



Race Around Ireland 2012

Rules/Procedures

Adapted from The Race Across America

Rule Book 2012

Sanctioned by UMCA





Table of Contents

Instructions.....	6
Definitions	7
Race Divisions	9
Racer Categories.....	9
Gender Categories	9
Bike Type Categories	9
Qualifying	9
Time and Checkpoints.....	9
Start Times	9
Time Allowance	10
Intermediate Checkpoints Times.....	10
Time Extensions	10
Time Considerations.....	10
Finishing Status.....	11
Finishing Status	11
Order	11
Winners	11
Continuation	11
RULES	12
100 - Intent and Purpose	13
110 – Race Chain of Command	13
120 – Race Director’s Rules Prerogative.....	13



130 – Contingencies.....	14
150 – Official Race Time	14
160 – Official Language	14
200 – Race Officials	14
220 – Penalties	15
225 - Credits.....	16
230 – Notification	16
240 – Serving Penalty Time – The Penalty Box.....	16
250 – Warnings	16
260 – Public Reporting	16
270 – Disqualification	17
280 – Suspension and Banishment	17
300 – Police	18
310 – Traffic Laws.....	18
350 – Pre-Race Requirements.....	19
360 – Clearance to Race.....	19
400 – Race Communications	19
420 – Time Station Procedures	20
430 – Time Station Details	20
440 – Phone Problems.....	21
460 – Information Distribution.....	21
480 – Other Reporting.....	22
500 – Support Vehicles	22
510 – Lights	23



520 – Amber Roof Lights.....23

530 – Vehicle Signage24

540 – Follow Vehicle24

550 – Auxiliary Vehicles for Following25

560 – Campervans.....26

570 – Other Vehicles.....26

580 – Spying27

590 – Caravanning.....27

600 – Racer.....27

610 – Support Crew29

620 – Crew and Racer Rest30

625 – Sportsmanship31

630 – Providing Support.....31

635 – Handoffs.....32

640 – Passing32

650 – Night Riding and Safety33

655 – Bicycle Lighting and Visibility.....34

700 – Media Crew35

800 – Bicycles.....36

810 – Recumbents37

820 – Fixed Gear Bicycles.....37

850 – Clothing, Logos, & Helmets38

1000 – Route.....39

1010 – Route Errors.....39



1100 – Solo Category.....	40
1110 – Tandem Rules.....	40
1125 – Team Rules.....	40
1126 – Exchanges.....	41
1127 – Exchange Site.....	42
1128 – Exchange Zones.....	43
1129 – Racer Exchanges.....	43
1130 – Follow Vehicle Exchange.....	46
Summary of Mandatory Reports.....	47
Appendix A – Appealing a Race Decision or Penalty.....	48
Appendix B – Cheating and Accusations of Cheating.....	49

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Instructions

It is responsibility of every Racer, Crew, and Staff to read these rules carefully. At the very least, these rules should be read before the pre-race meeting; the sooner you read them, the sooner questions can be answered. If you have any questions, please email info@racearoundireland.com before The Race or contact any Race Official at the start or during The Race.

The words used within the Rules are fairly common terms used for cycling. If you have any questions about the definitions of any words or phrases used within this document, please email info@racearoundireland.com for clarification.

Penalties will be assessed against the Racer or Crew for their mistakes. Ignorance of the rules is no excuse.



Definitions

These definitions are used throughout the rules:

The Race or Race – Refers to the Race Around Ireland.

Support Vehicle – A motorised vehicle with at least two wheels and is used to transport people and/or equipment necessary for use by a Racer.

Follow Vehicle – A Support Vehicle that is functioning as the primary support for the Racer and nearest to the Racer. Under Night conditions, the Follow Vehicle will follow directly behind the Racer at all times.

Auxiliary Vehicle – A Support Vehicle that may be used as a Follow Vehicle temporarily.

Campervan – A Support Vehicle that is larger than a van and typically is equipped with cooking facilities, toilet facilities, sleeping accommodations, etc.

Caravanning – Two or more Support Vehicles of any Racer or Team travelling at the same speed behind a Racer except when waiting to pass.

Spying – The use of Support Vehicles for the purpose of obtaining information about other Racers.

Race Official – A Race Around Ireland staff person designated to enforce these Rules. This includes Race Official, Race Headquarters Director, Race Director, and Race Management.

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

Racer – For the purposes of this document, a Racer may refer to a racing entity (team or solo) or an individual on a team. Racers are those on the official roster and eligible to participate in The Race and ride towards the finish line.

Crew – Any person supporting a Racer throughout The Race. This also includes Film Crew. Also, any person who actively assists the Racer in any manner for any amount of time, physically or mentally.

Race Route – The Official Race Route as designated in the Race Around Ireland Route Book.



Route Book – The Official Race Around Ireland Route Book which details the Race Route with instructions.

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

Exchange Site – the location where a Racer Exchange or a Follow Vehicle Exchange is executed.

Exchange Zone – An area 1 kilometre or one-half (0.5) mile before and after the point where a Racer Exchange takes place.

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

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

Night Riding – Night riding shall be considered 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.

Leapfrog Support – A type of support where the Support Vehicle is not directly behind the Racer but instead leapfrogs the racer. The Support Vehicle stops off the road, waits for a period of time, then catches the Racer and stops again.

