

Race Across America 2015

Definitions

Divisions

Time

Rules

Procedures

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Instructions

It is the responsibility of every Racer, Crew and Staff member to read these rules carefully. The sooner you read the rules, the sooner your questions can be answered. If you have questions before you depart for the start, please email director@raceacrossamerica.org. If you have questions while you are in Oceanside or during the race, please contact a Race Official.

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 director@raceacrossamerica.org for clarification.

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

Updates and Reminders for 2015

The following are updates and reminders for 2015. Several sections have been significantly modified, but the content remains similar. Nevertheless, it is always important to read all the rules and remind yourself what the conditions of racing are. You always learn something new each time you read them.

- Registration Forms will be sent via email.
- All night time Team exchanges must be stationary.
- All crew members must wear reflective vests and ankle and/or wrist bands at night.
- There will be four time cutoffs – Durango, Mississippi River, Mt. Airy and Annapolis.
- Penalties will be served at two locations - Durango and Mt. Airy.
- A one-hour penalty will be assessed for support vehicles impeding traffic from Blythe, CA to Flagstaff, AZ and Montezuma Creek, UT to Kim, CO.
- Roof mounted amber flashing lights and slow moving vehicle triangle may remain on during leapfrog support.
- Motor homes will follow an alternate route from Congress to Prescott, AZ.
- Bicycles must have a red taillight on at all times while on the road.
- Tail light must be mounted at least 36 inches above street level on all low profile bicycles (includes: recumbent, handcycles, trikes, etc.)



Definitions

These definitions are used throughout the rules:

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

Caravanning – Two or more Support Vehicles of any Racer or Team traveling at the same speed behind a Racer for more than 15 seconds except when waiting to pass.

Crew Chief – The designated crew member in charge and official spokesperson for the Racer or Teams crew in official matters.

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

CPSC – Consumer Product Safety Commission – Certifies helmets in the United States.
<http://www.helmets.org/cpscstd.htm>.

Direct Follow Support – Following directly behind the Racer with a Follow Vehicle. Directly behind means within 50 feet.

DOT – Department of Transportation – The governmental organizations (state and federal) responsible for administration of highways.

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

Exchange Zone – An area one-half (0.5) mile (800meters) before and after the point where a Racer Exchange takes place.

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 (see Direct Follow Support).

HPV – Human Powered Vehicle. A non-upright bicycle – typically a faired recumbent.

Impeding Traffic – driving a support vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic

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



Media Crew – Person or persons retained by RAAM, individual Racers or Teams and/or independent media to document or report on the race and its participants.

Motorhome or Recreational Vehicle (RV) – A Support Vehicle that is larger than a van or pickup truck and typically is equipped with cooking facilities, toilet facilities, sleeping accommodations, etc.

Night Riding/Conditions – Night riding shall be considered from 8:00pm LOCAL time until 6:00am LOCAL time OR any time when vehicles would normally have their night driving headlights on OR anytime visibility is less than 1000 feet (300m). If you have any doubt about the visibility conditions, operate as if it is night riding.

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. Race Headquarters is located in Tucson, AZ.

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

Race Route – The Official Race Route as designated in the RAAM Route Book.

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.

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

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

Route Book – The Official RAAM Route Book which details the Race Route with instructions and maps.

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

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

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

The Race or Race – Refers to the Race Across America.



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 – five to 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+

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. This applies to 2-person and 4-person teams. There are no age categories for 8-Person Teams, all will be listed as Open Division.

Gender Categories are as follows:

- Men
- Women
- Mixed - indicates there is at least one male and one female member. This applies to 2-person and 4-person teams. Tandem teams must have an equal (50/50) number of males to females. There are no gender categories for 8-Person Teams, all will be listed as Open Division.

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. If teams use mixed bike types, they will be placed in the Open Division (see below). RAAM has no fixed gear division. Fixed gear competitors must race in the appropriate Solo or Team divisions.

Open Division

The Open Division is a limited division for Racer combinations beyond those listed above (such as a tandem trike relay team). 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.

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 Qualification Rules as defined on the RAAM website: www.raceacrossamerica.org

Alternatively, if a racer feels qualified to enter Solo RAAM not having raced any of the RAAM Qualifiers, or having raced a RAAM Qualifier but failing to achieve the standard, the racer may petition the RAAM Race Director. The petition may take the form of a simple letter addressing the reasons why the racer feels qualified. An athletic resume must be attached. The petition may be submitted by conventional mail or e-mail.

Qualifying – Teams

There are no qualifying requirements for teams. However, we strongly recommend at least one crew member or racer attend one of our Crew Seminars. And we recommend Teams race a RAAM Qualifier prior to RAAM.



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.

Start Times

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

- **Tuesday, June 16, 2015 12:00pm (Noon)** – All Solo Racers
- **Saturday, June 20, 2015 12:00pm (Noon)** – All Teams.

Add 3 hours for Race Time/Eastern Daylight Time.

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. As RAAM has a staggered start each racer's or team's time allowance begins from their assigned start.

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 for possible consideration.

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 define 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 and definitive to work towards.



Checkpoint Times for Solo Men Racers

TS	Where	Start Plus X Hrs	Cutoff
15	Durango, CO	Start + 81 Hours	Friday, June 19, 2015, 12am (Midnight) EDT
35	Mississippi River	Start + 192 Hours	Wednesday, June 24, 2015, 3pm EDT
52	Mt. Airy, MD	Start + 283 Hours	Sunday, June 28, 2015, 10am EDT
55	City Dock, MD - Finish	Start + 288 Hours	Sunday, June 28, 2015, 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 20, 2015, 6am EDT
35	Mississippi River	Start + 206 Hours	Thursday, June 25, 2015, 5am EDT
52	Mt. Airy, MD	Start + 304 Hours	Monday, June 29, 2015, 7am EDT
55	City Dock, MD - Finish	Start + 309 Hours	Monday, June 29, 2015, 12pm (Noon) EDT

Checkpoint Times for Teams

TS	Where	Start Plus X Hrs	Cutoff
15	Durango, CO	Start + 61 Hours	Tuesday, June 23, 2015, 4am EDT
35	Mississippi River	Start + 144 Hours	Friday, June 26, 2015, 3pm EDT
52	Mt. Airy, MD	Start + 211 Hours	Monday, June 29, 2015, 10 am EDT
55	City Dock, MD - Finish	Start + 216 Hours	Monday, June 29, 2015, 3pm EDT

NOTE: The racing ends at the Ram's Head Road House, you may not pass another team after this point in the Race. From that point to City Dock, the Race finish, the Race is in a parade zone. There is a fixed time that will be added to each team's Ram's Head time. Your cumulative time will determine your actual finish time and also be your official finishing status.

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.

Finishing Status

To be considered an official solo 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 full respect for their accomplishment; however, they will not be given a finish time and will be listed as DNF (did not finish).

