind.
5. The Follow Vehicle must pull off the road and let traffic pass as soon as possible when three or more vehicles are waiting to pass. During the day the racer may proceed alone, with the Follow Vehicle catching up once traffic is clear. At night the racer must also pull off the road.
6. Follow Vehicles should follow their racer as far to the shoulder of the travel lane as possible or on the hard shoulder.
7. During daylight, the racer may proceed unescorted. The Follow Vehicle may stop, allowing the

racer to continue alone for a short time even when out of sight. The Follow Vehicle may then drive at NORMAL TRAFFIC SPEED to catch up to the racer. Racer protection and safety is a primary job of the Follow Vehicle and therefore it is recommended that you follow your racer whenever possible in accordance with these rules.

8. Under no circumstances will the active Follow Vehicle pull ahead of a racer for the purpose of proceeding to an intersection to cause the traffic signal to change to the racer's benefit. If two or more Follow Vehicles are used during the event, these extra vehicles and crew may attempt this manoeuvre as long as they do so safely without interfering with the normal flow of traffic.
9. When directly following a racer, the Follow Vehicle must have the Amber Roof Lights on.
10. Music systems may not be used during Night conditions. All other public address systems or megaphones must have the volume reduced during Night conditions.
11. You may use a PA system or other communication devices to communicate safety factors and turns to your racer.
12. All stopped Support Vehicles must have all 4 wheels outside of the road marking indicating the travel lane or when no marking line is in place, must have all 4 wheels completely off the roadway. Do not park in driveways of residences or active businesses without permission.
13. *(include the following when local traffic regulations dictate)* When a Follow Vehicle stops with their rider the Hazard Warning Lights must be turned on to advise other road users of a stationary hazard (rider and vehicle MUST be positioned safely off the carriageway) Once on the move vehicles Hazard Warning lights MUST be switched off.

1370: Handoffs

1. Travel alongside a racer, when safe to do so and not crossing the center line, is permitted for handing off food and supplies to the racer and exchanging information and is limited to 1 minute per exchange and 4 times per hour. Penalties will be issued for driving on or over the white line or for travelling alongside a racer for extended periods of time which, in the sole judgment of the Race Official constitutes a hazard.
2. If traffic conditions do not allow driving alongside the racer for handoffs, the Follow vehicle should proceed ahead, stop safely and use a pedestrian handoff as the racer passes. **ALL HANDOFFS MUST BE PEDESTRIAN** if you have 1 crewmember.
3. A pedestrian or person in a Follow Vehicle may execute "hand-to-hand" handoffs to the racer while the racer is moving or vice versa. These handoffs must be passed from the hand of the "giver" to the hand of the "receiver."
4. Inserting something into the racer's pocket, water bottle cage or any bike or clothing adjustments between racer and moving Support Vehicle are prohibited.
5. A moving racer may toss discarded items to a crew provided this is done in a safe manner and no littering takes place.
6. Giving mechanical assistance to the racer while moving is prohibited.

1380: Passing

1. If another Racer is approaching you, you must either race ahead, increase your speed, and maintain the 100 meter separation OR you must yield, move to the side, slow down, allow the pass, and again maintain the 100 meter separation.

- 2.** Special attention by the Follow Vehicle drivers must be taken in passing situations when one racer overtakes another. The racer and Follow Vehicle in the lead and being passed must yield by slowly moving to the outer edge of the roadway. The following racer must accelerate and pass on the center. An overtaking racer may not pass the leading rider's follow vehicle on the shoulder side. Always yield to the normal flow of traffic. It is advisable for the crew to notify the racer being passed when a pass is taking place.
- 3.** If two racers decide to ride together (permissible for up to 15 minutes), one of the Follow Vehicles follows both racers while the other remains parked on the side of the road or drives up ahead and stops. Under no circumstances should two or more Follow Vehicles of different racers caravan down the road or travel side by side at the speed of the racer. Both racers will be penalised.
- 4.** After a pass, both racers **MUST** pace themselves appropriately to maintain the 100 meter separation between racers.