Direct (or Follow) Support – Following directly behind the Racer with a Follow Vehicle. Directly behind means within 30 feet.

Police:- Garda Síochána or Gardaí (Republic of Ireland). An individual officer is also called a Garda (plural Gardaí), or informally, a Guard. A police station is called a Garda Station. In the North of Ireland it is the P.S.N.I. (Police Service of Northern Ireland).



Race Divisions

Racer Categories

- Solo Racers – one Racer racing the entire distance
- 2-Person Team – two Racers sharing the entire distance
- 4-Person Team – up to four Racers sharing the entire distance
- 8-Person Team – between five and eight Racers sharing the entire distance

Gender Categories

- Men
- Women
- Mixed - indicates there are at least one male or one female member.
- There are no gender categories for 8-Person Teams.

Bike Type Categories

- Upright Single
- Tandem
- Recumbents

All members of a Team must ride the same bike type; no mixing bike type

Qualifying

There are no qualifying requirements for solo's or teams.

Time and Checkpoints

Start Time (GMT)

- **Sunday, September 9th, 2012 at 5.00pm** – Solos and Teams. Racers start at 5 minute intervals.



Time Allowance

Both Race Divisions have a time allowance; racers must finish within the allowed time to be considered an official Race Around Ireland Finisher or official Team Race Around Ireland Finisher. This time is set at **132 hours for Solo Racers & 2-Person Teams** and **96 hours for 4-Person & 8-Person Teams**.

If you are concerned about finishing within the allowed time, please consult with the Race Director for possible consideration.

Intermediate Checkpoints Times

There are intermediate checkpoints between Time Stations. These are marked in the Routebook as *****CP01*****, etc. Racers or crew must phone Race HQ upon reaching these points or as soon as possible after passing the checkpoint. The checkpoints are either a junction or some form of landmark. They are positioned in such a way so that racers and their crews do not have to stop. The checkpoints are placed roughly at the half-way point of each section and are designed to give the Race Officials and the public a greater idea of the position of each solo racer and team on the course, thus making the Race easier to follow. The checkpoints are all clearly marked in the Routebook.

Racers and Teams must also reach two checkpoint Time Stations within the designated time to officially continue with the race. If Racers cannot reach these two checkpoints within the designated allowance, the chances of reaching the next checkpoint or the Finish are significantly diminished. These checkpoints are not equal distances apart.

These checkpoints are not intended to prevent any Racers from doing their best, but must exist to define the time during which Time Stations will be managed and race coverage is available by Race Officials and Headquarters Staff. This is not a punitive disqualification. Furthermore, race organizers believe that Race Around Ireland must have some criteria for the definitive end of the race for each division. These rules also maintain the integrity of the accomplishment of official Race Around Ireland Finishers and official Team Race Around Ireland Finishers. It gives all Racers something significant to work towards.

Time Extensions

If a Racer does not reach the indicated Time Station within the allowed time noted above, the Racer will be disqualified from the race. In the event a Racer is very close to cutoff 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

Finishing Status

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

- Finish within the time allowed for their division (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 or to a prime location, 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 a Finish line, the front Racer determines the finishing order.

Winners

The Racer with the lowest accumulated time in each Race Division and an official RAI Finisher or Team RAI Finisher will be declared the winner of that Race Division. The lowest accumulated time will take into account penalties, credits, and staggered start time.

Continuation

Riders may continue riding after being disqualified, but upon such disqualification, they are not officially part of the race. Race Officials, Race Headquarters and Time Stations will not record the progress of these riders. Riders will be listed in the results for the last mileage they completed officially. If a rider continues riding, all RAI logos and insignia must be removed from support vehicles.



RULES



100 - Intent and Purpose

These rules represent the minimum interference with Racer strategy and performance while effectively controlling The Race and preventing repeats of 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 Race organization is as follows:

1. Race Owners
2. Race Director and Head Race Official (Solo or Team)
3. Race Officials
4. Headquarters Director

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

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 followed.
- 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 12 hours. Notification will be via Time Station call-ins to Race Headquarters. 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 24 hours after verification. That is there is 12 hours of leeway and warnings before penalties will be given.

130 – Contingencies

During The Race, Racers and Crew are likely to experience one or more unplanned events. The race organization 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 "acts of God," detours, road construction, and any other similar occurrences or unplanned events over which the race organization 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 The Race and part of the challenge of racing around Ireland by bicycle.

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.

200 – 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 included in the next time station call to Race Headquarters.



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 anytime 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.

220 – Penalties

Time penalties for traffic law violations or race rule violations will accumulate throughout The Race. These time penalties are cumulative. Racers are allowed 5 penalties, then disqualified upon being given the 6th penalty. Violation of any rule may result in a penalty being issued.

Penalty Structure:

1st Penalty 15 minutes

2nd Penalty 15 minutes (Total – 30 minutes)

3rd Penalty 30 minutes (Total – 60 minutes)

4th Penalty 45 minutes (Total – 105 minutes)

5th Penalty 60 minutes (Total – 165 minutes)

6th Penalty Disqualification

Any Racer, Crew, or personal film/media Crew observed by a Race Official violating traffic or race rules may be penalized. These penalties are 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.



225 - Credits

A time credit may be given in an unusual circumstance. You should race The Race as if time credits **do not** exist. Asking for a time credit significantly reduces the possibility of receiving one.