Time Considerations

Cutoff times are based on the Racer's actual starting time plus 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.

Sprints and 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 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.

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 RAAM logos and insignia must be removed from support vehicles.



Rules



100 – Intent and Purpose

These race rules are designed and enforced with three principal objectives in mind: 1) Safety; 2) Ensure a level playing field; and 3) protect the integrity of the Race. The rules are intended to be minimally intrusive with respect to the racer's strategy and performance.

110 – Race Officials

If you have an issue that needs to be addressed, your Crew Chief should contact one of the Race Officials. If there is no Race Official nearby, then contact the Headquarters Director. If neither are available, contact the Race Director. The Race Director is the ultimate authority on issues relating to the Race Rules. *See 120.*

Race Officials are instructed to keep interaction with Racers/Crew to a minimum. They will be friendly but cannot give aid or favor to any one Racer except in the case of medical emergency. If a Racer/Crew Chief needs to confer with a Race Official on course, the Crew Chief may signal a Race Official by blinking headlights and/or waving 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.

115 - Emergencies – Medical and Other

If police and/or ambulance are needed, call 911 immediately. After calling 911 contact Race Headquarters as soon as possible.

120 – Race Director's Role in Dispute Resolution

The Race Director is the ultimate authority. Further, the Race Director has the authority to issue new rules or alter old rules. If a new rule is created or an old one clarified, all Racers/Crews will be notified within 12 hours. Notification will be via Time Station call-ins to Race Headquarters. The rule in question will be enforced 24 hours after the decision of the Race Director.

130 – Contingencies

During the Race, participants may experience unplanned events. These should be expected. These events are part of the race and part of the challenge of the Race Across America. Generally, no time credits or other adjustments will be issued to a racer. However, under very exceptional circumstances adjustments may be made to promote safety, fairness and integrity of the Race.

150 – Official Race Time

The race clock will be set at the start and will not stop for any reason. However, the Race Director may make time adjustments after the start of the Race to account for extenuating circumstances. All Race Times are reported and recorded in Eastern Daylight Time (EDT). The Official Race Time will be kept by Race Headquarters. *See Section 130*

160 – Official Language

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



220 – Penalties

Violation of any rule may result in a penalty being issued. Time penalties for traffic law violations or race rule violations will accumulate throughout the Race. Time penalties are cumulative. Racers are allowed 5 penalties. Race Headquarters will maintain a log of penalties. Rules violations alleged by the general public will not be considered. Racers, are disqualified upon being given a 6th penalty.

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

Impeding traffic could endanger our ability to stage the Race. Impeding traffic from Blythe, CA to Flagstaff, AZ and Montezuma Creek, UT and Kim, CO will result in serious penalties:

- 1st Penalty 1 hour
- 2nd Penalty 1 hour (Total – 2 hours)
- 3rd Penalty 2 hours (Total – 4 hours)
- 4th Penalty 3 hours (Total – 7 hours)
- 5th Penalty 4 hours (Total – 11 hours)
- 6th Penalty Disqualification

A Race Official may stop a Racer/Crew to discuss safety or rule concerns without allowing offsetting time. It is within the Race Official's discretion to use up to one hour as "cooling off" time to discuss and explain a rule to a Racer/Crew Chief.

Arguing penalties with Headquarters, Race Officials or the Race Director may result in a 15-minute penalty.

225 – Time Credits

Time credit may be given in unusual circumstances. You should race the Race as if time credits do not exist. One call to Race Headquarters is enough to enquire about a time credit. We will address the request and make a ruling that will be final. We will inform you of the decision. Repeated calls may result in a penalty.

230 – Notification

If you are assessed a warning or a penalty, a Race Official will notify the Racer and/or Crew Chief. They will endeavor to do so within a reasonable time 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. In a few cases Race Officials may need to further evaluate circumstances to determine if a penalty is warranted. In these cases, a Race Official or Race Headquarters will notify one of the Racers or the Crew Chief within a reasonable time of the violation that Race Staff are reviewing a potential penalty. A Race Official or Race Headquarters will notify the Racer and/or Crew Chief of the results of the review within a reasonable time of the observation of the violation.



240 – Serving Penalty Time – The Penalty Box

There are two Penalty Boxes – Durango (TS 15) and Mt. Airy (TS 52). Time Penalties accumulated prior to reaching each of these Time Stations must be served at the Time Station. Upon reaching the time station you must call Race Headquarters. You will be notified at that time whether you are clear to go or must serve accumulated time penalties. After serving the required time, you must again call Race Headquarters and be cleared to proceed. Penalties given between Mt. Airy and the Finish will be added to the finishing time.

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. Race Headquarters will maintain a log of Warnings.

255 – Public Reporting

Rules violations alleged by the general public will not be considered.

260 – Appeal of Penalty

Racers and Crew may Appeal a Race decision or penalty per instructions in Appendix A and using the appropriate Form provided in Appendices B and C. Race officials will not consider appeals that fail to follow the instructions in Appendices A, B and C.

Arguing penalties with Headquarters, Race Officials or the Race Director may result in a 15-minute penalty.

270 – Disqualification – Flagrant Offenses

The following flagrant offenses are grounds for immediate disqualification:

1. Refusal to agree and abide by the contractual requirements necessary to participate in The Race.
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. You are responsible for avoiding the use of these substances. Following is a link to the list: <https://wada-main-prod.s3.amazonaws.com/resources/files/wada-2015-prohibited-list-en.pdf>
4. Failure of a Racer to submit to drug testing when requested by Race Officials.
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, licensed or insured Support Vehicles and/or improperly licensed Support Vehicle operators.
7. Illegal drafting of any Vehicle.
8. Holding onto another Vehicle (motorized or non-motorized) to aid or augment forward travel.



9. Refusing to take a sleep break (off bike), as requested by a Race Official.
10. Behavior on the part of Racers or Crew that is deemed inappropriate and that might cause safety, legal or reputation problems for the Race or other Racers and their Crews.
11. Altering roads signs.
12. Failure to ride the Race course as described in the Route Book. *See Sections 1000 and 1010*
13. Accumulation of more than 5 penalties will result in disqualification upon notification by a Race Official of the 6th penalty. *See Section 220*
14. Crew member advancing bicycle on the course.
15. Dumping of brown or black water from a motorhome (RV) at an other than approved location *See Section 560*

280 – Suspension and Banishment

For violations resulting in disqualification from the Race, the Race Director has the authority to suspend the Racer from the current race, the next race or impose a total ban from participating in RAAM.