1390: Night Riding and Safety

- 1.** Night riding shall be considered:
 - a.** From 19:00 until 07:00am. (approx. 2 hour each side of sunset and sunrise)
 - b.** Any time when vehicles would normally have their night driving headlights on
 - c.** Anytime visibility is less than 300m (1000 feet).
- 2.** If you have any doubt about the visibility conditions, operate as if it is Night time.
- 3.** Racers may not proceed beyond the Follow Vehicle lights during Night time, even when displaying legal required bike lights. Racers must be no more than 15m (50 feet) in front of the Follow Vehicle at Night with no other vehicles between the racer and Follow Vehicle. The Follow Vehicle and racer become a single entity under Night riding conditions. Follow Vehicles may temporarily pull alongside the racer when conditions safely permit to conduct a handoff of food, water & normal supplies. The racer must at all times be able to safely see the roadway in front of the follow vehicle lighted by the Follow Vehicle lights.
- 4.** The rules for handoffs, city traffic, mountain climbs, and other difficult support situations must be modified at night so that the bicycle never leaves the Follow Vehicle headlights.
- 5.** The Follow Vehicle must have all appropriate signage and lighting when operating under Night conditions.
- 6.** Each crew member **MUST** wear a reflective safety vest at night when outside the vehicle. These vests should not have "Marshal" or "Official" written on them and should be made available for inspection before the start.

Section 14: Exchanges

1400: General

Racer and Vehicle Exchanges are one of the most hazardous situations of the race. As such they will be discussed in detail below. The primary factor with respect to racer and Vehicle Exchanges is safety. Race Officials will be watching Racer Exchanges closely.

What makes Racer and Vehicle Exchanges hazardous is that all other traffic and racers on the road do not know what is happening. Your Team will know what's happening - other road users may not. You must

remember this fact.

Here is an example of the most dangerous Racer Exchange - and this one is illegal!

- A Follow Vehicle is behind a Racer and there are vehicles behind that Follow Vehicle - either directly behind or vehicles approaching from behind.
- The Follow Vehicle and Racer are approaching an Exchange where the New Racer and a New Follow Vehicle are waiting on the shoulder.

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- The Retiring Follow Vehicle pulls off the roadway behind the New Follow Vehicle.
 - Then the New Follow Vehicle hits the gas to enter the roadway and get behind the new racer.

Here are the dangers:

- Traffic behind the Retiring Follow Vehicle will have no indication the Retiring Follow Vehicle is pulling off the roadway.
- Traffic behind the Retiring Follow Vehicle may not be able to see either racer.
- Traffic behind the Retiring Follow Vehicle may not be able to see the New Follow Vehicle.
- Traffic behind the Retiring Follow Vehicle will have no indication the New Follow Vehicle will be entering the roadway quickly.
- The New Follow Vehicle will have difficulty seeing Traffic behind the Retiring Follow Vehicle.
- The New Follow Vehicle may hit either racer while trying to re-enter the roadway while watching traffic. This is compounded at night or in poor visibility conditions (fog, low light, storms).

Below are the Rules for Racer Exchanges and Vehicle Exchanges. **DO NOT** deviate from these rules - you will be penalized immediately. These rules have the intention of safety and Race Officials will enforce the intention of the rule. Failure to read these rules and ask questions before the race is no excuse. Read all the rules before asking questions.

The safest Racer Exchanges are regarded as being the ones where the teams use one full time Follow Vehicle that doesn't leave the roadway. The Racer Exchanges are made at naturally slow riding locations such as stop signs or gradual uphill. The Racer Exchanges can be made at 15 mph in less than 50 meters even at night within the car headlights.

1410: Exchange Site

These rules apply to Racer Exchanges AND Follow Vehicle Exchanges.