230 – Notification

If you are assessed a warning or a penalty, 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 24 hours of the violation being observed.

240 – Serving Penalty Time – The Penalty Box

All Racers must serve out any accumulated Time Penalties in the Penalty Box, unless otherwise directed by a Race Official. The Penalty Box location will be listed in the Route Book.

Those towards the end of The Race may be directed to proceed to the finish. In this case, racer penalties will be added to the finishing time by Race Headquarters.

250 – 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.

260 – 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 publicly 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.



270 – Disqualification

The following are considered flagrant offenses 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, title sponsor requirements, 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. A list of banned drugs is provided in listed in the drug policy.
4. Failure of a Racer to submit to drug testing when requested by Race Officials before, during or after The Race.
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. Illegal 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. Accumulation of more than 5 penalties of any kind shall result in disqualification upon notification by a Race Official of the 6th penalty.

280 – Suspension and Banishment

For any of the violations resulting in disqualification from The Race, the following applies and will cumulate over each year of competition.

- **1st flagrant offense = Disqualification**
- **Double flagrant offense = Race suspension for one year.**



- **Triple flagrant offense = Race permanent banishment.**

The Management of RAI reserves the right to permanently ban anyone from The Race if they determine that this person is a serious liability or detriment to the organisation, for any reason whatsoever. *This provision is intended to be used only in extreme cases.*

300 – Police

The Race is conducted over public roads and is subject to national and local rules and law. Prior to The Race the Gardaí and the P.S.N.I. 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 pacing 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 drivers and motorists. You are Cycling Ambassadors of goodwill.

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. (See Race Guide for more information on Irish traffic laws)
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 left at a red light, making an immediate U-turn and another left turn to avoid waiting at a red light is not allowed.
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.

350 – Pre-Race Requirements

The Race Staff has to accommodate many Solos and Teams. Our time is valuable, your time is valuable, and all other Racers' time is valuable. Respect our time and we will respect yours.

Readiness and On-Time

Time Penalties will be assessed for being late or not being ready. These penalties will not count towards disqualification status, but they will be added on to your overall time.

The following are each a 15 minute penalty if not satisfied:

1. Showing up at inspection on time with all vehicles and bicycles.
2. Ready at inspection with all vehicles and bicycles.

If an interview is requested by Race Media, it is mandatory to participate in that interview.

360 – Clearance to Race

In order to race, you must turn in your Registration Binder with all tasks signed-off by a Race Staff. Refer to the Registration Binder for the full list of requirements.

You should refer to the Forms in the Registration Binder to review details that will be checked during inspection.

400 – Race Communications

1. At every Time Station the Racer or support Crew must contact Race Headquarters on the 'Racer Reporting phone number' to tell Race Headquarters of the Racer's location. If there is an important update from Race Headquarters a message will be relayed to the Racer or Crew.
2. Every Racer/Crew representative must contact Race Headquarters at every Time Station OR every 6 hours to check about Race Route changes or important updates and so Race Headquarters is aware of Racer's progress and safety.
3. Mobile phones or pay phones may be used to contact Race Headquarters.



4. It is recommended that teams purchase a “Pay as you go” mobile phone with an Irish or UK Sim card. However a foreign phone may be used if, after testing it’s shown to be fully functional in Ireland. **Your mobile phone must be on at all times.**

420 – Time Station Procedures

1. Upon the arrival (and not before) of the Racer at every Time Station, the Racer or Crew must call Race Headquarters on the Race Reporting phone number. The Racer Number, Time Station Location, Time Station Number, and the Time in military time (24 hour clock) of the Racer must be reported. Remember the time recorded is the Racer's time of arrival at the Time Station, not the time when the Crew member made the call.
2. The location of Time Stations is very specific and listed in the Route Book. Racers and Crew must follow ALL Race Route instructions to reach the Time Stations. There are 19 Time Stations established along the Race Route.
3. Failure to report accurate time of arrival at a Time Station within 30 minutes of arrival without a valid reason for not doing so may result in a penalty or disqualification.
4. Race Headquarters will issue and record a confirmation number for each Time Station report. It is the responsibility of the Racer or Crew to keep a record of the confirmation numbers issued by Race Headquarters so as to be able to accurately explain any discrepancies that may arise associated with time or location recorded. To maintain a record, enter the time of arrival at each Time Station at the bottom of the appropriate page in your Route Book along with your confirmation number.
5. Each Racer or Crew must call in once and only once to report passage through a Time Station.
6. Race Route changes and other official news will be communicated during these call-ins.
7. Race Headquarters is set up to handle Time Station reporting and official race changes (such as Race Route changes). Do not call Race Headquarters to inquire as to where other Racers are or other questions.

430 – Time Station Details

1. A Racer or a member of the Crew **MUST** make the call. Race Officials and Time Station staff are not responsible for calling in Racer information at Time Stations.



2. DO NOT LEAVE the Time Station unless you are certain some Crew member has made or will make the call for your Racer.
3. At night if it is necessary for the Follow Vehicle to stop and make the call, then the Racer must stop also.

