

The World's Toughest Bicycle Race

Oceanside, CA to Annapolis, MD – 3000 miles

2013 GEAR Book

Greetings RAAM Racers and Crew,

Welcome to Race Across America – *the World's Toughest Bicycle Race*! By now there has been a great deal of preparation on everybody's part. Our efforts for the 2012 race—the 31st edition of RAAM—began months ago and 2012 promises to be another great race. We know that you have been working hard as well. The following material is essential in helping you translate your hard work into a successful race.

The GEAR Book contains important information for race planning. It covers race details, some logistics and a draft copy of the rules. Additional information is available on the RAAM website (www.raceacrossamerica.org), under the Race Resources section. There you will find information on race preparation, supplies, pertinent articles and much more.

We will do our best to ensure that your race experience is enjoyable and as safe as possible. You must do your part by being prepared to race and pedaling the bike is only part of the process. Read this material, visit the website, train hard and come ready to race!

Should you have any questions, concerns or otherwise arise, please do not hesitate to contact us. Good luck with your endeavors. We will see you in California!

Thank you and happy cycling,

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General Information



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Race Across America 2013

RAAM - What is it?

Race Across America (RAAM) is the world's preeminent and longest running endurance bicycle race, beginning in Oceanside, CA and ending in Annapolis, MD. Outside Magazine ranked the event as the World's Toughest Endurance Race for its grueling Solo Division. But, RAAM has evolved into much more. Today this transcontinental endeavor continues to be the ultimate test of the solo athlete's ability, determination and fortitude. However, teams now comprise the majority of the race field. Both solos and teams use RAAM as a platform for their philanthropic causes and each year raise millions of dollars for these causes.

Unlike other famous races such as the Giro de Italia, Vuelta a Espana and Tour de France, RAAM has no stages. Also, unlike other famous stage races pros and amateurs race together and there are a number of different divisions, all on the race route together. Drafting is not allowed and since it is a "single-stage" race, the first one to finish in each division wins. As a solo endeavor, RAAM is the longest endurance cycling event in the world and for those who finish may be the accomplishment of a lifetime. However, as a relay team RAAM offers not only an opportunity to be challenged, but to have fun and create memories that will last a lifetime. Since RAAM offers Solo, 2-, 4- and 8-Person team divisions, RAAM is an achievable goal for many cyclists.

General Race Information

On Tuesday, June 11, 2013, the Solo racers depart Oceanside, California on the 32nd annual Race Across America. Competitors climb over 170,000 feet while passing through 12 states in their 3,000-mile campaign to the finish line in Annapolis, Maryland. Teams start on Saturday, June 15. Divisions included in the race are male and female Soloists, Tandem, Recumbent and 2-, 4- and 8- Person Teams. There are also various age groupings within these divisions.

There are non-racing sections (parade sections) at both the start and finish of RAAM. These sections are short and are designed for safety and logistical reasons.

Where does the race start?

RAAM begins near the Pier in Oceanside, California.

What are the starting times?

- Solo Racers start on Tuesday, June 11th at 12:00pm (PDT).
- Teams start on Saturday, June 15th at 12:00pm (PDT).

Where do they finish?

- RAAM finishes at City Dock in downtown Annapolis, Maryland.



When do they finish?

- Racers begin arriving in Annapolis Wednesday evening, June 19th. All Racers must finish by 3:00pm (EDT), Monday, June 24th. The course closes at 3:00pm (EDT), Monday, June 24th.

Banquet Information

To celebrate your accomplishments, there will be three Finisher's banquets. We will honor all finishers and the winner's awards will be presented. Your race entry fee includes a predetermined number of tickets based on your division. However, you may purchase additional tickets.

The Finisher's banquets will be held in Annapolis, on Saturday, June 22nd, Sunday, June 23th and Monday, June 24th. Locations and times to be announced.

The banquets are extremely popular. We urge you to attend one of these banquets. Not only are they great fun but they provide the opportunity to get to know other Racers and Crew. During the Race everyone is usually focused on racing but, in the end, you all will share a common bond. You become part of the RAAM family and these friendships will last a lifetime.

The popularity of the Banquets has necessitated the introduction of a reservation system. Most Racers and Crew have a pretty good idea how long it will take them to make the transcontinental crossing – when they will arrive in Annapolis. We urge you to reserve your Banquet space as early as possible. Seating will be limited. We will do our best to facilitate last minute changes, but there can be no guarantees. So, please plan carefully.

Supported Charities

Race Across America is honored to help our Racers and Crews support their favorite charitable causes. We look forward to hearing your stories and supporting your efforts. We are proud to be such an important platform for charitable opportunities.



Media and Web Coverage

Media Coverage

Television, radio, newspaper and other media will cover the races with the news angle that best suits their respective audiences. The markets surrounding the start, finish and time stations along the route will receive updates during the months and weeks before the race arrives.

Media & Publicity Support

Racers are encouraged to pitch their own media contacts for coverage of their specific race efforts. Guidelines and templates will be available on the website in the Resources Section.

Web Coverage (www.raceacrossamerica.org)

In 2012, the race website received over 25 million page views during the two-week period of the race! We will greatly enhance the coverage of the race, in real time, during 2013. Rather than using resources to film and produce a story for broadcast months after RAAM, we believe the fan base of RAAM craves news about their favorite RAAM Racers, in a timely manner. Therefore, RAAM will deploy reporters, photographers and videographers along the route, and feed current race information (written reports, photos and video clips) to the website on an hourly basis during the entire race. Please direct your local supporters to the web site!



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Resources



Online Race Resources

General Information

This GEAR Book provides the bare essentials for race preparation. The Race Across America (RAAM) (www.raceacrossamerica.org) and the UltraMarathon Cycling Association (UMCA) (www.ultracycling.com) websites have a substantial amount of material on all aspects of the race, including training, equipment, supplies, race strategies, results and much more. We highly recommend that you take time to review both websites to understand the scope of resources available.

Online resources include:

- **Rules** – The full rules for the 2013 race.
- **GEAR Book** – This book is available for download.
- **GEAR Book Supplements** – Additional downloads for Oceanside and Annapolis, including hotels, services and maps.
- **Registration Forms** – All forms are available for download.
- **Race Supplies** – Details about Safety Kits, cargo transport and other race supplies.
- **Logos** – The RAAM and RAW logos and guidelines for use.
- **Fundraising and PR Toolkits** – Resources to help promote your efforts.
- **RAAM Qualifiers** – Information and links to all RAAM Qualifiers.
- **Gallery Videos** – Dozens of videos on YouTube from RAAM and from racers and crew showing what the race is really like.

Articles

Race Across America is a big undertaking. However, you don't have to reinvent the wheel to be successful. Much of the information you need to know is readily available through RAAM and the UMCA. You will find many relevant articles on race logistics, preparation, budgets, communications, navigation, etc.

RAAM Website (www.raceacrossamerica.org)

The RAAM website hosts the following sections:

About RAAM – Basic information about the race. This is a great source of selling points to sponsors and charities and to explain to friends and family about the race.

Media – Information for Media and Press promoting the race. Includes the latest race news and the RAAM Report newsletter.



Store – Purchase official RAAM and RAW merchandise including clothing and race videos. You can also reserve cargo space and purchase race supplies.

Racers – Who's racing this year including photos and biographical information.

Route – The complete route for 2012 in preliminary form. The FINAL route will be in the Route Book. GPS and route data for mapping software and several GPS devices is available in the Route section. The final route will not be determined until shortly before the start of the race. Route books will be distributed at the start in Oceanside, CA.

Race Resources – GEAR Book, Rules, Articles and Logos

Coaches, Seminars and Camps

Coaches, Seminars and Camps

Many veteran RAAM racers, crew members and professional coaches offer a wide array of services. These range from week-long cycling camps such as PacTour to discipline specific coaching focused on nutrition, strength/weight training etc.

Crewing Seminars

The promoters of RAAM/RAW offer Crewing Seminars. One-day Crewing Seminars cover everything you'll need to know to crew a successful RAAM campaign. RAAM/RAW staff and race veterans with years of endurance cycling and race experience will host our seminars. Our goal is to teach you what you need to know to be successful.

Information on our seminars is available on the website. Announcements are made in our newsletter and on Facebook as it becomes available.

We urge you to attend our seminars even if you are already working with one or more coaches. We will cover material you will find nowhere else. Our seminars will not only enhance your overall experience, but substantially improve your chances of overall success.

Other Resources

RAAM Veterans

Take time to speak with race veterans and crews, they very well may turn out to be your most valuable sources of information.



UMCA Website (www.ultracycling.com)

The UltraMarathon Cycling Association (UMCA) is a non-profit organization which promotes and supports endurance cycling throughout the world.

The UMCA offers a range of resources to help with your training.

- **Calendar of Events** – A calendar of cycling events all over the world.
- **Records** – The UMCA sanctions records of all types – cross-state, cross-country, timed (12/24 hour) and distance (100mi/200mi). Record attempts are an ideal way to simulate RAAM.
- **Articles** – Dozens of articles on training, equipment and nutrition as it specifically relates to endurance cycling, record attempts, RAAM qualifying races, RAAM and RAW.

RAAM Information

The UMCA website has further information about RAAM, including:

- **Competing** – Articles and stories on competing in RAAM.
- **Preparing** – “Crewing with Fuzzy” and expert advice from other veterans.
- **History** – A history of the race.

UltraCycling Magazine

In addition to the resources available at the website, the UMCA publishes electronically UltraCycling Magazine which provides information on events and event results, training, equipment, technique, nutrition and much more.



RAAM Record Systems (RRS) and Race Details



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Race and Registration Information

To register for RAAM, go to the RAAM website and click on **Register Now**.

Once you have registered, you will receive a confirmation email. Then you will need to log in to the RAAM Records System (RRS) to enter the details. The complete instructions for the RRS are below. You can also find a link for the RRS Login at the top of the RAAM website home page.

RAAM and RAW race details are contained in the following documents:

- Race Divisions
- Time Cutoffs and Checkpoints
- What's Included in your Entry Fee
- Policies on Fees and Refunds

Each of these documents can be found on the website under Events.