- 1.** You must select an Exchange Site that does not interfere with road traffic. Safety is a main concern and if in doubt about the choice of the Exchange Site, it is best to have both racers stop for the Racer Exchange or move on to a different Exchange Site.
 - a.** Look for good visibility in both directions for your Exchange Site - minimum 100 meters/ yards rearward visibility of overtaking traffic and allow a greater distance if traffic speed is above 35 mph (55kph).
 - b.** Do not choose an Exchange Site on a curve or bend in the road or near the crest of a hill where visibility may be limited. Be careful on a downhill section of a hill so that you can see beyond the crest.
 - c.** Avoid an Exchange Site where a double line signifying no passing is present on the road unless you have a wide shoulder or good turnout space.
- 2.** Common sense and caution must rule. You will receive a penalty or be disqualified if, in the opinion of a Race Official, you follow dangerous procedures that put your racer, crew or other road users at risk.
- 3.** You must have sufficient and safe parking space for all Support Vehicles (1 or 2) involved in a Racer Exchange at a Racer Exchange Site.
- 4.** All stopped Support Vehicles must have all 4 wheels outside of the travel lane or when no road

edge line is in place, must have all 4 wheels completely off the roadway. Do not park in driveways of private residential property. Hazard Warning lights must be switched on while stationary.

5. A maximum of two (2) Support Vehicles from your team may be parked at an Exchange Site that is on the shoulder of a road. If you use a car park, side-street, or other off road area for parking, you may have more than two (2) Support Vehicles present.
6. Side-streets, car parks, etc. may be used as an Exchange Site. If you use one of these, all rules for Vehicle Parking and wait times must be observed. Do not get creative with these areas. Do not use private driveways.
7. The Exchange Site must be on the travel side of the road, as defined by the race route, for all major roads. On minor roads (speed limits below 25 mph or 40 kph) parking on the opposite side is permitted as long as it is safe to do so.

1420: Exchange Zones

Safety Issue - All Racer Exchanges must be done within an Exchange Zone. Failure to do so may result in penalty and/or disqualification.

1. In the Exchange Zone only one Follow Vehicle per team may be in motion at cycling speeds on the roadway at any one time.
2. If using two Support Vehicles and one will be stopped at the Exchange Site, that second Support Vehicle must be stopped at least one (1) minute before the Racer Exchange happens.
3. If using two Support Vehicles and both stop at the Exchange Site, both vehicles must wait at least one (1) minute before the first Support Vehicle may continue. The second Support Vehicle must wait at least one (1) minute after the first Support Vehicle leaves.
4. All other Support Vehicles must either be stopped off the roadway or travelling at traffic speed during a Racer Exchange in the Exchange Zone.
5. The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.

1430: Racer Exchanges

1. New racers must overlap wheels with racers they are replacing.
2. There are two types of Exchanges - Rolling and Stationary.
 - **Stationary Exchange** - The New Racer is stopped and waits until the Retiring Racer has passed before starting.
 - **Rolling Exchange** - the New Racer begins riding and wheel overlap is done with both riders in motion. The Retiring Racer then stops.
3. Follow Vehicles may not cross the road centerline during a Racer Exchange.
4. If traffic conditions safely permit, racers may make a Rolling Exchange at cycling speed and ride side by side.
5. It is illegal to do a Rolling Exchange AND change Follow Vehicles during the exchange.
6. If there is a Solo Racer within 100 meters/yards you must yield to that racer. Either slow down and do the Racer Exchange before you are within 100 meters/yards or pass the Solo Racer and do the Racer Exchange when you 100 meters/yards beyond the Solo Racer.
7. If there are two Teams within 100 meters/yards of each other, the Team that is doing a Racer Exchange must yield to the Team that is not. Either slow down and do the Racer Exchange before you are within 100 meters/yards or pass the other Team Racer and do the Racer Exchange when

you are 100 meters/yards beyond the Team Racer.

- 8.** No Racer may RIDE the course in the REVERSE direction at any time.