440 – Phone Problems

1. If the Race Headquarters line is busy, even though the Racer may be stopped (at night and the Follow car is making the call), keep trying for at least 3 minutes. If the reporting Crew is not from the Follow Vehicle, the call should be attempted for at least 10 minutes. If problems persist call from the next working phone and describe problems connecting. The Race Headquarters has several phone lines.
2. If the phone at a Time Station is found to be inoperative or missing, make the report from the next working phone, reporting that the Time Station phone has failed. This will allow Race Headquarters to update other Racers of the inoperative phone at that Time Station.
3. If the phone is found to be inoperative or missing by the Race Officials, a message will be posted to indicate where the nearest working phone is located. Consideration will be given in such cases for the time necessary for the reporting Crew to get to the working phone.
4. A time penalty may be issued to a Racer if a Crew fails to call in from a Time Station due to phone problems when Racers ahead and behind are successful in making the required report.

460 – Information Distribution

1. Time Station Staff may answer any questions a Crew may have about other Racers' locations or other publicly available information. Locations of all Racers on the Race Route at any given time are open knowledge.
2. All official information will come from Race Headquarters or the website.
3. While every effort is made to keep location information as correct as possible, RAI is not responsible for any rumours or the accuracy of information obtained by Crew at local Time Stations other than Race Route or rule changes.
4. Any information provided to Time Station Staff about a Racer's condition or race strategy must be assumed to be common knowledge now available to all Crew and Racers.



480 – Other Reporting

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

1. 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.
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.
6. Following the Racer at night with a Campervan if all other Support Vehicles are incapacitated and no other vehicles are available to follow the Racer. This does not apply to Support Vehicles temporarily stopping to buy fuel, food, restroom, and other "poor planning" circumstances.

500 – Support Vehicles

1. There is no maximum number of Support Vehicles or Crew that a Racer may have. **We do recommend that each Solo and Team should have at least 2 support vehicles with at least 2 licensed drivers in each.** One Support Vehicle must be equipped as a Follow Vehicle as defined in these rules. In this case, each Crew member must plan for and take a minimum of a 4 hour sleep break per day.
2. All Support Vehicles must be properly registered and carry at least the minimum insurance required by law by the state of registration.
3. All Support Vehicle drivers (Crew or Racers) must possess a valid operator's license for the vehicle being operated.
4. All Support Vehicles must pass an inspection prior to the race start. See RAI website for appointment times.
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. Prior to the start of The Race, all Support Vehicles will be categorized as Campervan, Follow Vehicle, Auxiliary Vehicle, Spy Vehicle or Motorcycle.
7. No Support Vehicle may block or impede the progress of another Racer.
8. All Support Vehicles must travel at normal regulated speed when not following behind their Racer.
9. 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.
10. If a Support Vehicle 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 Support Vehicle will have to be obtained to finish The Race.
- 11. Never stop in the roadway.**
- 12. Do not park in driveways of private residential property at any time.**

510 – Lights

1. All Support Vehicle lights must be operational. This includes head lights, rear lights, indicator lights, reverse lights, and parking lights.
2. Additional vehicle driving lights such as roof or bumper mounted lights are allowed as long as they do not shine in a manner so as to project undue glare toward oncoming traffic.
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.).

520 – Amber Roof Lights

1. In addition to standard emergency flashers built into the vehicle, the Follow Vehicle must have at least 1 amber flashing light on the roof or roof-rack.



2. They must be powered from the vehicle electrical system with a separate switch or plug and be able to be turned on and off without affecting the vehicle's factory emergency lights or the regular rear lights. These roof lights cannot be solely battery operated.
3. The roof-mounted amber flashing/strobe lights must not be too bright as to momentarily blind or create excessive glare to a passing motorist and yet need to be bright enough to be seen during the day. Prior to the start of The Race, check out the rear flashers with practice "drive-bys." Amber lights must be on and working at all times when following the Racer except in areas when specifically directed by Race Officials or police to do otherwise.
4. If the lights are too bright or too dim modify or replace accordingly by adding higher intensity bulbs if possible or replace units so they can be seen during the day or if too bright, cover part of the light lens with filament tape (packing tape with the strands) or other suitable translucent material until the glare is removed.

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. The rear windows should be as clear as practical. 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.
3. All Support Vehicles must display a bright sign which says 'Caution Bicycles Ahead'.
4. Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required The Race vehicle signage including Racer.

NOTE: All Lighting and Signage will be checked during Inspection. Review the Vehicle Inspection Form in your Registration Binder 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 a minimum of two Crew members with driver's licenses at all times when following a Racer.
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 in residential areas and during hours of darkness.

A. Vehicle Type and Size

1. The Follow Vehicle must be no more than 2 metres (80 inches) in width, measured at 1 metre (3.3 feet) 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 metre (72 inches) wide. Large passenger vans are allowed as long as they meet the width requirement.
5. Follow Vehicles shall not be a conversion campervan, and cannot be a step van (e.g. commercial delivery truck).
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). 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, stopping to call in at a time station 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 can be no wider than an 2 metres (80 inches) standard car, full sized van, or pickup truck with a camper that does not extend beyond the side panels of the truck.
3. Auxiliary Follow Vehicles must have operational factory emergency flashers.
4. The amber roof mounted flashing lights are not required on Auxiliary Follow Vehicles.



5. Auxiliary Follow Vehicles must have all signage.
6. If your primary Follow Vehicle will be away for an extended period (more than 24 hours), then transfer appropriate supplies to the Auxiliary Vehicle. Be sure this vehicle is equipped with roof-top amber flashers.