RRS Documentation

This section contains instructions and information for entering data in the RRS. If you have any questions or need any help, please contact us.

Questions About and Help with the RRS

- General questions about RAAM or RAW – director@raceacrossamerica.org
- Technical questions about registration – director@raceacrossamerica.org
- Billing questions – finance@raceacrossamerica.org

The RRS address is <https://www.raceacrossamerica.org/raamors/default.php>

What you can do

With the RRS you are able to:

- Add or change Team members and Team information
- Provide complete information for each Racer
- Provide complete information about your Crew Chief and Crew
- Enter a biography for each Racer
- Enter information about your team and your team's goals, purpose or the charity you are supporting.
- Submit Racer and Team photos
- Provide information about charities you are supporting.
- Electronically sign the Racer Agreement and Releases
- Reserve bicycle and vehicle inspection times
- Reserve Photo times



- Reserve Banquet space
- Make payments online

When you enter your Team information it will be updated on the website almost immediately.

You are urged to provide complete and accurate information. This is important as this information will be used by both RAAM and external media as a source of information for articles and media coverage, which may highlight your team and the charity you support during your RAAM campaign.

Online Scheduling

A reminder for you to schedule your inspection, photos and banquet day. Online scheduling can be done on the RAAM website after January 1, through the Racer Login.

Instructions for the RRS

Home Page

- This is the primary contact information for your team. **Please keep this up to date.**
- We use this email address for periodic updates.
- One team photo is required. A second is optional. Maximum size is 1MB. Accepted formats are jpg or gif.
- The Team/Entry Name is what will appear on the website
- The Team URL is your website if you have one. This is what we will link to.

Race Info

This provides basic information on the race in which you are entered. Please review to verify the information is correct.

Racers

- This must be complete for each racer.
- **Solo Racers must also fill out this section.**
- Required fields are:
 - First and Last Name
 - Gender
 - Address, City, State, Postal Code and Country
 - Birthdate
 - Primary Phone and email addresses
 - T-Shirt Size
 - Picture



- One picture is required for every racer. You may load up to 4 pictures per racer. Maximum size is 1MB. Accepted formats are jpg or gif.
- The Racing Age is the age you will be in the calendar year of the race. The Racing City, Racing State and Racing Country will be that which you represent during the 2013. If you are a citizen of one country and a legal resident of another, you may choose whichever you prefer.

From the List of Racers - Electronic Signatures Instructions

The right side link is for Waivers/Forms/Bio.

Every Racer will need to electronically sign 3 documents online:

- The Racer Agreement
- Release Waiver
- Consent to be drug tested

In Addition

- If the Racer is a minor (under 18), we will need a hardcopy with a parent or guardian signature.
- For each document we will send a confirmation email to the Racer's email (if provided) and the Crew Chief's email.
- Every Crew person will need to sign a release at the Start.

Crew Chief and Crew

Please add your Crew Chief. We want to know your Crew Chief so we can include their email address and add them to our distribution list for racer updates. We encourage you to add your crew members here, as well.

Charity/Media/Sponsor

- Please add your charities.
- Please add your media contacts. We may use these media contacts to distribute race information.
- Please add your sponsors. We will display them on the website.
- You can add a logo for your charities and sponsors. Maximum size is 100k. Format is jpg or gif.
- You can add a website for each.

Fees and Payments

All payments for entry and fees go through the RRS. We keep track of what you owe and what you've paid. You can pay any amount at any time. You must, however, have all fees paid by March 1 or you will incur late fees.

If you wish to pay via wire transfer or check, please email finance@raceacrossamerica.org or call the RAAM office for instructions.



Official Name, Team Name and Team Number

Your Team Name, along with each Racer's Name, must be submitted by March 1. These are the names that will be officially referred to in all signage, publications, the website, media etc.

- Team and Racer Numbers are assigned on March 1st.
- We assign Solo Racer Numbers on March 1st. Solo Racers Numbers are lifetime numbers.
- All signage is ordered on March 1. The information listed for your Team in the RRS at that time will be used.
- An email will be sent to remind you to make final updates to the RRS.

Supplies

The Supplies section shows what supplies you ordered and provides links to ordering and paying for supplies at the RAAM Store. All items will be delivered at the Start in Oceanside. The items available include:

- Route Books
- Vehicle and Media Signage Kits
- Safety Kits
- Cargo space rental

Biography Instructions

In this section you will find a series of questions that will help our staff, our sponsors, your sponsors and cycling fans around the world learn about you. These questions are intended to help the many audiences that follow and report on the race understand your history, motivations and expectations for your participation in the race.

Please take some time to think about your responses. This information is very valuable toward the continued success of the race and endurance cycling in general. Our sponsors, your sponsors, the media and the general public look to your biographies to understand the event and the people, such as yourself, who make it so exciting. Not only would it be impossible for us to put on a successful event without sponsors and media coverage, but other racers might not be able to participate without the help of their sponsors.

The information you provide will be published on the website and may be submitted to the media. Your completion and submission of this biography serves as authorization to publish, use and distribute to the media its contents.

RAAM staff reviews all biographical material. We reserve the right to edit material submitted, remove objectionable material and/or request additional information if necessary.



Photo Instructions

Photos are a great means for everyone involved with the race to know who you are.

- Every Racer must submit at least 1 individual photo.
- Each Racer may submit a maximum of 4 photos.
- Each Team/Racer may submit a maximum of 4 Team Photos, which may include Racers and/or Crew.

The following are the guidelines for submitting photos:

- High resolution jpeg image (maximum size is 1MB). Black-and-white or color.
- Full-sized image is acceptable.
- Must be a clear photo on a plain, light-colored background.
- Ability to recognize the person. A picture without a helmet or hat helps for recognition.

The following are examples of good images:



The RAAM Staff will review all photos. If the photos do not meet our guidelines, we will ask you to resubmit photos.

Racer Numbers

RAAM has a numbering system for categorizing and tracking Racers. There is the possibility of over fifty different age and division classifications. This numbering system helps Officials, Racers, Time Stations and spectators recognize Racer divisions on the road.

Solo Numbers

Continuing a tradition that was started with the first race in 1982, all Solo Racers are given a lifetime number. Once they have that number, they use it for all Solo RAAM efforts. It's a grand way to honor their efforts and results.

Team Numbers

T200 – T299 Two-Person Teams

T400 – T499 Four-Person Teams



T800 – T899 Eight-Person Teams

Individual Racers on a Team will have A, B, C & D etc. appended to the Team number as a designation to help identify them.

RAAM - Race Divisions

Race Divisions are a combination of the following:

- Racer Category
- Age
- Gender
- Bike Type

For Example: Solo 50-59 Male is different from Solo Under 50 Male, etc.

Racer Categories are:

- 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

Tandems are considered one “Racer” in this context. One tandem would be in the Solo Tandem category, two tandems would be in the 2-Person Tandem Team category, etc.

Age Categories are as follows:

- Under 50
- 50-59
- 60-69
- 70-74
- 75-79
- 80+

Racing Age is the age each Racer will turn during the calendar year of the race (year of race minus birth year).

Solos: Age is the racing age of the Racer.

Teams: Age is the average racing age of all Team members.

There are no age categories for 8-Person Teams.

Gender Categories are as follows:

- Men
- Women
- Mixed - indicates there is at least one male and one female member with the exception of Tandem teams which must have an equal (50/50) number of males and females.

There are no gender categories for 8-Person Teams.



Bike Type Categories are as follows:

- Upright Single
- Tandem
- Recumbents
- Human Powered Vehicles (HPV) (includes Faired Recumbents)

All members of a Team must ride the same bike type; no mixing bike types. RAAM has no fixed gear division. Fixed gear competitions must race in the appropriate solo or Team Divisions.

Open Division

The Open Division is a limited division for Racer combinations beyond those previously listed. This includes handcycle, trikes, combinations of bike types, etc. Invitations to participate in the Open Division are at the discretion of the Race Director and Race Management. A Racer or Team may petition the Race Director for inclusion in the Open Division. The circumstances must bring a unique perspective on the race and generally fall within the infrastructure currently in place.

Consideration will be given to Racers in the Open Division for an earlier start. All Racers in the Open Division must be finished by the standard cut-off time. No racer will be considered an official finisher after the standard cut-off.

An additional fee may be required for Racers or Teams in the Open Division depending on resources necessary to accommodate their entry, e.g. additional officiating.

RACERS IN THE OPEN DIVISION ARE NOT ELIGIBLE FOR PLAQUES, PRIZE MONEY OR RECORDS. THERE IS NO PLACING OF RACERS IN THE OPEN DIVISION.

Qualifying – Solos

Racers wishing to compete in the Solo or Tandem Categories must first qualify in accordance with the guidelines found on the RAAM website.

Qualifying – Teams

There are no qualifying requirements for teams.



RAAM - Time, Checkpoints and Finishing Status

Race Time

RAAM travels across 4 time zones. During the race the official time for reporting and tracking racers will ALWAYS be that of the US Eastern Time Zone, Eastern Daylight Time (EDT) in military time (24-hour clock).

Start Times

Start times listed are Pacific Daylight Time (PDT) which is local time in Oceanside, CA.

- **Tuesday, June 11, 2013 12:00pm** – Solo Racers.
- **Saturday, June 15, 2013 12:00pm** – All Teams.

Add 3 hours for Race Time/Eastern Daylight Time (EDT).

Time Allowance

Every Race Division has a time allowance; racers must finish within the allowed time to be considered an official RAAM Finisher or official Team RAAM Finisher.

Solo Men – 288 hours (12 days)
Solo Men 60+ – 309 hours (12 days 21 hours)
Solo Women – 309 hours (12 days 21 hours)
Teams – 216 hours (9 days)

Time allowance extensions may be given for Open Division and for racers in older age brackets. If you are concerned about finishing within the allowed time, please consult with the Race Director one month prior to the start of the race for possible consideration. If a time allowance extension is granted, the start time will be adjusted, not the finish time.