1440: Night Exchanges

1. Night time exchanges must happen within the headlights of the Follow Vehicle.
2. At night, the retiring racer must stop within the headlight of the stopped Support Vehicle picking him/her up and may not ride back to the vehicle. The racer must walk the bicycle back along the shoulder, off the travelled portion of the road if backtracking is required at any time. No racer may ride the course in the REVERSE direction at any time.
3. During a night time Racer Exchange, the New Racer must be waiting and start within the headlights of a stopped Support Vehicle.
4. If a 4-person team is using only one vehicle it is paramount that the retiring racer stop within the headlights of the Follow vehicle . The new racer may prepare but must wait until the retiring racer and their bike is secure in the vehicle. The new racer can only proceed along the route whilst in the headlights of the Follow Vehicle (see 1450.1 Stationary Racer Exchange – Exchange 1 – for additional clarity.)

1450: Direct Support

The following are Legal Racer Exchanges under Direct Support, which is a Follow Vehicle directly behind the racer. Direct Support is always applicable under Night conditions.

1450.1: Stationary Racer Exchange

Exchange 1 - Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and stops off the roadway during the Racer Exchange. The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.
- The Follow Vehicle may re-enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind.
- At night, the New Racer must wait for the Follow Vehicle.
- If there is a second Support Vehicle, it must be parked for at least one (1) minute before the Racer Exchange happens and must remain parked for at least one (1) minute after the Follow Vehicle leaves.
- This is the ONLY way to do an Exchange under Night conditions with just one Support Vehicle. With just one Support Vehicle, the Retiring Racer must stop with the Follow Vehicle and the New Racer may not begin until the Follow Vehicle is ready.

Exchange 2 - Switch Follow Vehicle

- The Retiring Follow Vehicle approaches Exchange Site and stops off the roadway behind a waiting New Follow Vehicle, which is also parked completely off the roadway.
- The New Follow Vehicle may enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind.
- At night, the New Racer must wait for the Follow Vehicle.
- The Retiring Follow Vehicle must wait at least one (1) minute after the New Follow Vehicle leaves.

1450.2 Rolling Racer Exchange Exchange 3 -

Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and remains moving (never stops) in the traffic lane. The New Racer accelerates while the Retiring Racer pulls off. This must happen in front of the Follow Vehicle and at night within the headlights of the Follow Vehicle.
- If there is a second Support Vehicle, it must be parked for at least one (1) minute before the Racer Exchange happens and must remain parked for at least one (1) minute after the Follow Vehicle leaves.
- See Rules above regarding how Retiring Racers must stop.

Exchange 4 - Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and remains moving (never stops) in the traffic lane. The New Racer, waiting in the headlights of a stopped Support Vehicle, accelerates and rides with the Retiring Racer in front of the Follow Vehicle
- The Follow Vehicle and Support Vehicles may not caravan together waiting for the retiring Racer to find a safe place to stop.
- The Support Vehicle that was stopped proceeds ahead around the Follow Vehicle (with both racers) and finds a safe spot to stop. The Support Vehicle waiting to pick up the Retiring Racer must wait off the roadway while both Racers are riding together.
- This secondary Support Vehicle must be parked for at least one (1) minute before the Retiring Racer approaches and must remain parked for at least one (1) minute after the Follow Vehicle (with racer) passes.
- This strategy will work for fast rolling exchanges but the Retiring Racer might have to ride for an extra few minutes.
- See Rules above regarding how Retiring Racers must stop.

1460: Leapfrog Support

If Leapfrog Support is being used (Daytime Only), all Support Vehicles are stopped and a Rolling or Stationary Exchange may be done. You must comply with all other rules for Exchanges including having Support Vehicles arrive at the Exchange Site at least one minute before the Exchange and they may not leave the Exchange Site until at least one minute after the Exchange.

1470: Follow Vehicle Exchange

1. Exchange No. 2 above is the only legal way of switching Follow Vehicles during a Racer Exchange.
2. The procedure in Exchange No. 2 may also be used to switch Follow Vehicles between Racer Exchanges.
3. The following is the only other legal way to switch Follow Vehicles. This is a ROLLING Follow Vehicle Exchange.
 - a. All rules for determining an Exchange Site must be followed.
 - b. The New Follow Vehicle approaches the Retiring Follow Vehicle from behind on the roadway. The New Follow Vehicle signals to the Retiring Follow Vehicle they are ready. The Retiring Follow Vehicle will then safely pass the Racer and accelerate to traffic speed or pull safely off to

the shoulder. The New Follow Vehicle comes in behind the Racer.