560 – Campervans

1. Campervans cannot be a Follow Vehicle following directly behind a Racer during daylight hours at any time.
2. Campervans may **TEMPORARILY (no more than one hour)** follow a Racer during darkness in emergency situations only. You must notify Race Headquarters or a Race Official prior to following a Racer with a Campervan 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 cell coverage is re-established. Running out of fuel, buying fuel during dark hours, stopping to eat, stopping to call in at a time station 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 a Campervan. The Racer will simply have to stop riding and wait until these "poor planning" matters are completed. **However certain roads on the Route are prohibited for Campervans.**
3. Dumping brown and black water at other than an approved location is grounds for a penalty.
4. There are parts of the route which are quite narrow and are unsuitable for campervans/motorhomes/RV's. For this reason, these sections of the route have been deemed as **PROHIBITED areas for campervans/motorhomes/RV's**. They will be clearly marked in the Routebook.

570 – 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.
3. If motorcycles, scooters or other like vehicles are used, appropriate legal helmets must be worn at all times by the driver and passenger. Bicycle helmets are not sufficient when riding a motorcycle.
4. Motorcycle operators must have motorcycle endorsements, if required by the state where they are licensed to drive.



580 – Spying

1. Support Vehicles used for spying are Support Vehicles and must have all signage for Support Vehicles.
2. Support Vehicles used for spying must conform to the normal flow of traffic. No caravanning.
3. Spies may not pass a Racer being spied upon more often than two times in one hour or more frequently than once in fifteen minutes.
4. Support Vehicles used for spying parked along the Race Route must be far enough off the roadway so as not interfere with the passage of a Racer or Follow Vehicle.
5. Spies must not verbally annoy the Racer or use a Support Vehicle engine noise, loud music, wind gust and road dust, or exhaust offensively or employ other harassing behaviour.
6. Spies may not use bicycles or other human powered vehicles or devices (e.g., skates) anywhere near a Racer.
7. Crew should be advised to switch radio channels or have some other plan for communications if spying is suspected by another Racer.

590 – Caravanning

1. Caravanning is prohibited at all times for all Support Vehicles, except when waiting to pass under normal traffic circumstances.
2. 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 penalized.
3. Caravanning is prohibited for Spying, Team Exchanges, and when two Racers are riding together during their allotted 15 minutes per day.

600 – Racer

1. Racers may 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.
2. Racers must wear a properly fastened EN 1078:1997. or Snell-95-approved helmet at all times. THE HELMET MUST BE PROPERLY FASTENED AND NOT JUST SITTING ATOP THE HEAD.



3. Racers must clearly display their Racer number on the left and right sides of their helmets for the entire race.
4. A Racer may not receive any type of push-off from another person or vehicle. EXCEPTION: Team Racers may push or sling another teammate when exchanging Racers while cycling.
5. A Racer may not receive pacing of any form within sight of the Racer (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.
6. 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.
7. 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.
8. 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.
9. Racers may not block or impede the progress of another Racer.
10. 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.
11. 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.
12. Moving Racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes, or other attachments either to a Support Vehicle or pedestrian.
13. Racers must stop for drug or medical testing, or imposition of punitive penalties when directed by a Race Official. The time required for such stops will not be deducted from the Racer's time.
14. 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 left 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 – 5 meter minimum.



15. 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.
16. As agreed in the Racer Agreement, Racers must cooperate in making themselves available for conducting national and/or local media, television and radio interviews, Race Start and Finish. Failure to grant interviews at reasonable times may result in a penalty and/or forfeiture of prize money and/or trophies otherwise due to the Racer.
17. Pocket-size stereos such as MP3 players 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.

610 – Support Crew

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. Crew Chief may designate another person to act on his/her behalf when necessary.
5. A Crew 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 Racer or Crew member may switch to another Racer's Crew during The Race only after the first Racer has been officially dropped.
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.

620 – 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 the 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 voluntarily stop.



625 – 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. If you have really read these rules carefully, the Crew Chief will bring a postcard from the Racer's hometown to the Racer meeting to receive a RAI gift (and commendation from the Race Director).
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.

630 – Providing Support

1. A Racer may have more than one Follow Vehicle meeting the requirements noted above (Section 500-550), however, only one Follow Vehicle may follow the Racer at any given time.
2. No Support Vehicle may lead the Racer through fog or traffic. The Racer must stay in front of the Follow Vehicle. Auxiliary Vehicles may not pace ahead of the Racer at the Racer's speed, but may drive ahead at normal traffic speed and pull off the roadway and wait for the Racer.
3. When travelling alongside a Racer, the Follow Vehicle **MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION.**
4. Remaining alongside longer than necessary in order to provide the Racer an advantage against prevailing wind is prohibited.
5. The Follow Vehicle must pull off the road and let traffic pass when five 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 left of the 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 on 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 following 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, and must have the vehicle emergency flashers of the vehicle on.
10. For a turn, the Follow Vehicle may turn off the vehicle emergency flashers up to 0.5 kilometres (¼ mile) before a turn to use the vehicle turn signal. The vehicle emergency flashers must be on within 0.5 kilometres (¼ mile) after the turn unless there is another turn within 0.5 kilometres (¼ mile).
11. Music systems may not be used when passing through residential areas or during Night conditions. All other public address systems or megaphones must have the volume reduced when passing through residential areas during Night conditions.
12. You may use a PA system or other communication devices to communicate safety factors and turns to your Racer.
13. All stopped Support Vehicles must have all 4 wheels to the left of the yellow line or when no yellow line in place, must have all 4 wheels completely off the roadway. Do not park in driveways of residences or businesses without permission of the resident.