300 – Police

The Race is conducted over public roads, highways and bridges and is subject to national, state and local law and rules. Prior to the Race all of the law enforcement agencies will have been notified about the Race. Any concerns addressed by the Police will have been addressed. We typically receive good cooperation from these agencies. However, note the following points:

1. The authority of local police sheriff and highway patrol supersedes all Race rules.
2. Occasionally, a patrol officer may not be informed of the Race and takes action that may interfere with a Racer's progress or the operation of a follow vehicle. A Racer must comply with all officer requests. If any dispute arises with local authorities Race Headquarters must be notified immediately. 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.
3. At all times, be polite and courteous to drivers and motorists and Police officers. You are cycling ambassadors of goodwill. A simple nod/wave of the hand is always preferable to obscene gestures and angry words.
4. If a racer is delayed by Police for more than 30 minutes Race Headquarters must be notified.

310 – Traffic Laws

1. Racers must obey all traffic laws, including stop signs and stop lights. The only exception is when traffic is being directed by a police officer and the officer waves you through. All violations of traffic laws witnessed by officials will result in a penalty.



2. A legal Race stop is defined as follows: the complete cessation of all forward movement of the bicycle. A Racer does not have to remove a foot from the pedal and touch the ground.

3. Turning right at a red light, making an immediate U-turn and another right 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 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 a 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-Readiness

The Race Staff must accommodate more than 100 Solo riders and Teams. This typically involves more than 1,000 people, 200 vehicles and 500 bicycles. Only cooperation and mutual respect make this possible. Time Penalties may be assessed for being late or not being ready. These penalties will not count towards disqualification, but they will be added to your overall time. The following are each a 15-minute penalty:

1. Failure to show up at inspection on time with all vehicles and bicycles.
2. Failure to be ready at inspection with all vehicles and bicycles
3. Failure to attend a Photo Session on time with all racers present.

The following are each a 1-hour penalties:

1. All Racers must be at the Racer Meeting for Racer introductions.
2. Crew Chief Meeting - a minimum one crew member must attend although more than one member may attend.
3. Racer Media Meeting – If your Racer/Team has a media crew they must attend this meeting. 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 Forms with all tasks signed-off by Race Staff. Refer to the Registration Forms for the full list of requirements and to review details that will be checked during inspection. These forms will be sent to each racer/team's primary and secondary contacts via email.

370 – Racing - Day One Adjustments

The first day of the Race has additional requirements. These are necessary because of the close proximity of Racers and Crew and because the roads are tight with few adequate and safe turn-outs and shoulders. Following are the first day requirements:

1. Until Old Castle Road, no Support Vehicles are allowed on the course. Racers must be self sufficient with water, food and ability to fix basic mechanical problems.
2. From Old Castle Road until 7:00pm local time (10:00pm Race Time), only leapfrog support is allowed.



3. Between Old Castle Road and Borrego Springs, teams are allowed two Support Vehicles on the course. Beyond Borrego Springs, all Support Vehicles are allowed on the course.

4. No motorhomes (RVs) on the course before Borrego Springs.

400 – Race Communications

At every Time Station the Racer/Crew must contact Race Headquarters on the “Racer Reporting” phone number. The purpose is to inform Race Headquarters of the Racer's location. If there is an important update from Race Headquarters a message will be relayed to the Racer/Crew.

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 to ensure Race Headquarters is aware of Racer's progress and safety.

If you use a cell phone be aware that Cell phones with a US or Canada-based phone number or a satellite phone with a US-based number are required. If you need a US-based cell phone, Trac Fones - www.tracfone.com/, can be purchased from Target or Wal-Mart.

420 – Time Station Procedures

Upon the arrival (and not before) of the Racer at every Time Station, the Racer/Crew must call Race Headquarters on the Race Reporting phone number. The Racer/Crew will report Racer Number, Time Station number, City Name, and the Race Time (not local time) 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 Racer/Crew made the call.

The location of Time Stations is listed in the Route Book. Racers must follow ALL Race Route instructions to reach the Time Stations. 50+ Time Stations are established along the Race Route of which a number will be staffed. 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.

Race Headquarters will issue a confirmation number for each Time Station report. It is the responsibility of the Racer/Crew to keep a record of the confirmation numbers issued by Race Headquarters.

Each Racer/Crew must call in once and only once to report passage through a Time Station. You may be issued a penalty for calling more than once for a single Time Station.

Race Route changes and other official news will be communicated during these call-ins.

Notes: Only a Racer/Crew may make the call to Race Headquarters. Race Officials and Time Station staff are not permitted to call in Racer information. Do not leave the Time Station unless you are certain a Crew member has made or will make the call for your Racer. At night if it is necessary for the Follow Vehicle to stop and make the call, then the Racer must also stop.

440 – Phone Issues

All crew vehicles should have working cell phones. However, cell phone coverage is not universal. If there is no coverage at the Time Station, call in as soon as coverage is available. If the call is made after the allotted 30-minute call-in period (see Section 420) you must explain the delay to Race Headquarters.

A dead cell phone battery is not an excuse for not calling Race Headquarters in a timely manner.



If the Race Headquarters line is busy, keep trying until you have reached them. The Race Headquarters has several phone lines. When you reach Race Headquarters, explain your problem connecting.

A time penalty may be issued 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 questions a Crew may have about other Racers' locations or other publicly available information. The locations of all Racers on the Race Route at any given time is public knowledge.
2. All official information will come from Race Headquarters or the Race website.
3. While every effort is made to keep location information as correct as possible, RAAM is not responsible for the accuracy of information obtained by Crew at 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

Racer/Crew must notify Race Headquarters or a Race Official of the followings:

1. A Racer plans to be off the course hidden from view for longer than 30 minutes.
2. A casual non-race rider continues riding within 30 feet (10 meters) of a Racer and is a nuisance.
3. If the primary Follow Vehicle has broken down and another Support Vehicle is supporting the Racer.
4. To obtain permission for Crew additions/changes.
5. If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route, or detained by local or state police longer than 30 minutes.
6. Following the Racer at night with a Motorhome (RV) 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 gas, food, restroom and other "poor planning" circumstances.

See also Summary of Mandatory Reports

500 – Support Vehicles

1. Each Racer must start The Race with at least two four-wheeled Support Vehicles, each with a minimum of two licensed drivers. One of those Support Vehicles must be equipped as a Follow Vehicle.
2. There is no maximum number of Support Vehicles or Crew that a Racer may have.