- C.** From the time the New Follow Vehicle is in place, this must be executed within 15 seconds.

-
- d.** The racer should be notified of the Vehicle Exchange so they know why one vehicle is leaving.

Summary of Mandatory Reports

The crew must notify Race Headquarters or a Race Official for the following:

- In the event of an emergency - medical or otherwise.
- If a racer is riding dangerously and refuses to rest or obey Race Rules.
- Prior to following a racer during night time hours with an auxiliary vehicle.
- If they lose a crew member or a Support Vehicle.
- When a solo racer is, or plans to be, off the course hidden from view longer than 30 minutes.
- This information is for Race Headquarters use only to track racers.
- If a casual non-race rider continues riding within 10 meters (30 ft.) of a racer and is a nuisance.
- If the primary Follow Vehicle has broken down and the racer is being supported by another Support Vehicle.
- To obtain permission for crew additions or changes.
- If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route, or detained by police longer than 30 minutes

APPENDICES

Appendix A – Appealing a Race Decision or Penalty

If a racer believes that a Race Official has made a decision that violated the event rules, was biased, or was unfair to the racer, the racer may appeal the decision to the Race Director.

Appeals

Appeals for Review of a Penalty

- Must be submitted in writing (text or email) as soon as possible, with as much information as possible, within 8 hours of receiving the Penalty.
- Must be submitted to the nearest Race Official who will relay the Appeal to the Race Director.
 - The Race Director and Race Management will review your appeal and reply within 24 hours.
 - For all appeals, the decision of the Race Director is final unless the decision also affects the Racer's finishing position, in which case the Racer may appeal to the World Ultra-Cycling Association (WUCA) using the Appeal Process with the WUCA.

Allowances

You are allowed a maximum of 2 Appeals in one race. If you lose the Appeal, you will be given a 15-minute time penalty.

Field of Play Decisions

As with many events, Race Officials make the best decisions possible. Race Management respects the decisions of Race Official and will stand by what they reported. Reversing a penalty is very rare.

Appendix B – Cheating and Accusations of Cheating

The event and all associated subsets are first and foremost competitive events. It is also an event full of personal challenge, camaraderie and unique shared experience. You will have a better experience if you are supportive of all Racers.

Cheating versus Mistakes

Mistakes happen, Crew and Racers get tired and rules are broken, and in most cases it is not intentional. *Cheating is a flagrant and purposeful violation of the rules.*

Cheating is Serious

Race Officials and Management regard cheating in any form as a serious offence. The Race Director reserves the right to disqualify any Racer if, in his/her sole opinion, adequate evidence of cheating has been presented to the Race Director. Such an offence may take place before, during or be discovered

within 7 days after the race. A direct observation by a Race Official of cheating by a racer or crew, upon being reported to the Race Director, may result in immediate disqualification.

Allegations of Cheating are Serious

Allegations of cheating are a serious matter. An accusation of cheating can have a devastating effect on a racer and crew, regardless of any particular merits. Unsubstantiated allegations of cheating can be as injurious as actually cheating. If you believe you have seen a racer cheating, that is wilful and intentional violation of the rules, and you wish to file an accusation with Race Officials, you must follow the rules here. Failure to do so may result in penalties, including disqualification, against your racer.

Race Officials will follow the legal system doctrine of innocent until proven guilty. Race Officials will spend considerable time and evaluate all merits of an accusation. This may include contacting the other racer. You must be sure you have solid evidence before you consider reporting cheating.

A final reminder to consider, what would it feel like if your racer or crew were to be accused of cheating?

Allowances

You are allowed a maximum of 1 Accusation in one race. If your Accusation is denied, you may be given a 60-minute time penalty.

Filing an Accusation

These rules must be followed to file an Accusation of Cheating.