635 – Handoffs

1. Travel alongside a Racer, when safe to do so and not crossing the white 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 along side 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 off the pavement, and use a pedestrian handoff as the Racer passes.
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.

640 – Passing

1. If another Racer is approaching you, you must either:
 - a. race ahead, increase your speed, and maintain the 100 metre separation
OR
 - b. you must yield, move to the left, slow down, allow the pass, and again maintain the 100 metre 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 left. The following Racer must accelerate and pass on the right. Do not pass on the left. 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 (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 metre separation between racers.

650 – Night Riding and Safety

1. Night riding shall be considered:
 - a. from 7.30 pm until 7:30am. (½ 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 along side 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 pacing 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.
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.



655 – Bicycle Lighting and Visibility

Front Headlights

1. All bicycles used in Night time conditions must have a headlight that provides at least 6 metres (20 feet) of illumination on the roadway in front of the handlebars of the bicycle and visible from 100 metres.
2. The headlight on the bicycle must be on during Night time conditions.
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.

Rear Lights

1. All bicycles used for Night time conditions must have a rear light.
2. The rear light on the bicycle must be on during Night time conditions.
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 may be steady or flashing.
6. The rear light must be mounted to the bicycle and aimed to the rear (not up or down).
7. 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.

Visibility and Reflective Material

1. All bicycles must have reflective material on the rear seat stays at least 15 cm (6 inches) long. Reflective material should be as wide as possible.
2. All bicycles must have reflective material on the outside of both fork blades at least 15 cm (6 inches). Reflective material should be at least 1.5cm (½ inch wide) or 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 7.5cm (3inches) long. Reflective material should be as wide as possible.
Either all bicycles must have reflective material on the back of all pedals OR all shoes must have reflective material on the back of the heel. Reflective material must cover as much area as possible of either the backs of pedals or the heels of the shoes.

NOTE: The lighting requirements here will be checked during Bicycle Inspection. You can refer to the Bicycle Inspection Form in the Registration Binder to see the checklist.



700 – Media Crew

1. RAI may have Media along the course and may hire an independent Media Crew 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 must be registered with the RAI Office 30 days before The Race. A fee will be charged for each Media Support Vehicle for "MEDIA CREW" signage (4 signs) plus the associated Racer name and number signs.
4. 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.
5. Unsafe driving or any circumstance which provides an undo 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.
6. Media Crew Vehicles are subject to the same Support Vehicle rules of the road as Follow Vehicles. Emergency flashers must be used. Media Crew Support Vehicles are required to have amber roof top flashers and use them when moving at slow speeds.
7. Failure to yield to following or oncoming traffic will result in a penalty to the associated Racer.
8. All Media Crew Support Vehicles must be labelled on four sides with "MEDIA CREW" signs. Signage is available from the RAI Office. Personal Media Crew Support Vehicles must also display the Racer number of their host Racer.
9. A Media Crew not associated with a specific Racer may be required to post a deposit to ensure their compliance with race rules.
10. Media Crews may drive alongside a racer for several minutes 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.
11. Media Crews may not block normal traffic flow during filming or interviewing.



800 – Bicycles

A - General

1. Bicycles must be propelled solely by human force.
2. Maximum length is 200 cm (79in), (300 cm for tandems); maximum width, 75cm (30in). The intent of this paragraph is that all Racers compete with bicycles of equal specification. The specifications as stated in the UCI rules for time trial equipment are the general guide used for equipment approval. In addition, the current versions of Trek Y-foil, Softride and Titanflex bicycles are approved for use in the standard bicycle division/categories of The Race. Other deviations from the UCI rules need to be approved prior to starting The Race by a Race Official in writing. If you have any doubt about a modified piece of equipment being acceptable, contact the Race Director for a ruling which will be final.
3. Any number of bicycles or replacement parts may be used during The Race.
4. Windscreens, fairings, and airfoils are prohibited. Aerobars and their accessories are allowed. A "wind scoop" under or around the handlebars or aerobars is prohibited because it is too close to being a fairing.
5. Disk wheels, composite spoke wheels, and wheel covers are allowed.
6. RAI 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. Tandems, recumbents, and hand-cycles are permitted and must be known beforehand.
8. All bicycles for a Racer must be of the same type (standard, tandem, etc.) and the Racer must remain with that bike type throughout the event.
9. There are no restrictions on gearing, wheel, or tire size.

B. Operational Criteria – Bicycles and Wheels

1. All bicycles must have reflective material on the rear seat stays, fork blades, crank arms, and pedals.
2. All bicycles must have a front and rear light. See Section 655 for specifics.
3. All wheels must have reflective material. See section 655 for specifics.
4. All bicycles must have the The Race bicycle plate/frame number attached and visible from the left side of the bicycle.



810 – Recumbents

The Race has 2 categories of recumbent or human power vehicles. Recumbents are generally recognized as bicycles where standing is impossible, have pedals in front of the racer, and a more reclined racer position. The 2 categories are:

- Stock – Stock may have any number of wheels. Stock may not incorporate any form of fairing, or part of a fairing. Disc wheels and wheel covers are allowed.
 - Open – This design may be faired or un-faired with any number of wheels. The only absolute stipulation is that the vehicle must be entirely human powered and be legal to ride on public roads. Fairings can include, but are not limited to front fairing, rear fairing (tail boxes), body stocking and can be of any material.
1. Recumbents may be required to carry or display additional safety equipment to make them more visible.
 2. Recumbents may be required to have a Follow Vehicle providing direct support around the clock for safety.