All racers must be finished and at City Dock within their allotted time. The course closes at 3pm (EDT), Monday, June 24.

Intermediate Checkpoint and Time Cutoffs

Racers and Teams must 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 determine the time during which Time Stations will be managed and race coverage is available by Race Officials and Headquarters Staff. Moreover, race organizers believe that RAAM must have criteria for defining the end of the race for each division. Additionally, these rules maintain the integrity of the accomplishment of official RAAM Finishers and official Team RAAM Finishers. Disqualification based on the



failure to meet cutoff times is not punitive. Time cutoffs give all Racers something significant to work towards.

Checkpoint Times for Solo Men Racers

TS	Where	Start Plus X Hrs	Cutoff
15	Durango, CO	Start + 81 Hours	Friday, June 14, 2013, 12am (Midnight) EDT
35	Mississippi River	Start + 192 Hours	Wednesday, June 19, 2013, 3pm EDT
52	Mt. Airy, MD	Start + 283 Hours	Sunday, June 23, 2013, 10am EDT
55	Finish	Start + 288 Hours	Sunday, June 23, 2013, 3pm EDT

Checkpoint Times for Solo Women and Solo Men (60+) Racers

TS	Where	Start Plus X Hrs	Cutoff
15	Durango, CO	Start + 87 Hours	Saturday, June 15, 2013, 6am EDT
35	Mississippi River	Start + 206 Hours	Thursday, June 20, 2013, 5am EDT
52	Mt. Airy, MD	Start + 304 Hours	Monday, June 24, 2013, 7am EDT
55	Finish	Start + 309 Hours	Monday, June 24, 2013, 12pm EDT

Checkpoint Times for Teams

TS	Where	Start Plus X Hrs	Cutoff
15	Durango, CO	Start + 61 Hours	Tuesday, June 18, 2013, 4am EDT
35	Mississippi River	Start + 144 Hours	Friday, June 21, 2013, 3pm EDT
52	Mt. Airy, MD	Start + 211 Hours	Monday, June 24, 2013, 10 am EDT
55	Finish	Start + 216 Hours	Monday, June 24, 2013, 3pm EDT

Time Extensions

If a Racer does not reach the intermediate Time Stations (TS15, TS35 and TS52) within the allowed time, the Racer will be disqualified from the race. In the event a Racer is very close to cutoff times, Race Management may grant an extension of time. The finish (TS55-City Dock, Annapolis, MD) is a hard cutoff. You must finish within your allotted time. All racers must be finished by 3pm (EDT), June 24, 2012.

Finishing Status

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

- Finish within the time allowed for that division. The time allowed is the time at City Dock, MD (Ram's Head time + added fixed parade time).
- Still be eligible to race (not disqualified)

All others who cross the finish line beyond the time allowed have our respect for their accomplishment; however, they will not be given a finish time and will be listed as DNF (did not finish).



Time Considerations

The staggered start times are adjusted for time allowance.

Sprints and Order

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

Winners

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

RAAM - Registration, Payment, Refund and Late Fee Policies

RAAM Registration and Application

- RAAM applications must be COMPLETE by March 1. Unless otherwise specified, all material must be completed online in the RAAM Records System (RRS). Your RAAM record is considered complete when the following are finished and submitted:
 - Racer information (name, birthdate, address, etc.)
 - Racer biography
 - Photos of Racer that meets photo guidelines
 - Primary Contact for Racer or Team
 - Crew Chief for Racer or Team
 - Media Contacts
 - List of charities you are raising money for with contact info, if applicable
 - Signed Racer Agreement and Waiver
- For Teams, every Racer must have completed all material above.
- Racers/Teams with incomplete applications will not be allowed to race. And, are subject to a fee of \$250

Changes to Registration and Application

- Team Name changes made after May 1 may incur an additional charge.
- Racer changes on a Team made after May 1 may not appear correctly in printed material.
- For Teams who register a Team Member after May 1, the new Team Member will have two weeks to complete the online application.
- You may switch divisions prior to April 1. After April 1 please contact us for applicable fees.



Payment, Discounts and Late Fees

- Full payment of the entry fee is due by March 1.
- Racers will not be allowed to start until all fees are paid.
- All registrations initiated after March 1, will have two weeks to make full payment and complete the online information.
- A minimum late registration fee of \$500 will be added for registrations between April 19 and May 15.
- No new registrations will be accepted after May 15. Teams may still add or change Racers.
- After March 1 the following late payment fees apply:
 - Solo Entrants - \$200
 - 2-Person Teams - \$400
 - 4-Person Teams - \$600
 - 8-Person Teams - \$800

Policy on Refunds and Rollovers:

Before March 1, 2013

- The following non-refundable processing fees apply:
 - Solo entry - \$500
 - 2-Person - \$1000
 - 4-Person - \$1250
 - 8-Person - \$1500

After March 1, 2013

- There are NO Refunds.
- **Rollovers:** If you are unable to race in 2013, you may roll over your entry for one year to the 2014 race. Rolling over your entry is subject to additional fees.
- **You will be required to pay the difference between the 2013 Entry Fee and the 2014 Entry Fee.**
- **If you do not race in 2014, you will forfeit your entry fee.**



RAAM - What Is Included in Your Entry Fee?

Infrastructure of the World's Toughest Bicycle Race

RAAM requires a year-round organizational effort. In addition to the tangible things each registered Racer receives, we also provide these all-important intangibles:

- A meticulously researched route that is safe & challenging.
- A headquarters staffed by 10-15 operators/officials around the clock for 2 weeks.
- Festive Start- and Finish-line activities and hospitality.
- Over 25 RAAM officials on route, ensuring the safety, a level playing field and the integrity of the race.
- Ongoing consultation to support your race preparation, racing and marketing efforts.
- Promotional exposure for you and the charities for which you may be racing.

RAAM and Race Supplies

Each Solo and Team in RAAM will receive the following:

- Tickets to Awards Ceremony and Finish Banquet.
- Route Books.
- 3 Vehicle Signage Kits and enough reflective tape for 2 bikes per racer.
- Finisher medallions and Finisher jerseys for those who officially finish.
- GEAR Book (Electronic copy)
- Registration Forms (Electronic Copies).
- Official RAAM merchandise.

Award Ceremony and Banquet Tickets

A specified number of tickets are included in your registration fee:

- Solo – 8 tickets
- 2-Person – 10 tickets
- 4-Person Teams – 12 tickets
- 8-Person Teams – 16 tickets

Additional tickets may be purchased on-line for \$50 each. The popularity of the Banquets has necessitated the introduction of a reservation system. We urge you to reserve your banquet space as early as possible.

RAAM Route Books

The RAAM route is meticulously researched and recorded. The official Route Book includes approximately 150 pages of maps, detailed landmarks, directions and other critical information.

- Solo – 3 Route Books
- 2- and 4-Person Teams – 4 Route Books
- 8-Person Teams – 6 Route Books

Additional Route Books are may be purchased at the RAAM Store or upon registration.



Vehicle Signage Kit and Reflective Tape

Each Solo and Team will get 3 vehicle signage kits, one each for 3 support vehicles.

Each kit includes the following:

- 1 reflective “CAUTION BICYCLES AHEAD” sign for the back of the support vehicle.
- 4 personalized Racer number signs; one for each side of the support vehicle.
- 1 “RACE ACROSS AMERICA” windshield sign.
- 2 “Race Coverage” signs for the sides of the vehicles.

Racers need to bring their own D.O.T.-approved reflective triangles and lights for the rear of their support vehicles. These are available for purchase through the RAAM Store.

If you have more than 3 Support Vehicles, you **MUST** purchase one Vehicle Signage Kit for each additional vehicle. RVs are considered Support Vehicles. You must order by April 1.

Reflective tape should be enough for 1 bike (1 in x 36 ft / 2.54 cm x 1 m). Each Solo and Team will get enough for 2 bikes per Racer.

Awards

Every official RAAM Finisher and Team RAAM Finisher will receive a Finisher’s medallion, finisher’s plaque and an exclusive RAAM finisher’s jersey. Division winners will receive an USA wall plaque. However, no wall plaques will be awarded in the open division.

Preparation Materials

The GEAR Book provides critical information about the race, the route and start logistics. The Registration Forms will help you stay organized for check in.

This material is augmented on the web by an extensive collection of articles and information about preparations and how to do the race. Subjects covered include sleep management considerations and strategies, race strategies, vehicle setup and much more.

Official RAAM Merchandise

Every Racer receives a unique gift from RAAM.

Other

Every Racer also receives:

- 2 bicycle numbers
- 4 Helmet stickers



Awards

Finisher's Medallion and Plaque

Every Racer who is an official RAAM Finisher or official RAAM Team Finisher will receive a Finisher's medallion and plaque to mark the completion of their journey.

Finisher's Jersey

Every Racer who is an official RAAM Finisher or official RAAM Team Finisher will receive a unique Finisher's jersey. This jersey is a collector's item that only a few Racers have the right to wear. Limited to one Finisher's jersey per Racer, no additional jerseys will be made.

Division Winners Plaque

Those who are first in their Division will receive a wall plaque in the shape of the USA. No wall plaques will be given in the open division.

Special Awards:

Pete Penseyres Cup - Fastest Solo Male.

Seana Hogan Cup - Fastest Solo Female.

Rookie of the Year – Male – Presented to the top-placing Solo Male rookie finisher.

Rookie of the Year – Female - Presented to the top-placing Solo Female rookie finisher.

Jim Kennedy Cup – Presented to the first Team to cross the Finish Line.

Jim Pitre Corporate Cup – Presented to the first Corporate Team to cross the Finish line. To qualify 75% of all racers must be current or former employees of the corporation represented. If you have questions regarding eligibility, please contact us.

Lee Mitchell Cup – Presented to the best crew. Parameters for winning include no penalties, positive feedback from HQ and staff.

Ian Sandbach Inspirational Award - Presented to the RAAM Racer or Team most representative of the “spirit of RAAM” in memory of Ian Sandbach.