- You must use the Accusation of Cheating Form and it must be filled out completely. You must discuss the situation with your racer or racers. The Crew Chief and at least one racer must sign the Form in addition to those that saw the incident.
- You must have evidence to substantiate your claim.
- You must provide the completed Form and all evidence to the nearest Race Official within 8 hours of observing the incident. Call Race Headquarters immediately to help locate the nearest Race Official.
- You must not discuss any allegations with anyone outside your racer and your crew except the Race Director, Headquarters Manager, and as few Race Officials as possible. Do not report anything to any media, any website, any family, or any supporters. Public announcements by a racer or the racer's crew regarding cheating, use of drugs or other serious negative information during the race, may lead to disqualification of the racer.
- A racer or the racer's crew may speak freely and frankly express their opinions to Race Officials, Race Headquarters and the Race Director without fear of penalty or recrimination so long as they are considerate and respectful of Race Officials.

Review

Once Race Officials have received the Form:

- We will not report any allegations to the public or to the media during the race. Race management has no intention of covering up any cheating or allegation of cheating; however incorrect negative information spreading prematurely can cause unfair consequences to the racers as well as to the endurance cycling community.
- The Race Director will make every reasonable effort possible to ensure that appropriate and effective action is taken to verify and act on any reported misconduct.
- A review of the presented evidence will be completed within 24 hours of the incident occurring.
- We will ensure a minimum number of people have information related to the accusation to protect all parties.

Final Decision

The decision of the Race Director is final.

Accusation of Cheating

This Form is to be used by a racer or crew to report cheating and must be done in accordance with Appendix B - Cheating and Accusations of Cheating.

Staff Interaction

This form is to be used by a racer or crew to report unpleasant encounters with any race staff including Race Officials, Headquarters Staff, Volunteers or anyone else directly involved with management or conduct of the event.

(Event Name, Year)

ACCUSATION OF CHEATING

Racer/Team Name

Race event

Number :

Time & Date of Incident

Location of Incident:

Who observed the incident :

Details :
(weather, light, conditions,
what was observed, etc.)

List of attached evidence :

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Crew Chief Signature

Crew Chief Printed Name

Date & Time

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Racer Signature

Racer Printed Name

Date & Time

Receipt by Race Official

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Race Official Signature

Race Official Printed Name

Date & Time

Signatures of Everyone Who Witnessed the Incident

I/We declare that the above information is accurate and correct to the best of our knowledge and that I/we did indeed view the incident. Further I/we agree to file this Accusation of Cheating.

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Signature

Printed Name

Date & Time

--	--	--

Signature

Printed Name

Date & Time

--	--	--

Signature

Printed Name

Date & Time

STAFF INTERACTION

This form is to be used to file an account with the Race Director of an unpleasant experience with anyone of the Race Staff. This can include Race Officials, Headquarters Staff, Volunteers or anyone else involved directly with the event organisation.

We want to ensure that every interaction represents ultracycling, this event, the rules and cyclists in the best possible manner.

This form should be turned in directly to the Race Director at the end of the race. You may also call the Race Director during the race to supply details; you must also supply this form at the finish following your call to the Race Director.

Racer or Crew

Name of Race Official or Staff

Description of interaction :

APPENDIX 1

MODIFICATIONS FOR UNSUPPORTED RACE CATEGORIES & RACERS

Some events will allow racers to participate in an UNSUPPORTED category. Some events will go still further and recognize finishers with unique recognition of placing/ranking within this category, separating those racers from those benefitting from crew support. This distinction is normally only made with respect to on-route support and not support from crew in a race where the route repeatedly brings the racer through a 'pit area'.

The body of this document is focused on events raced in a SUPPORTED format. For events that will allow both SUPPORTED and UNSUPPORTED categories, it is suggested that an additional document be created and utilized for the UNSUPPORTED participants in order to minimize the potential for conflicting or confusing rules. For events that will allow ONLY UNSUPPORTED participants, an extensive revision of this document will be required. WUCA is currently working on such a document, but is not able to offer a comprehensive starting point at this time.