820 – Fixed Gear Bicycles

1. Bicycles must have a front and rear brake.
2. Bicycles are restricted to 1 chainring only on the front crank.
3. Wheels are restricted to 1 cog only which must not allow coasting.
4. All bicycles must either have the same chainring size OR the same cog size. E.g. 42x17 and 42x18 are allowed (42 the same). 44x17 and 46x17 are allowed (17 the same). 42x17 and 43x16 are not allowed.
5. Hubs which have a mechanism to switch between fixed and coasting are not allowed.
6. You may have multiple gear ratios with different wheels, bikes, chainrings and cogs. All gear ratios must be within 8 gear inches of each other. Gear inches is calculated as Teeth on Chainring/Teeth on Rear Cog * 27.
7. Bike and wheel switches are permitted.
8. Racers may not remove a chain to 'coast' downhill.
9. Racers may not 'coast' with their feet off the pedals.
10. Teams – these rules apply to ALL bikes for a team.



850 – Clothing, Logos, & Helmets

1. Every Racer must display a visible RAI logo on the right shoulder during the Start and Finish. The logo can be on a jersey or other outer clothing. If multiple Racers for a Team are riding from the Start or Finish, all Racers must have the RAI logo displayed. The location of the RAI logo will take priority over any other logo although the placement of other sponsor logos is allowed.
2. All helmets must have the racer number on both sides of the helmet.
3. All helmets must be EN 1078:1997 or Snell-95 approved.
4. RAI may require a sponsor's name or logo to be displayed on Racers' clothing and/or vehicles. This provision is detailed in the mandatory "Racer Agreement" contract.
5. Tobacco products and alcohol (except beer and wine) products, names or logos may not be displayed anywhere on Racer's clothing or vehicles.
6. All questionable sponsor names must be submitted and all questionable advertising on Crew or Racer clothing must be approved by RAI prior to The Race. RAI reserves the right to forbid the display of an inappropriate sponsor's name or logo. The Race Director may prohibit the use of certain names and logos, such as those associated with cigarettes or liquor, on Crew clothing, or clothing items deemed worn in poor taste due to style, brevity, or inappropriate graphic design.
7. Clothing intended for cycling use or to decrease wind resistance (skinsuits) is allowed. The attachment of fairings to clothing is not allowed.

NOTE: The RAI website has guidelines for using the RAI logo and electronic files



1000 – Route

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 which are 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.

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 on the website. 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 and map are to be considered the only official documentation of the route and 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 authorize 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), RAI will 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.



1100 – Solo Category

1. The Solo Division is considered as one cyclist riding the entire distance from start to finish. These rules apply to Tandem Bicycles when two cyclists are riding the same bicycle for the entire distance while competing in the Solo Tandem Division.
2. In the Solo Tandem Division, racers may not be changed during the event.

1110 – Tandem Rules

1. Every seat on a bicycle being moved forward along the course towards the finish line must have a Racer with the bike. In the case of a tandem, 2 Racers must always be with the bike while it is progressing towards the finish line whether riding or walking. This is true for Solo and Team Divisions with Tandems. One member may not ride the bike while others rest in a vehicle.
2. There are no restrictions on captaining and stoking. Either Racer may assume either position at any time during The Race.

1125 – Team Rules

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. RAI has no control over the authority of the police. If you fail to abide by their commands, you are 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. 8 person Teams must enter with a minimum of 5 Racers; 4 person Teams must enter with a minimum of three Racers. If one or more of the Team members gets hurt or cannot ride, no substitutions are allowed. Only one Racer has to finish. This means that the rest of the Racers can drop out.
6. No switching divisions once The Race starts.
7. Penalties for rule violations will be imposed to the entire Team, not just to the Racer responsible. The entire Team must stop at the penalty box to serve the cumulative penalties.
8. 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.



9. 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.

1126 – Exchanges

Racer and Vehicle Exchanges are one of the most hazardous situations of the The Race. As such they will be discussed in detail below. The primary factor with respect to legal 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, but no one else does. 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. 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 get creative or imaginative with these rules – you will be penalized immediately. These rules have the intention of safety and we 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.



1127 – 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 55 kph (35 mph).
 - 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 traffic 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 to the left of the yellow line or when no yellow line in place, must have all 4 wheels completely off the roadway. Do not park in driveways of private residential property.
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 left side of the road for all major roads. On minor roads parking on the right is permitted as long as it is safe to do so.



1128 – 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.

1129 – Racer Exchanges

General

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 centreline 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.
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.



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.

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.

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 or on the left side of the yellow line.
- 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.

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.

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.



1130 – 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:

- Arrival of a Racer at each Time Station.
- If the phone at the designated point is inoperative, unless otherwise directed by a message located at the inoperative phone.
- If Racer is riding dangerously and refuses to rest.
- Prior to following a Racer at night with a Campervan or auxiliary vehicle.
- If delayed, sent off course, or detained by police.
- If they lose a Crew 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
- Following the Racer at night with a Campervan if all other Support Vehicles are incapacitated and no other vehicles are available to follow the Racer. This does not apply to Support Vehicles temporarily stopping to buy fuel, food, restroom, and other "poor planning" circumstances.