3. All Support Vehicles must be properly registered and carry at least the minimum insurance required by law in the state of registration.
4. Copies of insurance policies or other proof of insurance documents are required, along with a signed insurance waiver provided by RAAM.
5. All Support Vehicle drivers must possess a valid operator's license for the vehicle being operated.
6. All Support Vehicles must pass an inspection prior to the race start. *See RAAM website for appointment times*
7. All Support Vehicles must use their headlights whenever the vehicle is in operation, day or night.
8. Prior to the start of the Race, all Support Vehicles will be categorized as motorhome (RV), Follow Vehicle, Auxiliary Vehicle, Spy Vehicle or Motorcycle.
9. No Support Vehicle may block or impede the progress of another Racer.
10. All Support Vehicles must travel at posted highway speed when not following behind their Racer.
11. The Support Vehicle may not pass the Racer more than four times per hour and must do so at normal traffic speed. This applies to Direct Follow, not Leap Frog Support.
12. If a Support Vehicle is unexpectedly lost from the minimum two Support Vehicles, the Crew must immediately notify Race Headquarters. Based on the Racer's location in the race, distance traveled, 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.
13. Never stop in the roadway.
14. Do not park in driveways of residences without permission of the resident.

510 – Lights

1. All lights on Support Vehicle must be operational - turn signals, head lights, tail lights, hazard lights, backup lights and parking lights.
2. Additional vehicle driving lights are allowed as long as they are not higher than 48" above the ground or higher than the windshield of the support vehicles. State laws forbid any roof mounted lights.
3. Extra bumper mounted lights are allowed as long as they do not produce undue glare toward oncoming traffic. All such lighting and its use must conform to local laws.
4. Many states only allow four front bulbs to be on at one time. The Race allows extra bumper mounted lights, provided local police allow them.
5. Additional driving lights of any kind must be wired so as to be able to be dimmed or turned off when approaching oncoming traffic.
6. Handheld spot lights brighter than ten watts are not allowed. Van powered flashlights for Crew duties are allowed.



7. No extensions are allowed beyond 36" in the front of the bumper for light brackets or spare wheels.
8. 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 300 feet (100 meters).

520 – Amber Roof Lights

1. In addition to standard emergency flashers built into the vehicle, the Follow Vehicle must have two amber flashing lights, one at each far left and right end of the roof rack or roof, visible only from behind and not from the front. Tape is usually used to cover the front half of the light.
2. They may be powered from the vehicle electrical system with a separate switch or plug enabling them to be turned on and off without affecting the vehicle's factory emergency lights or the regular rear tail lights. Or, these roof lights may be solely battery operated.
3. The roof-mounted amber flashing/strobe lights must be bright enough to be seen during the day. However, they must not be so bright as to interfere with other divers eye sight. Amber lights must be on and working at all times when following the Racer except in areas when specifically directed by Race Officials or law enforcement 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 eliminated.
5. Lights are required for all vehicles involved in supporting racers on the course. This includes shuttle vehicles, media vehicles, etc.

530 – Vehicle Signage

1. The windshield and left and right front side and right side 2nd passenger windows must be clear of all 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 on the rear of the vehicle a reflective sign which says "Caution Bicycles Ahead".
4. Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required Race vehicle signage, including Caution Bicycles Ahead, Racer Number and Slow Moving Vehicle Triangle.

In Addition, the Follow Vehicles Must Have:

A federal D.O.T standard reflective slow moving vehicle triangle (12 inches high) fluorescent orange equilateral triangle with 1.5 inch reflective red border must be displayed on the rear of the Follow Vehicle while following directly behind the Racer. This D.O.T. triangle must be removed or covered up when traveling over 45 mph (when not following the Racer). However, this may stay in place while doing leapfrog support.

All Lighting and Signage will be checked during Inspection. Review the Vehicle Inspection Form in your Registration Binder to see what Race Officials will check.



See *GEAR Book* for suggestions for signage placement and lights needs review

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, particularly during hours of darkness.

Vehicle Type and Size

1. The Follow Vehicle must be no more than 80 inches in width, measured at 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 88 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 244 inches in length. Measurements are of the vehicle only and not racks, lights or other attachments.
4. Mini-vans are recommended because most are less than 72 inches wide. Large passenger vans are allowed as long as they meet the width requirement.
5. Follow Vehicles shall not be a conversion motor home 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.
7. Follow Vehicles must have windows along the entire length of both sides of the vehicle.
8. Sprinter vans with windows along the entire side, both sides, and back of the vehicle are allowed

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 cell 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 gas, buying gas 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 addressed.



2. Auxiliary Follow Vehicles can be no wider than an 80 inches standard sedan, 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. Auxiliary Follow Vehicles must have a slow moving vehicle triangle to be displayed on the rear of the vehicle and used only while following the Racer.
7. 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 a slow moving triangle and top amber flashers.

560 – Motorhomes (RVs)

1. Motorhomes (RVs) cannot be a Follow Vehicle during daylight hours.
2. Motorhomes (RVs) 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 Motorhome (RV) at night. If a Race Official is unavailable and cell 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 GAS, BUYING GAS 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 Motorhome (RV). The Racer will simply have to stop riding and wait until these "poor planning" matters are completed.
3. Dumping brown and black water at other than an approved location is grounds for disqualification.

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 regardless of local and/or state regulations. 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.
5. Motorcycles must be properly licensed and insured.



6. Motorcycles must be inspected for license, registration and insurance and approved by Race Officials.

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.
4. Spies must not stop within 300 feet (100 meters) of a Racer or Racer's Crew when that Racer or Crew is stopped for more than 5 minutes.
5. 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.
6. Spies must not verbally annoy the Racer or Follow Vehicle or use Support Vehicle engine noise, loud music, wind gust and road dust or exhaust offensively or employ other harassing behavior.
7. Spies may not use bicycles or other human powered vehicles or devices (e.g., skates) anywhere near a Racer.
8. Spying through interception of radio communications is not controlled beyond the licensing controls of the FCC. Crew should be advised to switch radio channels or have some other plan for communications if spying is suspected by another Racer.

590 – Impeding Traffic

Impeding traffic flow occurs when: 1) Two or more vehicles are waiting to pass; 2) A vehicle has been held up for more than 2 minutes. Support Vehicles must avoid impeding traffic flow.

Impeding traffic is most commonly the result of Caravanning (*see Section 595*) or improper Support (*see Section 630*). Impeding the normal flow of traffic will result in a 15-minute penalty. Impeding traffic from Blythe, CA to Flagstaff, AZ and Montezuma Creek, UT to Kim, CO will result in a one-hour time penalty.

595 – 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. Caravanning will result in a 15-minute penalty. If Caravanning is deemed to be impeding the flow of traffic (*see Section 590*) from Blythe, CA to Flagstaff, AZ and Montezuma Creek, UT to Kim, CO you will be given a one-hour penalty.

600 – Racer

1. Racers may not be driven forward on the course except in an emergency, or to a motel. In such conditions a Race Official must be notified as soon as possible, preferably before doing so. Racers must then return to the point where they left the Race Route to begin riding again.