Lon Haldeman Award - Presented to the Solo Racer or Team who raises the most funds (per rider) for the charity of their choosing.

King of the Mountains – Awards will be given to the strongest climber in the Male and Female Solo Divisions. RAAM management will choose a series of particularly hilly



Time Station-to-Time Station segments and the racer with the shortest combined time between those segments will win the Award.

King of the Prairies - Awards will be given to the fastest racer in the Male and Female Solo Divisions. RAAM management will choose a series of generally flat Time Station-to-Time Station segments and the racer with the shortest combined time between those segments will win the Award.

Jure Robic Award – Fastest solo racer between Cumberland, MD to Hancock, MD (TS48-TS49).

Challenge Cups – RAAM management has created a series of challenges within the Team Division. Awards will be given to winners in each of these challenges. Currently, there are three Challenge Cups. Following are the Challenges:

Armed Forces Cup – This award will be given annually to the fastest team representing the armed forces. The competition is open to 2-, 4- and 8-person teams. All racers must be current or former members of the armed forces.

Emergency Services Cup – This award will be given annually to the fastest team representing the emergency medical services. The competition is open to 2-, 4- and 8-person teams. All racers must be current or former police, fire fighters or emergency medical personnel.

Collegiate Cup – This award will be given annually to the fastest team representing a particular college or university. The competition is open to 2-, 4- and 8-person teams. All racers must be current or former students and/or staff of the school represented.

Bike Club Cup - This award will be given annually to the fastest team representing a bike club or bike advocacy group. The competition is open to all 2-, 4- and 8-person teams. All racers must be current members of the club represented.

NOTE: For all Challenge Cups there will be no distinction between team size, age, gender, bike type, etc.

Primes – RAAM management may designate Primes in which case awards will likely be given. Although at this writing no such Primes have been designated.



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Supplies



Store

The RAAM Store has all of the Official RAAM Merchandise. The Store has current and past race clothing, DVDs and other official merchandise. We update and add merchandise all of the time. This is the only source for the real stuff!

Visit us at our online store, at the Start line in Oceanside or the Finish Line in Annapolis!

Race Supplies

Race Supply Purchase – RAAM Store

In addition to official RAAM merchandise, the following race supplies are available at the RAAM Store:

- Route Books – Two per vehicle are recommended.
- Vehicle Signage Kits – These are mandatory for every vehicle. If you have more than the allotted number of vehicles (3) you must purchase additional kits.
- Media Signage Kits are mandatory for all media vehicles.
- Safety Kits (Amber roof lights & Slow moving vehicle triangle)
- Reflective tape

All supplies will be delivered at the Start.

Finish Banquet and Awards Ceremony Tickets – We encourage all Racers and Crew to attend one of the three Finish Banquets and Awards Ceremonies. Your entry fee includes a predetermined number of tickets based on your team size. Additional Banquet tickets may be purchased on-line \$50 each (subject to availability).



Start Line - Logistics, Planning, Facilities

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Start Line Location and Facilities

The Race Office is located at the Beach Community Building below and to the north of the Oceanside Pier. The Oceanside Pier is directly west on Mission Ave NW from downtown Oceanside and one block north. The Pier is 1900 feet long – you won't miss it. All activities will be at the Beach Community Building except Inspections which will be south of both the Oceanside Pier and the Amphitheater in a large parking lot reserved for the race. This parking lot is known as Betty's Lot.

The following is a list of Start Line activities and where they will be held.

Race Office & Registration: South meeting room of Beach Community Building. Entrance from the West on Strand Street.

Photos: Meet in race office and photographer will pick a spot.

Store: South of Beach Community Building in front of main entrance doors.

Racer/Team Meeting: Gymnasium in Beach Community Building. Entrance from the south.

Inspection and Cargo Transport Pickup: The large parking lot south of the Oceanside Pier on Strand Street, known as Betty's Lot. If you have a large Class A motorhome (over 30 feet in length, a tour style coach), these RVs will not be able to drive into the lot. Please make arrangements with an official for the inspection, they will meet you at an alternative location. If you are unsure, please ask an official.

Start Line: At the Amphitheater near the Oceanside Pier.

See Map on following page for details.

Directions to Start

The Oceanside Pier is at the intersection of South Pacific Street and Pier View Way. Follow the stairs or Pier Ramp down to beach level. You will see the large Beach Community Building immediately to the north.



Map of Start Line and Facilities



Start Schedule

The start area is active for one week, from our arrival on Saturday, June 8th, 2013 through the departure of the Teams on Saturday, June 15th. During that time there are various meetings, inspections, photos and more.

The Start Schedule is presented in several formats and you should use the one that works best for you. All times are listed as local time in Oceanside, California, which is Pacific Daylight Time (PDT).

Remember Race Time is Eastern Daylight Time (EDT), which is 3 hours ahead of PDT (e.g. 1pm PDT = 4pm EDT)

Mandatory Crew Chief Meetings

There are multiple scheduled Crew Chief meetings for RAAM racers. These meetings allow Crew Chiefs the opportunity to meet with the Race Director and a Head Official to ask any final questions. The Crew Chief or their designee **must attend** one of these meetings. You do not need to sign up before hand. We will meet in the gym at the designated time.

Racer Meetings

MANDATORY Solo and RAW Racer Meeting – Monday, June 10th, 5:00pm-6:30pm
Team Meeting – Friday, June 14th, 5:00pm- 6:30pm

It is recommended that you bring your Route Book and GEAR Book to the Crew Chief Meeting and Racer Meeting.

Scheduling

Inspections are 45 minutes per Solo and 60 minutes per Team. The Crew Chief must be present.

Photos are 15 minutes per Solo/Team. All Racers must be present. The Crew may also be present if you would like photos of Racers and Crew. This is also a good time to go to the RAAM Store for Finisher Jersey Sizing.

When you do your online scheduling, you must include your Team Name or Team Number.

We will monitor the schedule to ensure everyone is getting scheduled. Do not double-book as that impedes others getting available times. We will remove one of the double booked entries.



DO NOT SCHEDULE before January 1st. All appointments made before January 1st will be removed.

Scheduling Issues

At the Start, if you have scheduling problems with Inspections or you need a re-inspection, consult with an Official.

At the Start, if you have scheduling problems with Photos, consult the Registration Office.

Schedule by Date/Time

Saturday, June 8

1:00pm – 5:00pm

Registration Office Open

Sunday, June 9

9:00am – 6:00pm

Registration Office Open

9:00am – 5:00pm

RAAM Store Open

9:00am – 5:00pm

Inspections

9:00am – 12:00pm

Photos

10:00am – 12:00pm

Cargo Drop off

1:00pm – 2:00pm

Crew Chief Meeting – MANDATORY MEETING

2:00pm – 5:00pm

Photos

2:00pm – 4:00pm

Cargo Drop off

Monday, June 10

9:00am – 6:00pm

Registration Office Open

9:00am – 5:00pm

RAAM Store Open

9:00am – 6:00pm

Inspections

9:00am – 12:00pm

Photos

10:00am – 12:00pm

Cargo Drop off

1:00pm – 2:00pm

Crew Chief Meeting – MANDATORY MEETING

2:00pm – 5:00pm

Photos

2:00pm – 4:00pm

Cargo Drop off

5:00pm – 6:30pm

Solo Racer Meeting – MANDATORY MEETING

6:30pm - 6:45pm

Racers Media Meeting – MANDATORY MEETING

Tuesday, June 13

11:00am

Solo and RAW Start

12:00pm

Racers gather for Solo and RAW Start

Solos and RAW Start

9:00am – 11:30am

Registration Office Open

9:00am – 4:00pm

RAAM Store Open



2:00pm – 4:00pm Cargo Drop off

Wednesday, June 12 RAAM Office is closed all day

Thursday, June 13

9:00am – 6:00pm Registration Office Open

9:00am – 5:00pm RAAM Store Open

9:00am – 6:00pm Inspections

9:00am – 12:00pm Photos

10:00am – 12:00pm Cargo Drop off

1:00pm – 2:00pm Crew Chief Meeting – MANDATORY MEETING

2:00pm – 5:00pm Photos

2:00pm – 4:00pm Cargo Drop off

Friday, June 14

9:00am – 6:00pm Registration Office Open

9:00am – 5:00pm RAAM Store Open

9:00am – 5:00pm Inspections

9:00am – 12:00pm Photos

10:00am – 12:00pm Cargo Drop off

1:00pm – 2:00pm Crew Chief Meeting – MANDATORY MEETING

2:00pm – 5:00pm Photos

5:00pm – 6:30pm Team Racer Meeting – MANDATORY MEETING

6:30pm - 6:45pm Racers Media Meeting – MANDATORY MEETING

Saturday, June 15

Team Start

11:00am Racers gather for Team Start

12:00pm Team Start

9:00am – 11:00pm Registration Office Open

9:00am – 1:00pm RAAM Store Open

Schedule by Activity

Registration Office

Handle all Racer box handouts, questions, and review Registration Forms. Update schedules for Photos and Videos as needed.

Saturday, June 8 1:00pm – 5:00pm

Sunday, June 9 9:00am – 6:00pm



Monday, June 10	9:00am – 6:00pm
Tuesday, June 11	9:00am – 11:30am
Wednesday, June 12	CLOSED
Thursday, June 13	9:00am – 6:00pm
Friday, June 14	9:00am – 6:00pm
Saturday, June 15	9:00am – 1:00pm

RAAM Store

Purchase all your RAAM merchandise, settle any payments, get your t-shirts/water bottles for your entry and do Finish Jersey sizing.