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 within 24 hours of receiving the Penalty.
- Must be submitted to the nearest Race Official who will relay the Appeal to the Race Director.
- Call Race
- Appeals for Review of all other Race Decisions
- Must be submitted in writing within 15 days of the end of The Race.
- Must be submitted directly to the Race Director either at the Finish, via mail, or via email.

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. This time penalty will not count towards disqualification.

If the issue potentially affects the awarding of prizes, then at least 12 hours before such payment or award is scheduled to be made, the Racer must give to the Race Director a written notice of intent to appeal using the form in Appendix C.

You may make a protest orally to any Race Official or the Race Director, but they must be made discreetly and respectfully. Any public protest of display of disgust with the contents of the Rules, their application, or to a Race Official may result in a 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.

Details

In order to be accepted as an official protest, the Request for Appeal Form in Appendix C must be completely filled out and must be submitted along with tangible evidence as to why a decision or reversal of an existing decision should be considered. Include evidence such as a notarised statement from a witness or Crew member as well as copies of written notes or other recordings of the incident in question. A general explanation of known opposing views must also be presented. A protest will not be accepted based on a vague complaint and must include the above elements to be considered a valid protest.

The Race Director and Race Management will review your appeal and reply within 48 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 Ultra Marathon Cycling Association (UMCA) using the Appeal Process with the UMCA.



Appendix B – Cheating and Accusations of Cheating

RAI is first and foremost a competitive event – it is **Race** Around Ireland. It is also an event full of camaraderie, shared experience, and personal achievement. You will have a better experience if you are supportive of all Racers. Your priority is racing, not officiating. Concentrate on your race, the Race Officials will focus on rules.

Cheating versus Mistakes

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

You should read no further unless you have seen a serious and intentional 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 offense may take place before, during or be discovered within 7 days after The Race and disqualification will also result in withholding and recovery, if paid, of any prize money otherwise due. 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 was accused of cheating?



Allowances

You are allowed a maximum of 2 Accusations in one race. If you are wrong, you will be given a 60 minute time penalty. This time penalty will not count towards disqualification.

Filing an Accusation

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

- You must use the Form in Appendix C 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 talk with a Headquarters Manager.
- You must not discuss any allegations with anyone outside your Racer and your Crew except the Race Director, Race Management, 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:

- We will not report any allegations to the public or to the media during The Race until or unless verified by the Race Director. RAI has no intention of covering up any cheating or allegation of cheating; however incorrect negative information spread prematurely can cause unfair consequences to the Racers as well as The Race itself.
- The Race Director and Race Management 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 Final Decision will be made by the Race Director. The decision of the Race Director is final.



Appendix C – Forms

Race Around Ireland Notice of Intent to Appeal

This Form is to be used by Racer to give notice of intent to appeal a Race decision or penalty should the decision or penalty affect awards. Notice must be submitted in accordance with Appendix A – Appealing a Race Decision or Penalty.

Request for Appeal

This Form is to be used by Racer to Request an Appeal of a Race decision or Penalty and must be submitted in accordance with Appendix A – Appealing a Race Decision or Penalty.

Accusation of Cheating

This Form is to be used by Racer 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 Racer to report unpleasant encounters with Race Around Ireland staff including Race Officials, Headquarters Staff, Time Station Volunteers or anyone else directly involved with the Race Around Ireland organization.



RACE AROUND IRELAND Notice of Intent to Appeal

Racer or Team Name: _____

Racer Number: _____

Race Decision or Penalty being appealed:

Crew Chief Name – Signature and Printed

Date AND Time

Racer Name – Signature and Printed

Date AND Time

Receipt by Race Official – Signature and Printed

Date AND Time



RACE AROUND IRELAND Request for Appeal

Race Decision or Race Penalty (circle one)

Racer or Team Name: _____

Racer Number: _____

Race Decision or Penalty being appealed:

Reason for Appeal (Why you believe the Decision or Penalty was unfair or violated RAI rules):

List of attached evidence:

Crew Chief Name – Signature and Printed

Date AND Time

Racer Name – Signature and Printed

Date AND Time

Receipt by Race Official – Signature and Printed

Date AND Time



RACE AROUND IRELAND Accusation of Cheating

Racer or Team Name: _____

Racer Number: _____

Time and Date of incident: _____

Exact Location of incident: _____

Who observed the incident: _____

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

List of attached evidence:

Cont.....



RACE AROUND IRELAND Accusation of Cheating (cont)

Crew Chief Name – Signature and Printed

Date AND Time

Racer Name – Signature and Printed

Date AND Time

Receipt by Race Official – Signature and Printed

Date AND 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.

Name – Signature and Printed

Date AND Time

Name – Signature and Printed

Date AND Time

Name – Signature and Printed

Date AND Time

Name – Signature and Printed

Date AND Time



RACE AROUND IRELAND 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, Time Station Volunteers or anyone else involved directly with the Race Around Ireland organization.

We want to ensure that every interaction represents Race Around Ireland, 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.

Name : _____

Name of Race Official or RAI Staff: _____

Incident of disappointment or frustration:

Sanctioned by UMCA



www.racearoundireland.com