2. Racers must wear a properly fastened CPSC or Snell-95-approved helmet at all times. The helmet must be properly fastened.
3. Racers must clearly display their Racer number on the left and right sides of their helmets.
4. A Racer may not receive pacing in any form from a Crew member or other person. Road side cheering, however, is encouraged from Crew and race fans.
5. A Racer may ride a bicycle with a flat tire or other mechanical problems. But, 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.
6. A Racer may proceed on foot along the Race Route as long as the bicycle is under control of the Racer and is being carried, dragged or pushed. A Racer separated from their bicycle may not proceed along the Race Route. If racing Tandem, both Racers must accompany the bicycle at all times.
7. Racers may only ride alongside each other for a 15-minute period each 24 hours.
8. Racers shall not block or impede the progress of another Racer.
9. Racers shall not draft any vehicle and must maintain a spacing of at least 300 feet (100 meters) from other Racers and Support Vehicles. *But See Rule 370 for Special Rules for early stage of Race.*
10. 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 to assist in balance.
11. Moving Racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes or other attachments either to a Support Vehicle or pedestrian.
12. Racers must stop for drug or medical testing or imposition of penalties when directed by a Race Official. The time required for such stops will not be deducted from the Racer's time.
13. 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 right 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 – 15-foot minimum.
14. 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.
15. Racers must cooperate in making themselves available media interviews at the Race Start and Finish. Failure to do so may result in a penalty.
16. I-pods, MP3 players or other pocket-size stereos are permitted as long as only one ear is fed sound. The other ear must be clear of obstructions at all times during the Race. The other earpiece may be tucked into the jersey collar or disabled. Infraction of this rule will result in a penalty – no exception.



610 – Support Crew

1. Every Crew member must have signed the release of liability waiver prior to being permitted to participate in the Race.
2. The Racer is accountable for the behavior of the Crew. Crew misconduct may result in the penalization or disqualification of the Racer. 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) sign the release of liability waiver and Race Headquarters must be immediately notified and a copy of the signed agreement delivered to the nearest Race Official. The Crew Chief must have additional copies of the waiver form available to be signed by add-on Crew.
4. One Crew member will be designated Crew Chief and will speak for the Crew and Racer in reporting problems, suggestions or other information to Race Officials. Other persons in their capacity as Crew should not speak in an official capacity to Race Officials, unless the Crew Chief is not available. The Crew Chief may designate another person to act on his/her behalf when 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, motels, 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 a Racer other than their own as an act of "good sportsmanship."
8. If a Crew member willfully 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.
9. If a Crew member is unexpectedly lost from the minimum four-person Crew, the Crew must immediately notify Race Headquarters. Based on the Racer's location in the race, distance traveled, 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.
10. 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.
11. If a Racer loses time responding to an injury-related situation, where the Racer's or Crew's assistance is warranted, the Race Director will determine a proper time adjustment for the Racer providing assistance as 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.
12. No Racer or Crew may carry any firearm along the course.
13. No Crew member is allowed to ride a bicycle on the course, or wear a team kit or helmet with a racer number if riding a bicycle during the race.



14. Crew must wear reflective vests and ankle and/or wrist bands at night.

620 – Crew and Racer Rest

1. There are no restrictions on how many hours a Racer may ride without off-bike rest. There are no restrictions on how many hours 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 and fit enough to proceed safely. The Follow Vehicle Crew must be prepared for night conditions 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 Chief and the Racer to ensure the Crew is receiving adequate rest to proceed safely and for safe operation of Support Vehicles. If no adequately rested drivers are available for safe operation of vehicles, the Racer must stop.

625 – Sportsmanship

1. All Racers and Crew are expected to exhibit the highest level of sportsmanship towards all competitors and *Race Staff*. This includes 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 non-perishable food item to the Racer meeting to receive a RAAM gift (and commendation from the Race Director). We will donate the food items to charity.
2. All Racers and Crew are to be respectful and courteous towards competitors and Race Staff. Harassment of any Racer, Crew member or Race Staff is not allowed.

630 – Providing Support

1. A Racer may have more than one qualified Follow Vehicle. *See Sections 500-550*. However, only one Follow Vehicle may follow the Racer at any given time.
2. A Support Vehicle may not 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 highway speed and pull off the roadway and wait for the Racer.
3. When traveling 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 not impede following traffic for more than 2 minutes. The Follow Vehicle must pull off the road and let traffic pass when two or more vehicles are waiting to pass or if even one vehicle has been held up for more than 2 minutes. 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. This is especially applicable on the first day of the Race when a dozen or more Racers may be climbing the same hill, causing a serious problem for oncoming and following traffic to proceed around the Follow Vehicles. Be aware of what's going on around you and use common sense.

6. From Parker, AZ to Flagstaff, AZ and Montezuma Creek, UT to Kim, CO special support rules apply. During the daytime, Direct Follow Support will be allowed only if there is a full-width shoulder. In this case, the Follow Vehicle must be entirely to the right of the fog line. If that is not possible, then leapfrog support must be employed. If the Follow vehicle is deemed to be impeding traffic from Parker, AZ to Flagstaff, AZ and Montezuma Creek, UT to Kim, CO, this will result in a one- hour penalty. During the night, Direct Follow Support is allowed. In fact, as always during night time hours, Direct Follow Support is mandatory. Although traffic will likely be light, the potential for impeding traffic flow is still there. If traffic builds up behind you, both the racer and the Follow Vehicle must take the first opportunity to pull over and let the following traffic pass. Failure to do so, may be deemed to be impeding traffic and you will be assessed a one-hour penalty.

7. Follow Vehicles should follow their Racer as far to the right of the lane as possible or on the paved shoulder.

8. 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 highway 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.

9. 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 maneuver as long as they do so safely without interfering with the normal flow of traffic.

10. When directly following a Racer, the Follow Vehicle must have a slow moving vehicle triangle, must have the Amber Roof Lights on, and must have the vehicle emergency flashers of the vehicle on.

11. Turn signals do not operate with hazard lights on. For a turn, the Follow Vehicle may turn off the vehicle emergency flashers up to ¼ mile (0.5 km) before a turn to use the vehicle turn signal. The vehicle emergency flashers must be on within ¼ mile (0.5 km) after the turn unless there is another turn within ¼ mile (0.5 km).

12. Music systems may not be used when passing through residential areas during the night All other public address systems or megaphones must have the volume reduced when passing through residential areas at night.

13. Use a PA system or other communication devices to communicate safety factors and turns to your Racer.

14. All stopped Support Vehicles must stop a minimum of 5 feet off from the traveled portion of the pavement - 5 feet to the right of the fog line.



635 – Handoffs

1. Travel alongside a Racer, when safe to do so and not crossing the double line, is permitted for handing off food and supplies to the Racer and exchanging information and is limited to one minute per exchange and four times per hour. Penalties will be issued for driving on or over the double line or for traveling 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 or along the roadside, provided this is done in a safe manner and no littering takes place.