Sunday, June 8	9:00am – 5:00pm
Monday, June 9	9:00am – 5:00pm
Tuesday, June 10	9:00am – 4:00pm
Wednesday, June 11	CLOSED
Thursday, June 12	9:00am – 5:00pm
Friday, June 13	9:00am – 5:00pm
Saturday, June 14	9:00am – 2:00pm

Photos

Photos of all Racers and Teams. Crews optional. **Show up at your scheduled time or you will be assessed a 15 minute penalty.**

Sunday, June 9	9:00am – 12:30pm
Sunday, June 9	1:30pm – 5:00pm
Monday, June 10	9:00am – 12:30pm
Monday, June 10	1:30pm – 5:00pm
Tuesday, June 11	None
Wednesday, June 12	None
Thursday, June 13	9:00am – 12:00pm
Thursday, June 13	2:00pm – 5:00pm
Friday, June 14	9:00am – 12:00pm
Friday, June 14	2:00pm – 5:00pm
Saturday, June 15	None

Inspections

Vehicle, Bicycle, and Clothing inspections. **Show up at your scheduled time or you will be assessed a 15 min penalty.**

Sunday, June 9	9:00am – 5:00pm
Monday, June 10	9:00am – 5:00pm
Tuesday, June 11	None
Wednesday, June 12	None
Thursday, June 13	9:00am – 6:00pm
Friday, June 14	9:00am – 5:00pm
Saturday, June 15	None



Cargo Dropoff

Drop off cargo for any rented cargo space. You can show up anytime for this.

Sunday, June 9	10:00am – 12:00pm
Sunday, June 9	2:00pm – 4:00pm
Monday, June 10	10:00am – 12:00pm
Monday, June 10	2:00pm – 4:00pm
Tuesday, June 11	None
Wednesday, June 12	None
Thursday, June 13	10:00am – 12:00pm
Thursday, June 13	2:00pm – 4:00pm
Friday, June 14	10:00am – 12:00pm
Friday, June 14	2:00pm – 4:00pm
Saturday June 15	By arrangement

Racer Meetings Dates/Times- MANDATORY

You must show up for your Racer Meeting. Bring your Gear Book and Route Book

RAAM Solos	Monday June 10, 5:00pm – 6:30pm
RAAM Teams	Friday June 14, 5:00pm – 6:30pm

There is a 1-hour Penalty for not showing up at the Racer Meeting.

Crew Chief Meetings - MANDATORY

**The Crew Chief or their designee must attend one of these.*

Sunday, June 9	1:00pm – 2:00pm
Monday, June 10	1:00pm – 2:00pm
Tuesday, June 11	None
Wednesday, June 12	None
Thursday, June 13	1:00pm – 2:00pm
Friday, June 14	1:00pm – 2:00pm
Saturday, June 15	None

There is a 1-hour Penalty for not showing up at the Crew Chief Meeting.

Racer Media Meetings Dates/Times- MANDATORY for Racers/Teams with Media Crews

You must show up for your Media Meeting. Bring your Gear Book and Route Book

RAAM Solos	Monday June 10, 6:30pm – 6:45pm
RAAM Teams	Friday June 14, 6:30pm – 6:45pm

There is a 1-hour Penalty for not showing up at the Media Meeting.



Pre-Race Time Penalties

Show Up On Time – Or else you may be penalized

The Race Staff has to accommodate more than 100 Solos and Teams. This amounts to more than 300 Racers, 1000+ Crew, 200+ vehicles and 500+ bicycles. Our time is valuable, your time is valuable and all other Racers' time is valuable. Please respect our time and we will respect yours.

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 to your overall time.

You must comply with the following or incur a **15-minute penalty** for each infraction:

- Be On Time for Inspection, with all vehicles and bicycles.
- Be Ready at Inspection, with all vehicles and bicycles.
- Be On Time for the Photo Session, with all Racers present.

Additionally, the Crew Chief must attend the Crew Chief Meeting, the Racers must attend the Racer Meeting and Media must attend the Media Meeting. If you miss any of these meetings, you will be assessed a 1-hour penalty for each missed meeting.

Check-In, Inspection, Registration Forms

When you arrive at Oceanside, check in at the Start Line Headquarters, located in the Beach Community Center just below and to the north of the Oceanside Pier. You must check in and pick up your Racer race packet (which includes all your signage) before your Inspection and Photos. You must attach all Racer numbers and signs to your vehicles, bicycles and bike helmets **before inspection**. Check-In and Signage pickup starts Saturday, June 8th at 1:00pm.

Registration Binder

You will receive the Registration Forms via email. If you do not get these, please contact the RAAM office. You **MUST** bring your Registration Forms to the Start. You must have the Registration Forms complete and signed off to start the race.

The Registration Forms will include:

- Waivers/Release Forms
- Bicycle and Clothing Inspection Forms
- Vehicle Inspection Forms
- Checklists for all necessary documentation



- Suggestions and typical problems encountered during the Inspections
- Vehicle Insurance Agreement Forms
- Schedule
- Clearance to Race Form

We will have a copier available at the Start Office for making a limited number of copies of forms. We will not have extra copies.

All Registration forms will be available on the website as PDFs under the Race Resources section

Parking & Driving

Parking

Parking is available in several large lots on either side of Mission Ave NW immediately up the hill and east of the Amphitheater and Betty's lot. These lots are pay lots. It may be a challenge to navigate RVs into these lots.

The train depot three blocks from the Pier has a parking garage that is free. However, RVs will NOT fit in this garage.

There are two small lots near the Beach Community Center. The lot to the north of the Beach Community Center is for RAAM staff and City of Oceanside staff only. The other lot across The Strand from the Community Center is very small and a pay lot. Being that it is right next to the beach, don't expect to find many spaces there. **DO NOT BRING RVs to these lots.**

Betty's Lot: Because of the large number of entrants and vehicles

- You may not park in this lot for registration or other events at the start.
- You should apply your vehicle signage at your hotel.
- Vehicles must be moved out of the lot immediately after they have been inspected.

The Inspection parking lot-Betty's Lot-will be available for parking 15 minutes before Racer Meeting, Banquet and Start. All vehicles must be cleared after these events.

Directions to Inspection

From downtown Oceanside, West on Mission Ave NW.

Cross Railroad Tracks.

Left at South Pacific Street (T-intersection).

After 1 block, Right on Seagaze Drive tight turn onto steep downhill.

After 1 block at bottom of hill, Right on The Strand. Tight turn.

Right into Parking Lot – Betty's Lot.

You will be directed where to park by our Gatekeeper.



RVs

It is highly recommended that the only time you bring RVs down to the Start Area is for Inspection. The streets and parking lots are designed for cars, not large RVs. You will have trouble with parking and navigation.

If you have an oversized or bus-style RV, please contact Race Officials first. Oversized RVs will not fit into Betty's Lot. We will make arrangements to do an inspection somewhere near the Start by coming to your RV. This only applies to oversized RVs.

Start Line – Staying Energized

Once you get to the Start Line in Oceanside you still have quite a bit to accomplish before the race begins. Our goal is to make this aspect of your race as easy as possible. At this point you will need to apply all required signage to your vehicle and bikes, be ready for photos, attend mandatory meetings, your own Team meetings, etc. Hours pass quickly at the start.

All these activities can quickly drain your energy if you're not careful. To be ready for your start, here are some tips:

- Stay out of the sun as much as possible.
- Stay hydrated – keep drinking.
- Stay rested.
- Don't stand around too long.
- Get in a few short rides, walks, or runs to keep your body energized and the blood moving.

In other words, limit where you spend your time and energy.

While this primarily applies to the Racer, this equally applies to the Crew. The Crew needs to be ready for the race as well.

Note to Crew: It's worthwhile for someone to check on the Racers to ensure they are not expending too much energy.



The Actual Start – Start to Old Castle Road

The first day of the race is a busy one with special rules and details. This section should help explain the first-day nuances.

The Start

The designated start times can be found in the section “Schedule by Date/Time.” Your Racer(s) needs to be at the Start at least 45 minutes before the actual start time. Prior to the actual start we introduce all the Racers, perform the National Anthem, etc.

How the RAAM starts work

Solo racers are started “time trial” fashion at one-minute intervals. From the Amphitheater to the point where the bike path emerges onto College Drive – is a non-racing “parade start.” Racers must not pass the racer in front of them. Starting order will be checked as racers emerge onto College Drive.

The Team start is a time trial start. All team members may ride. From the Amphitheater to the College Drive – is a non-racing “parade start.” The group will be escorted to College Drive.

Start Order

The start order is by Racer Number – highest to lowest.

When can I support my Racers?

You may begin support at Old Castle Road. To get to this point you must take the Support Vehicle Bypass in the Route Book. Note that the Support Vehicle Bypass is only 16.4 miles long and is NOT on the actual race course.

What if my Racer has a mechanical problem?

Your Racer needs to carry a minimal toolkit until Old Castle Road – tube, levers, patch kit, pump and tools. The Race will NOT supply neutral support. Officials may stop to help, but they are not obliged to. We also recommend that your Racer carry a cell phone for that first stretch. For Teams, we recommend having more than one Racer on the road from the start to Old Castle Road. In case something happens, one Racer can continue on down the road.

If your Racer has a serious mechanical problem that is not fixable by the Racer, your Crew may come back and help the Racer. This has to be very serious – broken crank, broken chain – something that prevents the Racer from actually riding the bike.

Can I drive on the course between the Start and Old Castle Road?

NO – Absolutely Not. You will be penalized. Every year, one or more Crews get on the course and start off the first hour with a penalty. No support vehicles are allowed on the course until Old Castle Road.



Where can I pick up my Racers after the parade section?

At Mance Buchanon Park, 425 College Blvd, Oceanside, CA. This is where the bike path meets College Blvd. This is where the parade section ends and racing begins.

First Day – Old Castle Road to Lake Henshaw

During this stretch of racing, there are additional rules and restrictions. These are in place because the road is relatively narrow and:

- There are few adequate and safe pull-offs and shoulders.
- There is still typically heavy Southern California traffic.
- Racers are still very close together.

What are the additional rules and restrictions?

- Be sure to use safe pullouts for exchanges and support. It is important that the area you choose meets the requirements of a safe exchange spot.
- You may park at other SAFE places, including side streets and parking lots.
- NO support is allowed, other than emergency support – flat tires and other mechanical issues.

Can I do follow support?

No follow support in this section – only leapfrog support.

How many Support Vehicles can I have?

Solos are allowed one Support Vehicle in this section. Teams are allowed two Support Vehicles in this section. All other vehicles must take the bypass to Borrego Springs. See the Route Book for the Support Vehicle Bypass to Borrego Springs.

Can one of my Support Vehicles be an RV?

RVs are NOT allowed on this section of the course. No exceptions.



First Day – Lake Henshaw to Borrego Springs

Can I do follow support yet?

No, you are allowed only leapfrog support until 7:00pm (night riding). You must begin direct follow support at 7:00pm.

How many Support Vehicles can I have?

Still one for Solos, two for Teams. No RVs.

Can we do exchanges where we want?

Yes, exchanges can be made anywhere there is sufficient room to pull completely off the road.

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Route & Navigation



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Route and Navigation

The RAAM route is over 3000 miles long. It has been meticulously researched and reviewed to be as accurate as possible so you can have a smooth journey across the country. The route information is ultimately compiled into the RAAM Route Book which you will receive at the Start. This section will help you prepare for the task of navigating across the country.

Online Route Information

The Route Book is the master route information. We wait until shortly before the race to print it so that we can include any final route changes. In the meantime you will find the most current route information available on the website.

The website hosts a large amount of information about the route:

- Time Station locations
- Distance charts
- Maps
- Directions
- Elevation profiles

As changes are made to the route, we will update the website.

You will also find resources for electronic navigation via GPS or mapping software, including hints for use.

You can order Route Books from prior years at the RAAM Store. These will give you an idea of what a Route Book looks like. The 2013 route is essentially the same as 2012. The previous year's Route Book can be used as a means of seeing what some of those sections look like.

DO NOT BRING ANY PREVIOUS ROUTE BOOKS TO THE RACE AS IT MAY CAUSE YOU CONFUSION DURING THE RACE.

THE FINAL, PUBLISHED ROUTE BOOK – Handed out prior to the start of the Race - IS THE MASTER ROUTE.



Route Book

The core of the Route Book is the route itself. It is arranged by Time Station segments – start to finish. For each Time Station segment you will find a map, elevation profile and detailed directions with turns and landmarks. In addition, you will find the following information in the Route Book:

- **Course Description.**
- **Staff.** We have staff working on the race throughout the year, but as we get close to the race, staffing increases dramatically. There are dozens of race staff and hundreds of Time Station volunteers. We salute all those involved.
- **How to Use.** Instructions on how to use and read the Route Book. The same as is provided in the following pages.
- **Special Instructions.** The Start and Finish have special instructions because they are different. In addition you will find various sections of the course also have special instructions – interstates, constructions, detours, etc.
- **Rules.** A complete copy of the rules will be in the Route Book.
- **Letter to police.** Before the race, we send a letter to every law enforcement agency along the route informing them that we are passing through. A copy of this letter is included.
- **Time Stations.** A table of Time Station data including Time Station Number, Elevation, Miles, etc.

YOU WILL RECEIVE THE 2013 ROUTE BOOK AT THE START DURING REGISTRATION.

RAAM Navigation

As has been the practice for several years now, the route description will be supplied in two formats. The complete description appears in the Route Book and this is the one to which all Racers must conform or be found at variance with the rules. In addition, the route is provided in digital form, suitable for GPS-assisted navigation. With this relatively straightforward technological enhancement, navigation errors can be reduced by having the ability to cross-check where you think you are in the Route Book with where you actually are in the real world. Moreover, access to GPS often times is helpful in getting back on course should you become lost.

Remember: if there is a difference between the electronic and hard copy Route Book descriptions, the Route Book provided at the start always prevails and is the official Route. If in doubt, always follow the Route Book.



The hardcopy Route Book includes all traditional information: all turns will be unambiguously described; mileage to turns; elevation data and important intermediate roadside milestones are given; distances are recorded in statute terrain miles such as a precisely calibrated odometer or cycle computer will display; annotated Time Station- to-Time Station segment maps will show the course in enough detail so that with the accompanying description extra paper maps should not be needed and an elevation profile in feet of each section will also be supplied.

Electronic Navigation

Electronic navigation employing mapping software or GPS hardware is a mature technology that is readily available in reliable, low-cost consumer products. Having GPS information available may help with navigating the RAAM course and the more than 300 turns. GPS devices continuously report your location, essentially reducing the navigator's job to simply checking to be sure that location remains on the route specified in the Route Book. Knowledge of street names, and for that matter distance between turns, is no longer critically important to staying on the route. It does take some effort to master these tools, but it can be well worth it. It should be noted that many competitors make it across the country without GPS and without ever getting lost; it simply requires paying close attention.

The major advantages of having GPS information available to the crew of the follow-vehicle:

- Non-driver Crewmembers can attend to business other than navigation for most of the race when turns are miles apart. You don't need a third person in the follow vehicle to do these jobs.
- While they can be damaged through misuse, properly set up, a GPS is always reliably accurate within system limits (more than precise enough for all RAAM needs). If powered from the vehicle electrical system, GPS devices suitably set up for RAAM can run continuously, providing current location information for the entire race with little, if any, operator actions.
- "Handheld" devices can be used in the follow vehicle, and passed to the Racer if he will be alone for awhile, to remind him when and where to turn and which way.
- GPS can be a useful tool in getting back on course should you become lost.



Problems with trying to have useful and reliable GPS information for RAAM drivers and Racers:

- Not all GPS devices are suitable for the RAAM task of making one trip with more than 350 required stops or turns. You have to find one that is. The RAAM website has suggestions regarding needed capabilities and what sorts of gadgets have them.
- While no more difficult to use than a cell phone or personal computer, until users become familiar with GPS receiver operation, there is a learning curve. This is only a few minutes for most operators but considerably longer for the person who has to set up the gadgets for RAAM and load all the race data. As with cell phones and PCs, if you can operate one GPS, it's easy to get used to operating any of the others.

RAAM will make all necessary race data available in the various formats used by the more popular GPS receivers and their associated data installation programs as downloadable files from the RAAM website. If contacted in a timely fashion, RAAM management, specifically the Route Designer, will try to provide individual help with selections of equipment and software (by capability, not price or brand) which have been found to be most useful for the unique RAAM task, and how to then prepare it with the proper route data.

How to Use the Route Book

The 3000+ mile route designed for the 2013 Race Across America is divided into 55 segments with a designated Time Station at either end. Segments average approximately 57 miles in length with two in the southern California low desert and two in the western prairie grasslands over 80 miles long. Time Stations are described as specific locations, frequently highway intersections, at which the racers' times are reported to race headquarters by the Crew using a mobile phone or the closest public (landline) telephone. Many of the Time Stations are staffed by volunteers who provide information, help and other services appropriate to the location. They may be set up anywhere within visual range of the place designated in the Route Book where they can best provide their services, usually close and on the right side of the route highway.

With the exception of special pages covering start procedures each route section is specified in detail on two facing pages of the Route Book. On the left hand page is a topographic map of that section with detailed inserts to clarify places where several turns occur close together or where other amplification is considered useful. Below the map is an elevation profile of the route in that section. Be careful to note the vertical elevation and horizontal terrain mileage scales of these charts are formatted to fill the same space on the page. Simply glancing at the charts may give you an erroneous perception of the terrain. Distances are in US statute miles following the route terrain similar to measuring



with a precision odometer and elevations are in feet above the WGS 84 datum sea level. Because different databases were used in some sections the total route section miles on the profile chart may be very slightly different from that on the instructions page opposite to the map. In this case the instructions page is the most up to date and accurate.

The right hand page contains the specific instructions for following that section of the route in tabular format following a brief description of the section. Column headings are: **ref**, **mile**, **turn**, (description), and **elevation** and are explained in the following paragraphs.

ref a reference designation assigned in sequence to each line in the instructions which specifies action at that particular location.

- Time Station **ref** designations are TS01 through TS54.
- “Turns” have **references** starting with two digits for the number of the next Time Station ahead followed by a letter which allows you to put all the turns in a section in proper sequential order. After this is a hyphen (dash) followed by a one or two letter abbreviation indicating what the Route Book directs you to do at this location. There aren’t many choices: an L or an R suggests a left or right turn of about 90 degrees or more whilst BL and BR refer to turns which are less than 90 degrees (bear left and bear right). An S means to go straight and is seldom used except when the road you are on turns but the intent is for you to continue in a more or less straight direction onto the connecting road, or some other unusual situation.
- These **ref** designations are useful cross **references** between the Route Book and points displayed by a GPS receiver on a bike or in a vehicle or shown on the screen of a computer running mapping software. In addition, the **ref** designation is also handy in communications, both with your Crew and with Race Headquarters. “We are three miles before 36F”, immediately conveys a complete Route Book **reference** without worrying about page numbers or location names. Similarly should a racer be proceeding alone and carrying a handheld GPS receiver to count down the distance to the next turn, the name (**ref**) of the turn, if the gadget can display it, tells him in simplest terms what to do when he gets there. You will probably find other uses for the convenient **reference** label in coordinating racer support.

mile Every instruction in the Route Book refers to a location along the route. The mile number is the odometer or terrain distance since the previous Time Station.

- For this number to be most useful the driver must remember to re-set the trip odometer to zero at each Time Station and then realize that if the vehicle has to depart from the specified route (stop for gas or whatever) the odometer will no longer correspond to the miles indicated in the Route Book.
- For convenience those miles which correspond to **referenced** turns or other action are in **boldface (dark) print**. It is recommended that crews also use colored highlighter pens to further emphasize these points.
- If two lines of instruction refer to points less than 1 mile apart the second will normally have “Imm” for “immediate” in the mile column or perhaps “1 blk” for one



city block (next intersection).

turn

- This column contains the spelled out **LEFT**, **RIGHT**, **br LEFT**, **br RIGHT**, and **straight** instructions abbreviated in the **ref** key and they are also in **dark print**.
- The first entry in each section uses a compass heading to indicate in which direction you should go when leaving a Time Station and will most often, though not always, be “**East**” or “**Northeast**”. Time Stations which are set at intersections can be confusing so this indication is designed to help in addition to the comments in the next column.
- All other entries in the turn column are in faded (light) printing and are the miles remaining until the next turn. To emphasize that no action is to be taken the word “straight” may appear in light print in the turn column without resetting the countdown to the next turn. This happens when there is an intersection where the road appears, through differences in paving or traffic, to turn but in fact does not.

elevation This is the surveyed altitude above sea level and is used to help anticipate climbs and descents.

- Every **referenced** turn has a listed elevation as do other points which mark the start and top of significant climbs even if the location itself, often a creek, has no road sign or other means of identification.
- This number will not often agree with GPS data within 30 feet due to the inherent variability of satellite locations and their orbital geometry, but the difference between numbers in the elevation column of the Route Book represents the real world as it is to the best we have been able to survey it and publish results in a readily useable format.
- You are cautioned against using the elevation number and what the GPS tells you to determine if you are at the location of a turn.

(description) The main column on the right hand page contains explanatory information for turns, the names of streets at highway junctions and the like. Also suggested lane changes for turns ahead may be included, but need not be strictly followed. As long as you stay on the specified route, whether in a traffic lane or on the shoulder, you are deemed to be on-course. However, you must also realize that local police and traffic controls, even if temporary, by rule take precedence over the Route Book. Any conflict must be reported to Race Headquarters.

There are few abbreviations like “jct” for a road junction and those associated with street names like RD, ST, AVE and the like.

US highways are indicated by their numerical route number such as US 56 E for US highway 56 east bound. A state highway or road would be referred to as SR 252 and so



forth regardless of what state it is in. CR are county roads, and IR are Indian Reservation roads.

On any instructions line the road which is part of the RAAM route at that point is in **dark (boldface) print**.

Intersections where actions are required often have the following abbreviations to help you identify them:

- **TL** (traffic light)
- **yTL** (flashing yellow caution light)
- **rTL** (flashing red stop light)
- **T** (a three way “tee” intersection)
- **SS** (a stop sign in our direction)
- **4SS** (4-way stop - stop signs in every direction if 2 roads cross, “all stop”).

This information is seldom included for junctions where we take no special action but, of course, every traffic control sign, light or other device must be obeyed according to RAAM rules as well as local laws.

Most railroad crossings are indicated by **(RR)**. By state and federal law these must have adequate warning signs. Livestock control grates are sometimes real and sometimes simply paint on pavement, but only the real kind are listed using **(CG)**. Others should be anticipated as surely as the animals they try to control or any other hazard in the road.

There are many terrain features identified for which there will be no highway signs or other markings. Most of these are included either to mark the start or end of a climb. A few other unmarked features which should be apparent to Racers and follow vehicles, such as bridges across small waterways, are included to help track progress.

At the bottom of each right hand page are spaces for recording the time of the Racer’s arrival as reported to Race Headquarters and the confirmation number received back from headquarters as evidence that the report was received.

If known at the time of printing, the names of the Captains of manned Time Stations are indicated in the bottom right hand corner of each of those time stations.

Detours/Alternate Routes:

Between the Start and the point in the desert where restrictions on support vehicle use of the route are lifted (31 miles past Time Station 1) there are several routes provided. The one for the Racers must be strictly followed and since Crew support is not present the racers should each have the copies of the instructions for that part of the route, included in the Route Book as a tear out page, and know how to interpret them.

A suggested route for the follow vehicle to rendezvous with the Racer is provided but



need not be followed as long as no Crew support vehicles are on the route for the first 21 miles, eight and a half miles past the parade end.

Special attention must be paid to the restrictions on the size and number of support vehicles for Solo and Team Racers between Time Station 1 and the desert floor, since use of the “glass elevator” rapid downgrade by large vehicles is prohibited in the race rules and experienced mountain cyclists may indeed be trying to go considerably faster than all motorized vehicles with no really safe opportunities for anyone to pass anyone else, other than perhaps two daredevils on bikes. A suggested alternate route is offered for RV’s and other vehicles not permitted on the course or to use the glass elevator to get from the race start to the rendezvous point on the desert floor.

Several (about a half dozen) other “alternate” routes on the way east are described to allow large vehicles to avoid unnecessary narrow mountain roads (Arizona), low clearance obstacles (Missouri and Pennsylvania), and congested pedestrian areas (Indiana and Ohio). Each of these is indicated in the remarks at the top of the associated instructions page with details in a box at the bottom of the same page.

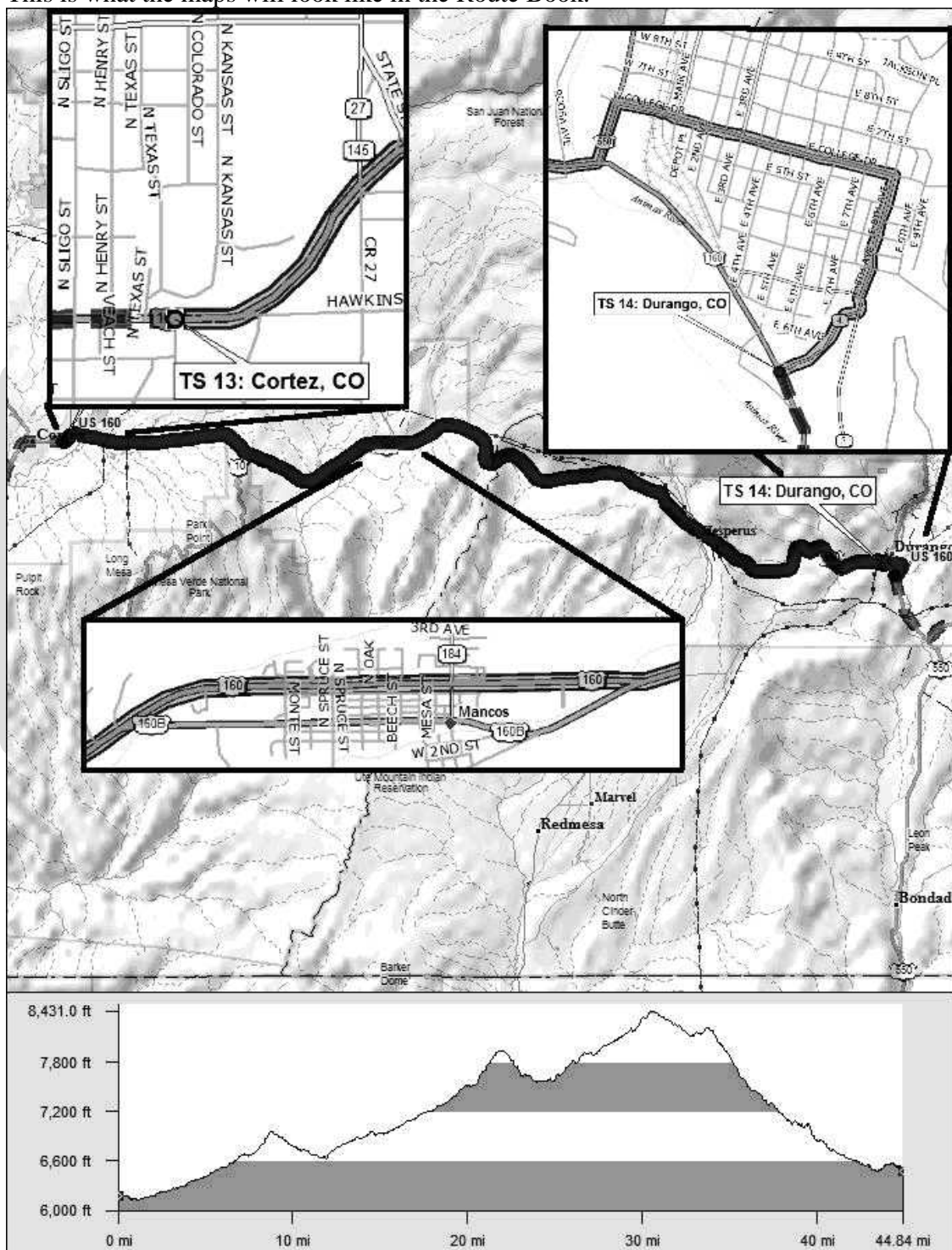
Look ahead!

It is always prudent to plan ahead at least one Time Station and carefully look over the next page of instructions. Many times a Time Station has been placed at a turn in the route. That turn may appear on the page for that Time Station or at the start of the next page.



Sample Map

This is what the maps will look like in the Route Book.



Sample Directions

This is what a page of directions will look like in the Route Book.

TS 13 to TS 14

Cortez, CO to Durango, CO

Leaving Cortez, the course heads into the heart of the Colorado Rockies--the San Juan Skyway--with two warm-up climbs. Elk warnings return. Generally, wide roads with good shoulders and moderate traffic.

ref	mile	turn	elevation
TS13	0.0	E continue on US 160 E	6175
	0.4	straight TL: SR 145, stay on US 160 E	6180
	3.6	39.8 cross McElmo Creek (again, and for the last time) .. fairgrounds (on right)	6291
	8.7	straight jct US10/Mesa Verde National Park, stay on US 160 E ... 3 mile gradual descent	6963
	11.9	31.6 Mud Creek - Commence climb up Mancos Hill	6643
	14.9	straight stay on US 160 E <not right to Bus US 160>	6947
	16.3	27.1 <u>Mancos</u> .. TL: SR 184	7049
	17.0	26.4 cross Mancos R, <i>caution--Bus US 160 merges from right</i>	7117
	22.0	21.4 Mancos Hill summit, 2 mile descent into Thompson Park	7944
	23.4	20.0 Cottonwood Creek , Thompson Park. Commence climb	7639
	30.7	12.7 Hesperus Hill summit ... ski area (on right)	8414
	32.9	10.6 jct SR 140, stay on US 160 E	8129
	33.7	9.8 begin marked 6% descent	8230
	43.4	0.1 cross Animas R	6472
14A-L	43.4	LEFT TL/T: US550/Camino Del Rio. Large RVs may opt to turn right here and proceed .6 miles directly to the time station where RV support facilities are available.	6474
14B-R	43.6	RIGHT TL: College Dr (First TL on US550)	6488
14C-R	44.3	RIGHT TL: E 8th Ave (Last TL on College Dr in town)	6576
14D-R	44.6	RIGHT T: Santa Rita Dr (Toward Gateway Park)	6532
14E-L	44.8	LEFT TL: US160 E/US550/S Camino Del Rio	6479
TS14	44.8	0.0 TS 14 at Gateway Park - Phone at Visitor's Center	

Arrival time/conf#: _____
Time Station 14: Durango, CO

813.1 miles so far: 2,200.3 miles to go



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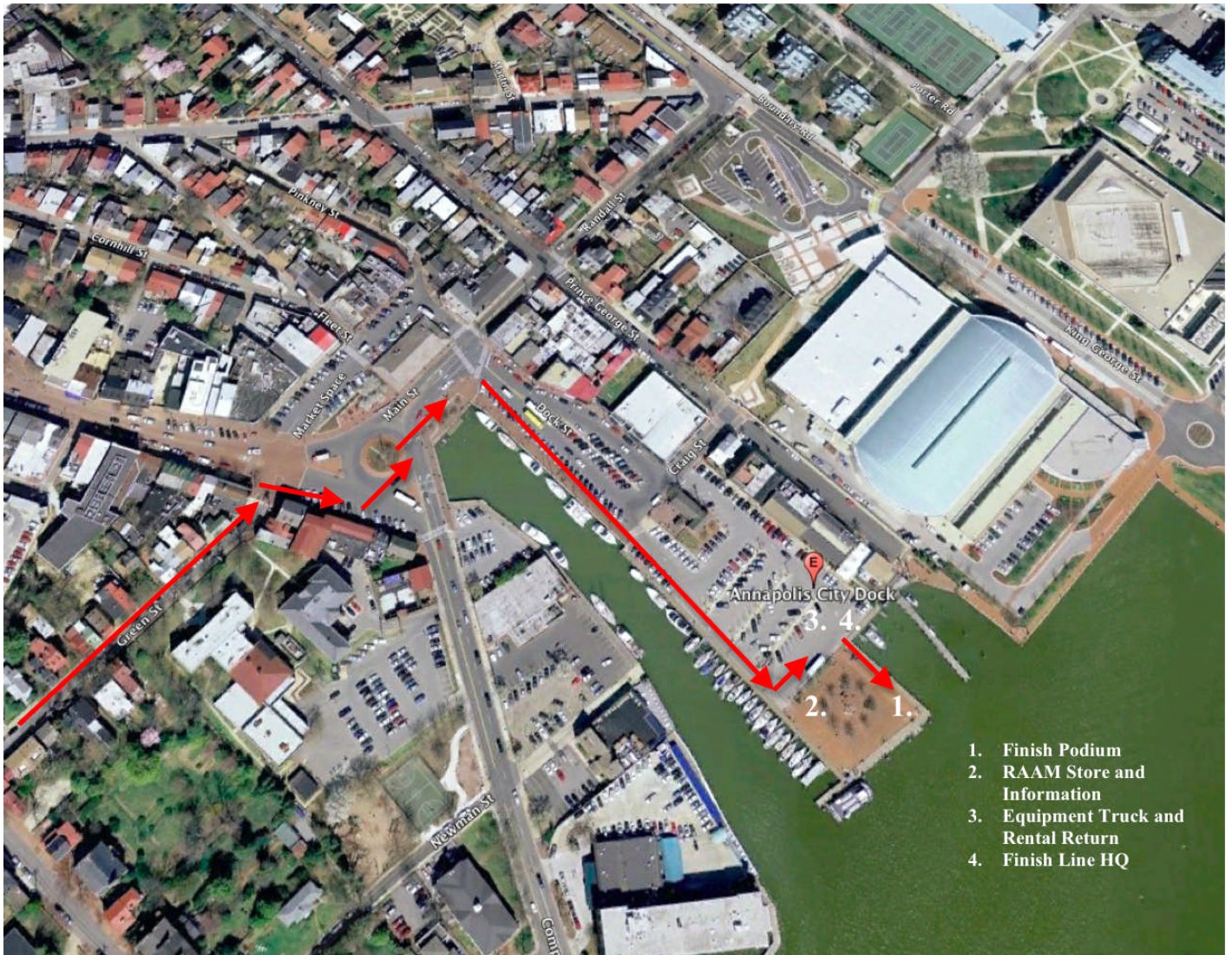
Finish Line - Logistics, Planning, Facilities



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Map of Finish Line and Facilities





Finish Line Location, Facilities and Activities

Congratulations, after all of the hard work, good times and rough ones, you have made it to Annapolis. Now, as you near the finish line, here's what to expect.

General Finish Procedure: Racing stops at the Ram's Head Road House on General's Highway. The timed portion of the race is over but you must continue on to the Shell Gas Station on Bestgate Road. Here you will await your RAAM escort to the finish line. This portion of RAAM is sometimes referred to as a "parade finish". From your arrival at the Shell Station to your departure for City Dock in downtown Annapolis will be less than 10 minutes. You should use this time for changing clothes, going to the bathroom and generally getting organized to ride in to the ceremonial finish. Get ready to enjoy an easy ride into the staging area. There will be a RAAM escort in front of the racer (Team members may all ride together) and one support vehicle behind the racer(s). It should be a pleasant ride. When you arrive at Susan Campbell Park at the east end of City Dock, photographers will take pictures of racer(s) and crew under the finish banner and then direct the racer(s) to the stage. The emcee will ask a few questions and then invite the crew on stage for more photos.

Finish Line Facilities: All Finish Line facilities are located at Susan Campbell Park, at the east end of City Dock in downtown Annapolis. It is located on Chesapeake Bay which opens to the Atlantic Ocean. We will be up and operating from Wednesday, June 19 until Monday evening, June 24.

RAAM Finish Line facilities include:

- The RAAM Office.
- The Stage and Racer presentation area
- RAAM Store and Information
- Cargo pick up will be in the parking lot. Look for the yellow truck.
- Donations of food, clothing, other sundries, bikes tubes & tires, etc. will be accepted at the truck, as well. Please participate in our donation and recycle programs.

NOTE: Actual finish area set-up and finishing procedures are subject to final adjustment.

Banquet and Award Ceremony: You have just raced your bicycle across the country ... time to celebrate! Please join us at one of the three Banquets. They will be held at the Annapolis Sheraton Hotel located at 173 Jennifer Road, approximately 4 miles from City Dock on Saturday, Sunday and Monday. It is a great time to celebrate and meet other racers and crew. The food is excellent. Awards will be presented. Don't miss the



Banquet!!! The popularity of the Banquets has necessitated the introduction of a reservation system. Please reserve your banquet space as early as possible, space is limited. You will receive more information at the finish line from RAAM staff.

NOTE: An allotted number of banquet tickets are included in the race entry. If you need additional tickets, they are available on-line for \$50 each. The bar is a cash bar. There is no ATM (cash) machine. So, please plan ahead and bring cash.

What to do now: Annapolis is a beautiful, 350 year old colonial town and it is very much worth your time to stay and enjoy your visit. The old town area is packed with great restaurants, bars and beautiful scenery. Annapolis is also America's home of sailing, the United States Naval Academy Campus and Maryland blue crabs. Don't miss out on the famous Maryland crab cakes!

WE STRONGLY ENCOURAGE ALL RACERS TO COME DOWN AND GREET OTHER ARRIVING RACERS. YOU HAVE ALL WORKED VERY HARD TO ACHIEVE YOUR GOAL AND IT IS ALWAYS APPRECIATED WHEN WE SHOW SUPPORT FOR EACH OTHER.



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Miscellaneous



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Race Across America Logo Usage Guidelines

In order to preserve the coherence of its image and fulfill contractual obligations, the RAAM logo must be correctly implemented.

Everyone:

- You may use the RAAM logo on your website provided it links to the Race Across America website (www.raceacrossamerica.org).

RAAM Racers and Time Stations:

- You may use the RAAM logo on your promotional and sponsorship materials.
- You may use the RAAM logo on race clothing, crew clothing, or clothing you provide or sell to raise funds provided the clothing also has your team name. You may not give away or sell clothing with just the RAAM logo on it.

Both Color and Black and White files are available through the web site.

Always use the files provided by the Race Across America and do not alter or redraw the logo.

Main Points

- The shape of the RAAM logo may not be altered, overlapped, overlaid, or obscured in any way.
- An unmarked border must always surround the entire logo making it clearly separate and distinct from other text and images on the page. This border should be the same color as the page background.



Printing Process

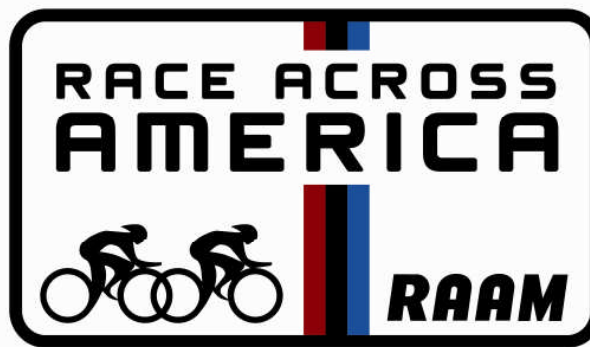
1 Color – Black

For black and white only reproduction. Use on white only background.



4 Colors

Use with 4 color process. Use on a light only background. See color scheme tables below.



Digital Use

The .JPG file formats are meant for on-screen use only.

Background

The logo must always appear against a single color background. This should be white. If the logo is to appear on a background of a different color, please contact us for approval.

Colors

To ensure consistency in corporate color reproduction, the chart below gives the color schemes for your reference.

Red

C	M	Y	K		R	G	B		Pantone		WEB
2	100	82	6		206	1	3		Coated 186		#CF142B

Blue

C	M	Y	K		R	G	B		Pantone		WEB
100	75	2	17		0	5	147		Coated 287		#003896

Questions: Please direct any questions about the use of the logo to:

Rick Boethling
Executive Director
rick@raceacrossamerica.org