640 – Passing

1. If another Racer is approaching you, you must either:
 - a. race ahead, increase your speed and maintain the 100 yard separation or
 - b. you must yield, move to the right, slow down, allow the pass and again maintain the 100 yard 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 right. The following Racer must accelerate and pass on the left. Do not pass on the right. 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 (up the 15 minute limit), 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 penalized.
4. After a pass, both racers must pace themselves appropriately to maintain the 300 foot (100 meter) separation between racers.

645 – Interstates

The Race Route has little or no interstate travel. However, if and when travel on an interstate highway is required, please use extreme caution. The end of an exit ramp is generally considered where the exit ends. There may be a stop sign, a crossroad, a bridge or the beginning of an on-ramp back on the interstate. Use your best judgment. The idea is to be away from fast moving traffic exiting the interstate and in a safe place.



1. There is no stopping on interstates, except for emergencies. If you must stop for emergencies, pull as far to the right as possible so that other Racers and Support Vehicles can pass safely without going into the traffic lanes.
2. Handoffs of any kind are not permitted on interstates. Handoffs may take place at the end of exit ramps.
3. Team Exchanges are not permitted on interstates. Team Exchange may take place at the end of exit ramps. *See Section 1127.*
4. Parking of Support Vehicles to wait for Racers is not permitted on interstates. You may park at the end of the exit ramps.
5. Passing where both Racers have Follow Vehicles directly behind them is not allowed. During daylight it is recommended that both Follow Vehicles proceed to the next exit so both Racers can proceed at their own pace. At night, passing may only take place at the end of exit ramps.
6. Racers and Follow Vehicles must exit the interstate at every exit ramp. You may get on the interstate using the next entrance ramp.
7. If you encounter a stopped vehicle on an interstate shoulder, use extreme care when passing. During the day, the Racer and Follow Vehicle do not have to pass together. During the night, the Racer and Follow Vehicle must pass together. Do not attempt to pass if traffic must slow down or suddenly change lanes to avoid you. The Racer and Follow Vehicle must slow down and pass when safe.

650 – Night Riding and Safety

1. Night riding shall be considered:
 - a. from 7:00pm local time until 7:00am local time,
 - b. any time when vehicles would normally have their night driving headlights on or
 - c. anytime visibility is less than 1000 feet (300 meters).
2. If you have any doubt about the visibility conditions, operate as if it is Night time.
3. Racers must be no more than 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 should be viewed as a single entity under Night riding conditions. Follow Vehicles may temporarily pull alongside the Racer when conditions safely permit to conduct a handoff of 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 in city traffic, mountain climbs and other difficult pacing situations are modified at night so that the bicycle never leaves the Follow Vehicle headlights. In other words, the Follow Vehicle may pull alongside the Racer to give a handoff
5. The Follow Vehicle must have all appropriate signage and lighting when operating under Night conditions.
6. Each Crew member must wear reflective vest and a reflective ankle or wrist bands at night. DOT approved vests are the best choice and the most visible.



655 – Bicycle Lighting and Visibility

Front Headlights

1. All bicycles used in Night time conditions must have a headlight that is at least 70 lumens of power.
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 Taillights

1. All bicycles used for Night time conditions must have a taillight.
2. Taillights must be red and a minimum of 100 lumens.
3. The rear taillight may be steady or flashing.
4. The rear taillight must be mounted to the bicycle and aimed to the rear.
5. Belt clip taillights on the Racer or back of the helmet can be used in addition to the bicycle frame taillight but not in place of a bicycle taillight.
6. Recumbents, Handcycles and other low profile bicycles taillights must be at least 36 inches from ground level.

Visibility and Reflective Material

1. All bicycles must have reflective material on the rear seat stays at least 1/4 inch wide (or as wide as possible) and 4-6 inches long.
2. All bicycles must have reflective material on the outside of both fork blades at least 1/4 inch wide or as wide as possible and at least 4-6 inches long.
3. All bicycles must have reflective material on the crank arms that is visible from the rear of the bike that is at least 1/4 inch wide (or as wide as possible) and 3 inches long.
4. 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.
5. All wheels, including spare wheels, must have reflective material visible from both sides that is at least 1-3 inches long. Reflective material must be on the non-braking surface of the rim or affixed to spokes.

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

NOTE: The GEAR Book has suggestions for application and placement of reflective material.

700 – Media Crew

1. RAAM may have Media along the course.



2. RAAM may hire one or more independent Media Crews to document the Race. Media must cover the Race in a fair, safe and neutral manner.
3. Local television stations may also report on the Race near their area. They must do so in a fair, safe and neutral manner.
4. Racers may have Personal Media Crew. All Personal Media Crew must be registered with the RAAM Office 30 days before the Race. A fee of \$175 will be charged for each Media Support Vehicle for "MEDIA CREW" signage (four signs per vehicle) plus the associated Racer name and number signs.
5. 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.
6. All Media Crew Vehicles are subject to the same Support Vehicle rules of the road as Follow Vehicles. Emergency flashers, safety triangle must be used. Media Crew Vehicles are required to have amber roof top flashers and use them when filming or moving at slow speeds.
7. All Media Crew Vehicles must be labeled on both sides and back with "MEDIA CREW" signs. Signage is available from the RAAM Office. Personal Media Crew Vehicles must also display the Racer number of their host Racer.
8. Unsafe driving or any circumstance which provides an undo advantage to any racer by a Personal Media Crew will result in a penalty to the host Racer. When a Media Crew is interviewing another Racer, any unsafe actions by the Media Crew could result in a penalty to their host Racer.
9. Failure to yield to following or oncoming traffic will result in a penalty to the host Racer.
10. Media Crew not associated with RAAM or a specific Racer may be required to post a deposit to ensure their compliance with race rules.
11. 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 six times in a day.
12. Media Crews must respect the wishes of Racers and Crew. Media Crews must move away if requested by Racers and/or Crew. If Media Crews do not move away as requested, the Racers' Crew chief must report to the Race Headquarters.
13. Media Crews may not block normal traffic flow during filming or interviewing.

800 – Bicycles

A - General

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.



1. Bicycles must be propelled solely by human force.
2. Maximum length is 79inches (118 inches for tandems); maximum width is 30in.
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.
5. Disk wheels, composite spoke wheels, and wheel covers are allowed.
6. RAAM 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. 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 so long as the Race Officials are notified before the Race.
8. All bicycles for a Racer must be of the same type (standard, tandem, recumbents ,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. *See Section 655*
2. All bicycles must have a front and rear light. *See Section 655*
3. All wheels must have reflective material. *See Section 655*
4. All bicycles must have the Race bicycle frame number attached and visible from the left side of the bicycle.

810 - Recumbents, HPVs and Handcycles

1. Recumbents have their own division. Recumbents are generally recognized as bicycles where standing is impossible, have pedals in front of the racer and a more reclined racer position. They may have any number of wheels and may not incorporate any form of fairing, or part of a fairing. Disc wheels and wheel covers are allowed.
2. Human Powered Vehicles (HPVs) race in the Open Division. 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.
3. Handcycles must race in the Open Division. Recumbents, HPVs and Handcycles may be required to carry or display additional safety equipment to make them more visible. Recumbents, HPVs and Handcycles may be



required to have a Follow Vehicle providing direct support around the clock for safety. Recumbents, HPVs and Handcycles are required to display red taillight at all times. This must be mounted 36 inches above the ground.

850 – Clothing, Logos, & Helmets

1. If requested by Race Management, every Racer must display a visible RAAM logo on the left shoulder during the Start and Finish. The RAAM logo can be directly on clothing or via a RAAM patch which will be provided. The logo can be on a jersey or other outer clothing. If multiple Racers for a Team are riding from the Start or Finish, if requested, all Racers must have the RAAM logo displayed. The location of the RAAM 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 CPSC or Snell-95 approved.
4. RAAM 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. All questionable sponsor names must be submitted and all questionable advertising on Crew or Racer clothing must be approved by RAAM prior to The Race. RAAM 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, on Crew clothing, or clothing items deemed worn in poor taste due to style, brevity or inappropriate graphic design.
6. Clothing intended for cycling use or to decrease wind resistance (skinsuits) is allowed. The attachment of fairings to clothing is not allowed.
7. Crew or Racers may not exhibit public nudity for any reason outside of the support vehicle without appropriate coverings or curtains.

NOTE: The RAAM website has guidelines for using the RAAM logo and electronic files available.

1000 – Route

Each Racer must follow the Race Route as listed in the Route Book exactly as described. This includes exiting and entering interstates and other detailed route commands. The only exception is where road construction or other unforeseen issues (e.g., mistakes in the published directions, roadways closed due to flooding, etc.) 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. It is permissible to exit at an exit ramp and then immediately reenter the interstate at an entrance ramp.

Supplemental Navigational Aids

Sometimes RAAM provides supplemental means to help Racers and Crew navigate the course:

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. In the event of a discrepancy between a supplemental navigational aid 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. FAILURE TO FOLLOW THE ROUTE AS DESCRIBED IN THE ROUTE BOOK MAY RESULT IN DISQUALIFICATION. *See Section 270.*

1010 – Route Errors

1. If a Racer makes a wrong turn and rides off the course regardless of the reason, the Racer must either walk or be driven back to the spot where the course deviation was made, then continue riding. Racers are not permitted to ride the course in reverse at any time.
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), RAAM 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 an electronic version of the Race Route will not be considered a basis for time compensation. Errors in the Route Book must be reported to Race Headquarters.
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.

Solo Racers cannot be shuttled up the course for any reason except for going to a motel 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. All entrants in the Solo Division must be qualified as described on the RAAM website. *See* http://www.raceacrossamerica.org/raam/raam2.php?N_webcat_id=229
2. The Solo Division is 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.
3. In the Solo Tandem Division, racers may not be changed during the event.

1110 – Tandem, Triplet, Multi-Seat Bicycle Rules

1. Every seat on a bicycle being moved forward along the course towards the finish line must have a Racer. In the case of a tandem, two Racers must always be with the bike while it is progressing towards the finish line whether riding or walking. This applies to Solo and Team Divisions with Tandems. One member may not ride the bike while others rest.
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 also 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. RAAM 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 miles each Racer can ride.
5. Eight person Teams must enter with a minimum of five Racers; four person Teams must enter with a minimum of three Racers; two person Teams must enter with two Racers. If one or more of the Team members gets hurt or cannot ride, no substitutions are allowed. Only one Racer has to finish - 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 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 spacing of 300 feet (100 meters).
10. All racers must be on the same type of bicycle except in the Open Division.

1126 – Exchanges

Racer and Vehicle Exchanges are one of the most hazardous situations in the Race and are discussed in detail in the following sections. The primary consideration in Racer and Vehicle Exchanges is safety! Race Officials will be watching Racer Exchanges closely. DO NOT get creative or imaginative with these rules – you will be penalized. These rules have been adopted with safety in mind and Race Officials will enforce the intention of the rule. Failure to read these rules and ask questions before the Race is no excuse. Read all the rules before asking questions. The Teams who make the safest Racer Exchanges generally use one full-time Follow Vehicle which never leaves the roadway. Racers and Crews are encouraged, where possible, to make Exchanges at naturally slow riding locations such as stop signs or gradual inclines. Exchange sites must be chosen carefully. See Section 1127-8, Exchanges must not impede the normal flow of traffic. See Section 590

1127 – Exchange Site

The Exchange Site is where the Exchange is initiated. These rules apply to both 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 exchange or move on to a different exchange site.



a. Look for good visibility in both directions for your Exchange Site – minimum 600 feet (200 meters) in either direction.

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.

c. Avoid Exchange Sites on downhill sections as speed may be excessive and visibility may be poor in relation to speed.

d. Avoid an Exchange Site in a no Passing Zone unless you have a wide shoulder or good turnout space.

2. Common sense and caution are the 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 public at risk.

3. You must have sufficient and safe parking space for all Support Vehicles involved in a Racer Exchange at a Racer Exchange Site.

4. All stopped Support Vehicles must stop a minimum of five feet off the traveled portion of the pavement. That is a minimum of five feet to the right of the white line, also known as the fog line.

5. A maximum of two Support Vehicles may be parked at an Exchange Site that is on the shoulder of a road. If you use a parking lot, cross-street or other off road area for parking, you may have more than two Support Vehicles present.

6. Cross-streets, parking lots, 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. Racer and Vehicle Exchanges are not allowed on the limited access or Interstate highways. Exchanges may be done at the end of exit ramps. *See Section 645*

8. The Exchange Site must be on the right side of the road.

1128 – Exchange Zones

The Exchange Zone begins at the Exchange Site and ends where the Exchange is complete.

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. All Support Vehicles stopped and awaiting a Racer Exchange must be stopped at least one minute before the Exchange occurs.

3. All Support Vehicles not directly involved in the Exchange must either be stopped off the roadway or traveling at highway driving speed during a Racer Exchange in the Exchange Zone.

4. The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.

1129 – Racer Exchanges



General

1. The retiring Racer must overlap wheels with the new Racer.
2. There are two types of Exchanges – Rolling and Stationary. During a Stationary Exchange, the New Racer is stopped and waits until the Retiring Racer has passed before starting. During a Rolling Exchange, the New Racer begins riding and wheel overlap is done with both riders in motion. The Retiring Racer then stops.
3. When Follow Vehicles are used, all Exchanges must be made in front of the Leading Follow Vehicle.
4. Follow Vehicles may not cross the road centerline during a Racer Exchange.
5. If traffic conditions permit, Racers may make a Rolling Exchange at cycling speed and ride side by side.
6. No other Solo Racers or Team Racers may be within 600 feet (200 meters) during a Racer Exchange. This rule is waived during the first twelve hours of the first day.
7. If there is a Solo Racer within 600 feet (200 meters) you must yield to that Racer. Either slow down and do the Racer Exchange before you are within 600 feet (200 meters) or pass the Solo Racer and do the Racer Exchange when you are 600 feet (200 meters) beyond the Solo Racer.
8. If there are two Teams within 600 feet (200 meters) 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 600 feet (200 meters) or pass the other Team Racer and do the Racer Exchange when you are 600 feet (200 meters) beyond the Team Racer.
9. No Racer may ride the course in reverse direction at any time.

Night Exchanges

1. All Night Exchanges must be made when Riders are stationary.
2. Night time exchanges must happen within the headlights of the Follow Vehicle.
3. At night, the retiring Racer must stop within the headlight of the stopped Support Vehicle picking the Racer up and may not ride back to the vehicle. The Racer must walk the bicycle back along the shoulder, off the traveled portion of the road if backtracking is required at any time.
4. During a night time Racer Exchange, the New Racer must be waiting and start within the headlights of a stopped Support Vehicle.

Leapfrog Support

Leapfrog support is only allowed in Daytime. If Leapfrog Support is being used, all Support Vehicles are stopped and a Rolling or Stationary Exchange may be made. 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, they may not leave the Exchange Site until at least one minute after the Exchange.

1130 – Follow Vehicle Exchange



1. The Retiring Follow Vehicle approaches the Exchange Site and stops off the roadway New Follow Vehicle, which is also parked off the roadway.
2. The New Follow Vehicle may only enter the roadway when there is no traffic approaching from behind for one-half mile.
3. At night, the Racer must wait for the Follow Vehicle - the Racer must always be in the Follow Vehicle Headlights.
4. The Retiring Follow Vehicle must wait at least one minute after the New Follow Vehicle leaves.

Rolling Follow Vehicle Exchange:

1. The New Follow Vehicle approaches the Retiring Follow Vehicle from behind on the roadway.
2. The New Follow Vehicle signals to the Retiring Follow Vehicle they are ready.
3. The Retiring Follow Vehicle will then safely pass the Racer and accelerate to traffic speed or pull safely off to the shoulder.
4. The New Follow Vehicle comes in behind the Racer.
5. From the time the New Follow Vehicle is in place to the accelerating or pulling off of the retiring follow vehicle, must be no more than 15 seconds. Any more and this would be considered caravanning. *See Section 590*
6. The Racer should be notified of the Vehicle Exchange so they know why one vehicle is leaving.
7. At night the racer must always be in the headlights of a follow vehicle.

SAFETY IS THE MOST CRITICAL DURING EXCHANGES. CAREFUL CONSIDERATION MUST BE GIVEN TO BOTH THE SET-UP AND THE EXCHANGE ITSELF. WHEN RACERS ARE EXCHANGED THERE MUST BE ONLY ONE VEHICLE IN MOTION AT A TIME. THERE CAN BE NO CARAVANNING AND YOU MUST NOT IMPEDE THE NORMAL FLOW OF TRAFFIC. AT NIGHT ONLY STATIONARY EXCHANGES ARE ALLOWED AND ALL RACERS MUST BE WITHIN VEHICLE HEADLIGHTS.



Summary of Mandatory Reports

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

- In the event of an emergency – medical or otherwise – which necessitates calling 911 to request the assistance of the police and/or ambulance. (see Section 115)
- Arrival of a Racer at each Time Station. (See Sections 420 and 440)
- If Racer is riding dangerously and refuses to rest. (See Section 620)
- Prior to following a Racer at night with a Motorhome (RV) or Auxiliary Vehicle. (See Sections 550 and 560)
- If they are down to three Crew or one Support Vehicle. (See Sections 500 and 610)
- When a 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. (See Section 480)
- If a casual non-Race rider continues riding within 30 feet (10 meters) of a Racer and is a nuisance. (See Section 480)
- If a Media Crew persists after request by Racers' Crew Chief to move away. (See Section 700)
- If the primary Follow Vehicle has broken down and the Racer is being supported by another Support Vehicle. (See Sections 480, 550 and 560)
- To obtain permission for Crew additions or changes. (See Sections 480 and 610)
- If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route or detained by local or state police longer than 30 minutes. (See Sections 300, 480, 1000 and 1010)
- Following the Racer at night with a Motorhome (RV) 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 gas, food, restroom and other "poor planning" circumstances. (See Sections 480, 550 and 560)
- If an error is found in the Route Book. (See Section 1010)
- If fire, flooding, natural disaster has closed a road. (See Section 130)



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 Headquarters for help in locating the nearest Race Official. Do not wait until the last minute.

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 two 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 awards, then at least 12 hours before such presentation 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 privately and respectfully. Any public protest or 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 Officials and will stand by what they report. Reversing a decision or 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 notarized 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 these 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.





Appendix B – Cheating and Accusations of Cheating

RAAM is first and foremost a competitive event – it is the *Race* Across America. It is also an event characterized by 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. Invariably, becoming fixated on what may be perceived as violations of rules by others and/or what you believe to be officiating mistakes, will generally cause both Racers and Crew to lose focus on racing and negatively impact performance.

Cheating versus Mistakes

Mistakes happen. Racers and Crew get tired and forget and rules are broken. 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 the sole opinion of the Race Director, adequate evidence of cheating has been presented to the Race Director. Such an offense may take place before, during or up to and including 7 full days after The Race. Disqualification will also result in withholding and recovery of awards. 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 merit. Unsubstantiated allegations of cheating can be as injurious as actually cheating. If you believe you have seen a Racer cheating, that is *willful 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 American 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. In the history of the The Race, there have been very, very few incidents of 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 two 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 eight 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 or to other Racers, Teams or Crews. 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 your disqualification.

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 private, considerate and respectful.

Review

Once the Race Officials and/or Race Director has received the Form:

- No allegations will be reported to the public or to the media during The Race until or unless verified by the Race Director. RAAM 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 will make every reasonable effort possible to ensure that appropriate and effective action is taken to verify and act on any reported misconduct.
- The Race Director will endeavor to review and rule upon all evidence presented within 24 hours of presentation.
- The Race Director 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

RAAM 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.

RAAM 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.

RAAM 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.

RAAM Staff Interaction

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



RAAM 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

RAAM 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 RAAM 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

RAAM Accusation of Cheating

Racer or Team Name: _____

Racer Number: _____

Time and Date of incident: _____

Exact Location on incident: _____

Who observed the incident:

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

List of Attached Evidence:

RAAM 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

RAAM 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 RAAM organization.

We want to ensure that every interaction represents RAAM, 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 RAAM Staff: _____

Incident of disappointment or frustration:
