



# Race Across America 2018

# Rules

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# Instructions

It is the responsibility of every Racer and Crew Member to read and understand these Rules. If there are questions before departing for the start in Oceanside, please email the Race Director at [director@raceacrossamerica.org](mailto:director@raceacrossamerica.org). If there are questions in Oceanside or during the Race, please contact a Race Official. Ignorance of these Rules is no excuse. These Rules have been adopted to insure safety, fairness and to protect the integrity of the Race. DO NOT GET CREATIVE OR IMAGINATIVE WITH THESE RULES. The Race Officials will enforce the intent of a Rule. Penalties will be assessed for Rules violations made by the Racers, Support Crew or Media.

## Definitions

The following definitions are used throughout these Rules:

**Active Racer Support** – Vehicles and Crew directly engaged in supporting the Racer(s) while Racing, specifically Follow and Shuttle Vehicles and their Crew Members.

**Auxiliary Support Vehicle** – A Support Vehicle that is not a Follow Vehicle or RV. This includes Shuttle, Supply, Spy and Other Unspecified Support Vehicles. An Auxiliary Support Vehicle 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.

**Checkpoint or Checkpoint Time Station** – Time Stations which must be reached by a specified time (the cutoff time) in order for the Racer to continue racing. There are four Checkpoints (TS 15, TS 35, TS 52 and TS 55). Checkpoints TS 15, TS 35 and TS 52 are Intermediate Checkpoints. Failure to reach these Checkpoints within the cutoff MAY result in a DNF. Failure to reach TS 55 within the allotted time WILL result in a DNF – no exceptions, no leniency.

**Crew or Support Crew** – Person (**Crew Member**) or persons (**Crew Members**) supporting a Racer or Team throughout the Race. This includes Media Crews which accompany the Racer or Team. This also includes any person who actively assists the Racer or Team in any manner for any amount of time.

**Crew Chief** – The designated Crew Member in charge and official spokesperson for the Racer or Team's crew in official matters.

**Crew Chief Meeting** – Pre-race meeting for Support Crews. One or more Support Crew Members, preferably the Crew Chief, **MUST** attend a Crew Chief Meeting.

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

**Day Time** – Day Time is from 7:00 AM to 7:00 PM local time.

**Direct Follow or Direct Follow Support** – Following directly behind the Racer with a properly equipped Follow Vehicle. Directly behind means within 20 feet.



**DNF** – Did Not Finish. Final status resulting from the failure to complete the Race within the allotted time or abandoned the Race for any number of reasons.

**DOT** – Department of Transportation – The governmental organizations responsible for administration of highways.

**DQ** – Disqualified. The final status resulting from the issuance of 5 or more 1-hour Penalties or one Penalty for which the consequence is disqualification.

**Exchange Site** – The location where a Racer or Follow Vehicle Exchange is made.

**Exchange Zone** – An area 0.5 miles before and after the Exchange Site.

**Executive Management** – President/CEO and Executive Director of Race Across America, Inc.

**Follow Vehicle** – A Support Vehicle that is functioning as the primary support for the Racer and nearest to the Racer. Under Night Time conditions, the Follow Vehicle must follow directly behind the Racer – directly means 20 feet. The Racer cannot ride outside the range of the headlights of the Follow Vehicle.

**GEAR Book** – Book containing all relevant information regarding the Race. The GEAR Book may be downloaded from the RAAM website.

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

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

**Inspections** – Pre-race inspections of vehicles, bicycles and paperwork. Participants must sign up for inspection times. All inspections must be complete and passed in order to compete.

**Leapfrog Support** – A type of support where the Follow Vehicle is not directly behind the Racer but instead “leapfrogs” (drives or “jumps” ahead) of the racer at the speed of traffic. The Follow Vehicle stops off the road, waits for the Racer to arrive, provides whatever support is needed, if any, lets the Racer depart, waits until the Racer is out of sight, then pulls out onto the road, drives at normal highway speed, passes the Racer and stops again. Leapfrog Support is not allowed during Night Time conditions.

**Media or Media Crew** – Person or persons documenting the race and its participants. Media may be **Credentialed** or **Non-Credentialed**. Credentialed Media is registered and approved by Race Management and has full access to the Race. Credentialed Media includes that retained by Race Management (**RAAM Media**), attached to Racers and Teams (**Personal Media**) and Independent (**Independent Media**). Non-Credentialed Media includes Media who simply show up to cover portions of the Race and have not registered with RAAM.

**Media Crew Meeting** – A pre-race meeting for Credentialed Media Crews. All RAAM Media, Personal Media and Independent Media MUST attend a Media Crew Meeting.

**Media Vehicle** – Vehicle used by Credentialed Media – RAAM, Personal and Independent. A Personal Media Vehicle cannot be engaged in Active Racer Support.

**Night Time or Night Riding Conditions** – Night Time is from 7:00 PM to 7:00 AM local time OR any time when vehicles would normally have their night driving headlights on OR anytime visibility is less than 1000 feet. If there is any doubt about visibility, operate as if it is Night Time.

**Official Distance** – The length of the Race Route after adjustments made during the Race.



**Official Finish Time** – The elapsed time for the Racer or Team to ride from Start to Finish after all adjustments (staggered start, penalties, time adjustments and other adjustments).

**Official Race Time** or **Official Time** – Eastern Daylight Time.

**Official Speed** – Official Distance divided by Official Finish Time.

**Penalty** – Time added or Disqualification (DQ) the result of violation of a Race Rule. All Penalties are 1 hour or DQ. Race Officials may issue a **Reminder, Warning or Penalty**. Reminders are not reported to Race Headquarters. Warnings and Penalties are reported and tracked by Race Headquarters.

**Penalty Box** – Time Stations where the racing entity (Solo or Team) must stop to serve Time Penalties issued. Time Penalties accumulated between the Start and TS 23 will be served at TS 23; Time Penalties accumulated between TS 23 and TS 52 will be served at TS 52; and Time Penalties accumulated between TS 52 and TS 55 will be added to the Finish Time.

**Photo Sessions** – All Racers (Solo and Team) are required to have their photos taken before the Race. Racers are required to sign up for and attend a Photo Session.

**RAAM** – Race Across America (the Race).

**RAAM Finisher** or **Official RAAM Finisher**- Solo Racer, Team Member or Team finishing RAAM within the allotted time.

**RAAM, Inc.** or **Race Across America, Inc.** – The owner of the Race Across America or RAAM.

**RAAM Staff** – All persons employed or contracted by RAAM, Inc.

**Race Headquarters** or **Race HQ** – The main office during the race. They are responsible for taking Time Station call-ins, tracking Racers, recording Warnings and Penalties, communicating course information and monitoring the race. They are in close communication with Race Management and Race Officials. Race HQ is located in Boulder, CO.

**Race Management** – RAAM Race Director and RAAM, Inc. Executive Management.

**Racer Meeting** – Pre-race meeting to be attended by ALL Racers, Support Crew and Media. Racer attendance is MANDATORY.

**Race Official** – RAAM Staff designated to enforce these Rules. This includes Race Officials (National and Regional), Head Official, Race HQ Director and Race Management.

**Race Route** or **Official Race Route** or **Route** – The Race Route as designated in the RAAM Route Book or designated from time-to-time as required during the Race.

**Race Rules** or **RAAM Rules** – The Official Rules for the Race as contained herein.

**Race Signage** – Signage provided by RAAM for vehicles, bikes and clothing.

**Racer** – For the purposes of this document, a Racer may refer to a racing entity (solo or team) 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.

**Racer Exchange** – For Teams, the point when the front wheel of the Racer on the road overlaps the rear wheel of the new Racer, the Racer on the road stops riding and the new Racer continues forward progress. There are two types of Exchanges: **Rolling Exchange** – Racer Exchange where the new Racer starts riding before the incoming Racer arrives and they overlap wheels; and **Stationary Exchange** – Racer Exchange where the incoming Racer stops before the new Racer



starts. Both types of Exchanges are permissible in Day Time. Only Stationary Exchanges are allowed during Night Time.

**Registration Forms** – A series of forms that must be downloaded from the RAAM website, completed and signed off on by the appropriate RAAM Staff in order to participate in the Race.

**Roof-Mounted Amber Flashing Lights** – Two after-market amber-colored flashing lights, mounted on the driver and passenger side rear corners of roof on Support Vehicles. The lights are used while providing support to enhance safety.

**Route Book** – The Official RAAM Route Book which details the Race Route with maps, instructions, rules and related material. The Route Books are distributed at check-in.

**RV (Recreational Vehicle)** – A Support Vehicle that is larger than a van or pickup truck and typically is equipped with cooking facilities, toilet facilities, sleeping accommodations, etc. An RV cannot be engaged in Active Racer Support.

**Slow Moving Vehicle Triangle** – DOT standard orange equilateral triangles with 12-inch sides and 1.5 inch reflective red borders. Mandatory for all vehicles on public roads moving at speeds substantially slower than that of normal traffic.

**Shuttle Vehicle** – Auxiliary Support Vehicle engaged in Active Support of Team Racers, used to shuttle Racers and Bicycles between Exchanges.

**Sponsor Vehicle** – Vehicle provided by sponsors of RAAM or Vehicle providing equipment or services to one or more Racers or Teams participating in the Race. A Sponsor Vehicle supporting one or more Racers or Teams cannot be engaged in Active Racer Support. All Sponsor Vehicles must be inspected and obey Race Rules.

**Spy Vehicle** – Auxiliary Support Vehicle used by the Support Crew for the purpose of Spying - obtaining information about other Racers or Support Crews. A Spy Vehicle cannot be engaged in Active Racer Support.

**Supply Vehicle** – Auxiliary Support Vehicle used to keep Racers/Crew supplied with food, drinks, etc., wash clothes or perform other tasks essential to the Race effort. A Supply Vehicle cannot be engaged in Active Racer Support.

**Support Vehicle** – A motorized vehicle with at least four wheels and is used to transport people and/or equipment necessary for use by Racer(s) and Support Crew. Support Vehicles include Follow Vehicles, Auxiliary Support Vehicles and RVs.

**Time Adjustment** – An adjustment to a Racer or Team's time based on exceptional circumstances.

**Time Station or TS** - Designated points along the Race Route where participants must contact HQ and notify them of their arrival. Time Stations are spaced approximately 50-100 miles apart. They may or may not be staffed.



# Race Divisions, Categories and Age Groups

## Divisions (Number of Racers and Gender)

There are a total of 9 Race Divisions:

- Solo (Male and Female) – 1 Racer racing the entire distance
- 2-Person Team (Male, Female and Mixed) – 2 Racers sharing the entire distance
- 4-Person Team (Male, Female and Mixed) – 3 or 4 Racers sharing the entire distance
- 8-Person Team – 5 to 8 Racers sharing the entire distance (no gender distinction)

Mixed indicates there is at least one male and one female on 2-Person and 4-Person teams. Tandem teams must have an equal number of males and females.

## Categories (Bike Type)

There are a total of 6 Categories:

- Standard frame geometry (standard, compact, road and time trial)
- Tandem
- Recumbent
- HPV (faired or enclosed recumbent)
- Hand Cycle
- Open

Tandems are considered one “Racer” in this context. One Tandem would be in the Solo Division-Tandem Category and two Tandems would be in the 2-Person Team Division-Tandem Category.

Tandems and Recumbents compete in their own categories within the Solo and 2- and 4-Person Divisions.

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 Category. RAAM has no fixed gear Category. Fixed gear competitors must race in the appropriate Solo or Team Division.

The Open Category is limited to Racer combinations beyond those listed above. Invitations to participate in the Open Category are at the discretion of the Race Management. A Racer or Team may petition the Race Director for inclusion in the Open Category. The circumstances must bring a unique perspective on the Race and fall within the infrastructure currently in place. Consideration will be given to Racers in the Open Category for an earlier start. All Racers in the Open Category must be finished by the normal cutoff time. No Racer will be considered an Official Finisher after the normal cutoff. An additional fee may be required for Racers or Teams



in the Open Category depending on resources required to accommodate their entry. Racers in the Open Category are not eligible for plaques or records. There is no placing of Racers in the Open Category.

### **Age Groups**

There are 5 Age Groups:

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

Racing Age is the age each Racer will be on December 31 the calendar year of the Race. 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 Groups for the 8-Person Team Division - all will be listed as Open Category.

## **Qualification**

### **Solo Qualification**

Racers wishing to compete in the Solo Division must first qualify in accordance with the Qualification Rules as defined on the RAAM website: [www.raceacrossamerica.org](http://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. Cycling palmares or an athletic resume must be attached. The petition must be submitted by e-mail to [director@raceacrossamerica.org](mailto:director@raceacrossamerica.org).

### **Team Qualification**

There are no qualifying requirements for teams.

It is strongly recommended at least one Racer and/or Crew Member (preferably the Crew Chief) from every racing entity (Solo or Team) attend a RAAM Seminar. It is also recommended everyone, all Racers (Solo and Team), as well as their Crew Members, regardless of how they became eligible to race, participate in one or more RAAM Qualifying Races prior to RAAM. See the RAAM website for information regarding Seminars and RAAM Qualifying Races.





# Time, Cutoffs and Finishing Status

## Race Time

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

## Start Times

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

- **Tuesday, June 12, 2017 12:00 PM (Noon)** – All Solo Racers
- **Saturday, June 16, 2017 12:00 PM (Noon)** – All Teams

Notes: 1. Add 3 hours for Race Time. Race Time is Eastern Daylight Time (EDT).  
2. Support Vehicles should have 2 clocks. One should be set to Race Time (EDT) and the other set to local time. The clock set to local time should be changed as the Vehicle passes from one time zone to the next.

## Time Allowance

Each Race Division has a time allowance. Racers must finish within the allowed time to be an Official RAAM Finisher – Solo or Team. As RAAM has a staggered start, each Racer's or Team's time allowance begins from their assigned start time.

- 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 Category and for Racers in older Age Groups. If there is a concern regarding finishing within the allowed time, please consult with the Race Director for possible consideration.

## Time Adjustments

A Time Adjustment may be given in unusual circumstances. One call to Race HQ is sufficient to explain the situation and request a Time Adjustment. HQ will address the request and make a ruling that will be final. HQ will inform of the decision. Repeated calls may result in a Penalty. In any case, Racers and Crew should race as if Time Adjustments do not exist.



### Intermediate Checkpoint and Time Cutoffs

Racers and Teams must reach 3 Intermediate Checkpoints within the designated time to continue with the Race. If Racers cannot reach these 3 Checkpoints within the designated time, the chances of reaching the next Checkpoint or the Finish in the required time are significantly diminished.

### Checkpoint Times for Solo Male Racers

TS	Location	Elapsed Time	Cutoff
15	Durango, CO	Start + 81 Hours	Friday, June 15, 2018, 24:00 (Midnight) EDT
35	Mississippi River	Start + 192 Hours	Wednesday, June 20, 2018, 15:00 EDT
52	Mt. Airy, MD	Start + 283 Hours	Sunday, June 24, 2018, 10:00 EDT
55	City Dock, Annapolis, MD	Start + 288 Hours	Sunday, June 24, 2018, 15:00 EDT

### Checkpoint Times for Solo Female and Solo Male (60+) Racers

TS	Location	Elapsed Time	Cutoff
15	Durango, CO	Start + 87 Hours	Saturday, June 16, 2018, 6:00 EDT
35	Mississippi River	Start + 206 Hours	Thursday, June 21, 2018, 5:00 EDT
52	Mt. Airy, MD	Start + 304 Hours	Monday, June 25, 2018, 7:00 EDT
55	City Dock, Annapolis, MD	Start + 309 Hours	Monday, June 25, 2018, 12:00 (Noon) EDT

### Checkpoint Times for Teams

TS	Location	Elapsed Time	Cutoff
15	Durango, CO	Start + 61 Hours	Tuesday, June 20, 2018, 4:00 EDT
35	Mississippi River	Start + 144 Hours	Friday, June 22, 2018, 15:00 EDT
52	Mt. Airy, MD	Start + 211 Hours	Monday, June 25, 2018, 10:00 EDT
55	City Dock, Annapolis, MD	Start + 216 Hours	Monday, June 25, 2018, 15:00 EDT

These Checkpoints are not intended to prevent Racers from finishing. They define the time during which staffed Time Stations will be operated, Race Officials will be on the course and Race HQ staff in place. In addition, they are designed to satisfy permit requirements, insurance coverage and insure safety. Finally, these rules maintain the integrity of the accomplishment of the Official RAAM Finishers.

**Racing Ends at the Ram's Head Roadhouse.** Racers should "soft pedal" to the Shell Station on Bestgate Road. From the Shell Station the Racers will be escorted to the Finish at City Dock. Racers may not pass another Racer or Team after the Ram's Head Roadhouse.

A fixed time will be added to each Solo Racer and Team's time at Ram's Head Roadhouse. The fixed time added varies by Division. Following are the fixed times added for each Division:



<b>Division</b>	<b>Time</b>
Solo	26 minutes
2-Person	23 minutes
4-Person	21 minutes
8-Person	21 minutes

The cumulative time will determine the actual finish time and official finishing status.

### **Time Extensions**

The TS 15, TS 35 and TS 52 are “soft” cutoffs, meaning that a number of factors are considered in determining whether the Solo Racer or Team can continue. In the event a Racer is close to a cutoff time, Race Management, in conjunction with Race Officials, may grant an extension of time. However, TS 55 is a “hard” cutoff. Solo Racers and Teams must reach TS 54 (Ram’s Head Road House), the point where “racing” ends, such that the time reported at Ram’s Head Road House plus or minus any time adjustments, plus any penalties acquired between TS 52 and Ram’s Head, plus the fixed time added at Ram’s Head falls within the TS 55 (City Dock) cutoff time. There will be no exceptions.

### **Finishing Status**

To be considered an Official RAAM Finisher, the Racer or Team must:

- Solo Racer or Team (at least one Team Member) must finish the ride from the Ram’s Head Roadhouse Timing Line to the Finish Line at the Annapolis City Dock;
- Official Finish Time (elapsed time from Start to Ram’s Head plus or minus Time Adjustments, plus the fixed time added) must be less than the time allowed for the appropriate Division, Category and Age Group; and
- Still be eligible to race – cannot be disqualified.

### **Time Considerations**

Cutoff times are based on the Racer or Team’s actual starting time plus the time allowance and any adjustments made by Race Management.

### **Sprints and Order**

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

### **Winners**

The Racer/Team with the lowest accumulated time is considered the Winner. There are overall Category, Division, Age Group winners. The lowest accumulated time will take into account



staggered start times, Penalties, Time Adjustments and any other adjustments made by Race Management.

### **Withdrawal**

Participants may elect to withdraw from the Race for any reason, including physical exhaustion, medical, mental, emotional, mechanical, personnel issues, etc. All voluntary withdrawals will be put on a 24-hour hold. Anytime during that period, they may resume racing. They must do so at the point from which they left the course. However, once the 24-hour period has expired, if they have not resumed racing, they will have given up the right to continue and will be listed as DNF.

## **Rules**

### **1 – General Information**

#### **100 – Intent and Purpose**

These Race Rules are designed and enforced with three principal objectives in mind: 1) Safety; 2) Fairness; and 3) Integrity of the Race. These Rules are intended to be minimally intrusive with respect to the strategy and performance of the Racer(s).

#### **110 – Race Officials**

The primary purpose of the Race Officials is to enforce these Rules. If there is an issue that needs to be addressed, the Crew Chief should contact a Race Official. If there is no Race Official nearby, contact Race HQ. If neither are available, contact the Race Director. The Race Director is the ultimate authority on issues relating to these Rules. In general, Race Officials keep interaction with Racers/Crew to a minimum. They will be friendly but cannot give aid or favor to Racers, Support Crews or Media except in cases of medical emergency.

#### **120 - Emergencies – Medical and Other**

If an injury is life threatening, call 911 immediately. If police are needed for other situations, call 911. If the injury is non-life threatening, but should be checked out by a professional, treat and transport to the nearest Urgent Care Facility. All injuries and accidents must be reported to Race HQ as soon as possible.

#### **130 – Race Director’s Role in Dispute Resolution**

The Race Director is the ultimate authority. The Race Director has the authority to waive a Rule, issue a new Rule or alter an existing Rule. If a new Rule is created or an existing Rule clarified, all Racers/Crews will be notified as soon as possible. Notification will be made via text message, phone, or when Race HQ are contacted for Time Station reporting. The Rule in question will be enforced uniformly 24 hours after the decision of the Race Director.



## **140 – 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. In general, no Time Adjustments will be issued. However, under very exceptional circumstances adjustments may be made to promote safety, fairness and maintain the 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) using military time (24-hour clock). The Official Race Time will be kept by Race HQ.

## **160 – Official Language**

The official language of the Race is English. All racers are responsible for reading and understanding these Rules as well as signage, directions and oral instructions as given in English.

## **2 – Rules Violations**

### **200 – Reminders, Warnings and Time Penalties**

Race Officials, the Head Official, Race HQ and Race Management may issue a Reminder, Warning or Time Penalty for a violation of these Race Rules. Race HQ will maintain a log of Warnings and Penalties.

Reminders may be issued for inadvertent minor violations. Warnings may be issued for more serious inadvertent violations. A violation after a Warning has been issued will result in a Time Penalty. Time Penalties may be issued at any time, with or without Reminders or Warnings. Most Time Penalties are 1-hour. However, violation of certain Rules as well as the accumulation of Time Penalties may result in Disqualification.

Race Officials may stop Racers/Crew to discuss safety or rule concerns without allowing offsetting time. It is within the Race Official's discretion to use up to 1 hour as "cooling off" time to discuss and explain a rule to Racers/Crew. Arguing Penalties with Race Officials, the Head Official, Race HQ or Race Management may result in an additional 1-hour Time Penalty.

### **210 – Notification**

If a Warning or Penalty is issued, a Race Official will notify the Racer and/or Crew Chief. The Official will endeavor to do so within a reasonable time period following the observed violation. It is the responsibility of the Racer or Crew Member notified to notify the other Racer(s) and Crew. When possible, the notification will be by a Race Official on the course. Further, when



possible, the notification will be written. In some cases, Race Officials may need to further evaluate circumstances to determine if a penalty is warranted. In these cases, a Race Official or Race HQ will notify the Crew Chief or Racer as soon as practical of the potential violation and review. Once the review is complete and a decision has been made, the results will be communicated to the Crew Chief or Racer as soon as practical.

### **220 – Allegations by General Public**

Reminders, Warnings and Penalties will not be issued based on Rules violations alleged by other participants and/or the general public. However, Race Officials may investigate the alleged violations. This may lead to identifying a pattern of behavior which might warrant closer observation, witnessing subsequent violations and the issuance of Penalties.

### **230 - Serving Penalties – Penalty Boxes**

Solo Racers and Teams issued Penalties must stop and serve the Time Penalty at the next Penalty Box. There are two Penalty Boxes: TS 23 – Ulysses, KS and TS 52 – Mount Airy, MD. The Support Crew should call Race HQ shortly before arrival at these Time Stations to determine if any Penalties have been issued and time must be served. The Support Crew must then call Race HQ upon arrival of the Racer to report the arrival time and, if there are penalties to be served, the Racer or Team must stop and serve the Penalty. Once the Penalty has been served, the Support Crew must notify Race HQ and the Racer is then free to depart the Time Station. If no penalties were issued, the Racer may continue riding past the TS without stopping.

### **240 – Disqualification**

Most Penalties are 1 hour. However, the following Penalties are grounds for disqualification:

- Refusal to agree to or abide by contractual requirements required to participate.
- Use of alcohol or banned substances by a Racer or Support Crew Member.
- Failure of a Racer to submit to drug testing when requested by Race Officials.
- Advancing along the Race Route without a bicycle or in a Support Vehicle.
- Improperly registered, or insured Support Vehicles and/or drivers.
- Illegal drafting of any vehicle.
- Holding onto a vehicle to aid or augment forward travel.
- Riding a non-compliant bicycle.
- Riding during Night Time without Direct Follow Support.
- Refusing to take an off-bike sleep break as requested by a Race Official.
- 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.
- Altering roads signs.
- Failure to ride the entire Race Route as described in the Route Book or as modified by Race Management from time-to time.



- Crew Member advancing bicycle on the course.
- Dumping of brown or black water from an RV at other than an approved location.
- Issuance of 5 Penalties.

The decision to disqualify a Solo Racer or Team will be made by the Race Director and Executive Management.

### **250 – Appeal**

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.

## **3 - Police and Traffic Laws**

### **300 – Police**

The Race is conducted over public roads, highways and bridges and is subject to national, state and local law. Prior to the Race, all appropriate permits will have been filed and all law enforcement agencies will have been notified. Any concerns expressed by the Police will have been addressed. These agencies are typically very cooperative. However, on occasion, a circumstance may arise where a situation might not go as anticipated.

The authority of law enforcement officers - police, sheriff and highway patrol supersedes all Race Rules. Racers and Crew must treat all law enforcement officers respectfully.

Occasionally, Racers and Crew may encounter a law enforcement officer who may not have been informed of the Race and takes action that may interfere with a Racer's progress or the operation of a Support Vehicle. The Racer(s) and Crew must comply with all officer requests. If any dispute arises with local authorities, Race HQ 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 Support Vehicle driver not conforming to traffic laws, Race Rules and directions, or riding/driving unsafely, no time or distance adjustment will be made.

If detained by an officer of the law, the Crew should note the time the Racer/Crew were stopped, location (exact mileage from the last Time Station), the officer's name and badge number, agency represented, alleged violation or reason for being stopped, and the time allowed to depart. Again, PLEASE BE RESPECTFUL AT ALL TIMES.

The Crew must notify Race HQ of such incidents as soon as possible.



### **310 - Traffic Laws**

Racers and Crew must obey all applicable traffic laws, including stop signs and stoplights. The only exception is when traffic is being directed by a police officer, emergency or DOT personnel and the officer, emergency or DOT personnel waves the Racer or Crew through the stop sign or stoplight. All violations of traffic laws witnessed by Race Officials will result in a Penalty.

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.

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.

Many, but not all traffic signals have “loop detectors” buried in the pavement. And those that do may or may not be sensitive enough to detect a cyclist. Moreover, on occasion, the loop detectors malfunction. In the event a traffic signal sensor fails to detect a Racer or Follow Vehicle and switch to a green light, the Racer or Follow 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, 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.

Race Officials will issue a Penalty for violation of traffic laws.

## **4 - Pre-Race**

### **400 – Pre-Race Requirements-Readiness**

The Race Staff must accommodate more than 100 racing entities (Solo Racers and Teams). This typically involves more than 1,000 people, 400 vehicles and 500 bicycles. Cooperation and mutual respect make this possible. Time Penalties may be assessed for being late or not being ready. These Penalties WILL count towards disqualification and WILL be added to the overall time. The following are each 1 hour Penalties:

- Failure to arrive at check-in with all Registration Forms printed.
- Failure to show up at Inspection on time with all Support Vehicles and bicycles.
- Failure to be ready at Inspection with all Support Vehicles and bicycles.
- Failure to attend a Photo Session on time with all Racers present.
- Failure to attend the Crew Chief Meeting - a minimum of one Crew Member must attend and be present for the entire meeting.
- Failure to attend the Racer Meeting - all Racers must attend and be present for the entire meeting.





- If a Media Crew with a Media Vehicle is to accompany the Racer or Team, failure to register a Personal Media Crew
- Failure of the Personal Media Crew to attend the Media Crew Meeting and be present for the entire meeting.
- Failure to have at least one cell phone for each Support Vehicle which is capable of sending/receiving text messages AND failure to take steps necessary to be able to send/receive information as required by Race HQ.
- If an interview or attendance at a press conference is requested by Race Management, attendance is mandatory.

#### **410 – Clearance to Race**

In order to race, the 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 Inspections. These forms will be sent prior to the Race via email to each Solo Racer and Team’s primary and secondary contacts.

### **5 – Support Vehicles**

#### **500 – General**

Each Racer must start the Race with at least two Support Vehicles, each with a minimum of two licensed drivers. Prior to the start of the Race, the Support Vehicles will be categorized as Follow Vehicle, Auxiliary Support Vehicle or RV. Auxiliary Support Vehicles will be classified as Shuttle Vehicle, Supply Vehicle, Spy Vehicle or Other Unspecified Support Vehicle. Prior to the Race all Support Vehicles must be inspected. The following applies to all Support Vehicles:

- There is no maximum number of Support Vehicles a Support Crew can have.
- They must be properly registered.
- Must have at least the minimum insurance required by law in the state of registration.
- Must carry copies of insurance policies or other proof of insurance documents.
- Drivers must possess a valid operator’s license for the vehicle being operated.
- Must pass an inspection prior to the start of the Race.
- Must have Race Signage.
- All Support Vehicles must have Roof-Mounted Amber Flashing Lights and a Slow Moving Vehicle Triangle, except RVs.
- Must have at least one cell phone which is capable of sending/receiving text messages AND steps must have been taken to send/receive information as required by Race HQ.

A motorcycle cannot be a Support vehicle.



## 505 - Follow Vehicle

Each Racer must be supported by at least one Follow Vehicle. The following applies to Follow Vehicles:

- The Support Vehicle designated as the Follow Vehicle may change during the Race. Race HQ or a Race Official must be notified if a Follow Vehicle is being replaced.
- Must have a minimum of two Crew Members with driver's licenses at all times when following a Racer.
- 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.
- Music and PA systems may be installed, but their use MUST BE CURTAILED in residential areas, particularly during hours of darkness.
- ONLY the Follow Vehicle will be allowed to operate Music and/or PA Systems.

## 510 - Follow Vehicle Specifications

The Follow Vehicle must satisfy the following:

- 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.
- Vehicle itself must not be more than 88 inches in height. Measurements are of the vehicle only and not racks, lights or other attachments.
- Vehicle itself must not be more than 244 inches in length. Measurements are of the vehicle only and not racks, lights or other attachments.
- Mini-vans are recommended because most are less than 72 inches wide. Full-size passenger vans are allowed as long as they meet the width requirement.
- In addition to front and rear windows and driver and passenger side windows, the Follow Vehicle must have windows on both sides of the vehicle behind the driver and front passenger seats.
- Conversion motor homes and step vans cannot be used as Follow Vehicles.
- Follow Vehicles may not tow a trailer or any other vehicle.

Notwithstanding the preceding width, length and height requirements, the small (232.5") and mid-size (273.2") "Sprinter" type vans meeting the window requirements are allowed. The large Sprinter type vans (289.2") are not allowed.

## 515 - Support Vehicles – Active Racer Support

Solo Racers are allowed only a single vehicle engaged in Active Racer Support – the Follow Vehicle. Team may have two vehicle engaged in Active Racer Support. Only Follow Vehicles and Shuttle Vehicles can be engaged in Active Racer Support.



### **520 – Auxiliary Support Vehicles for Following**

In the event the Follow Vehicle suffers a breakdown or in an emergency situation, an Auxiliary Support Vehicle may be used as a Follow Vehicle. However, the Auxiliary Support Vehicle must meet all the requirements of a Follow Vehicle. Race HQ or a Race Official must be notified prior to following a Racer with an Auxiliary Support Vehicle. If a Race Official is unavailable and cell phone coverage precludes notification of Race HQ, contact the first available Race Official or Race HQ as soon as possible.

When an Auxiliary Support Vehicle is temporarily used as a Follow Vehicle, the Auxiliary Support Vehicle will become an Auxiliary Follow Vehicle. If the original Follow Vehicle cannot return, the Auxiliary Follow Vehicle will be designated the Follow Vehicle.

### **525 – Trailers**

Auxiliary Support Vehicles are allowed to pull trailers. All trailers must have operable lights and license plate. Trailers need not have Race Signage unless the trailer obscures signage on the Support Vehicle towing the trailer, in which case that signage must be placed on both the trailer and the Support vehicle.

While a Shuttle Vehicle may tow a trailer while engaged in Active Racer Support. The Vehicle-trailer combination may be subject to length limits. If a Shuttle Vehicle-trailer combination is to be used, the Racer/Crew should contact the Race Director regarding its use.

### **530 - Vehicle Lights**

All Support Vehicle must have operational turn signals, headlights, taillights, brake lights, backup lights, parking lights and factory emergency flashers.

Additional vehicle “driving” lights are allowed as long as they are mounted below the headlights of the Support Vehicles, do not produce undue glare toward oncoming traffic and can be turned off when approaching oncoming traffic.

Ultra-bright handheld spotlights are not allowed. Personal headlamps are recommended for all Support Crew Members.

High beams and auxiliary lights must be dimmed when approaching, following or overtaking vehicular traffic as well as for oncoming traffic.

### **535 - Roof-Mounted Amber Flashing Lights**

All Support Vehicles must have two Roof-Mounted Amber Flashing Lights, one at each far left and far right end of the roof rack or roof, visible only from behind - not from the front. If necessary, tape may be used to cover the front half of the light.



The Roof Mounted Amber Flashing Lights may be battery powered or powered by the vehicle electrical system. If they are battery powered, the Support Crew must carry spare batteries. If they are powered by the vehicle electrical system, they must not interfere with the vehicle's factory emergency flashers, turn signals, taillights or brake lights.

The Roof-Mounted Amber Flashing Lights must be bright enough to be seen during the day. However, they must not be so bright as to interfere with other driver's vision. If the lights are too dim, modify or replace accordingly by adding higher intensity bulbs if possible or replace units so they can be seen during the day. If they are 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 reduced or eliminated.

#### **540 – Race Signage**

All Support Vehicles must have Race Signage. The windshield, driver and front passenger side windows, as well as the passenger side 2nd seat windows must be clear of all obstructions. Notwithstanding the preceding, the "Race Across America" sign should be placed on the windshield close to the upper edge. 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.

All Support Vehicles must display their Racer Number on all four sides with easily visible numbers.

All Support Vehicles must display on the rear of the vehicle a reflective sign, which says "Caution Bicycles Ahead". That sign must be visible to drivers approaching from the rear.

#### **545 – Slow Moving Vehicle Triangle**

Follow Vehicles must have a federal DOT standard reflective Slow Moving Vehicle Triangle. These are orange equilateral triangles with 12-inch sides and 1.5 inch reflective red borders. The triangles must be displayed on the rear of the Follow Vehicle while following directly behind the Racer. This DOT triangle must be visible to drivers approaching from the rear. The triangle must be removed or covered when traveling at normal highway speeds, except when engaged in Active Racer Support. Follow and Shuttle Vehicles engaged in Active Racer Support may leave the Slow Moving Vehicle Triangle in place.

#### **550 – Other Equipment**

Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the Race Signage, Slow Moving Vehicle Triangle and vehicle license plate.



### **555 - RVs (Recreational Vehicles)**

RVs cannot be engaged in Active Racer Support – they cannot be used as a Follow or Shuttle Vehicle.

Dumping brown and black water at other than an approved location is grounds for disqualification.

### **560 – Other Vehicles**

Sponsor Vehicles cannot be engaged in Active Racer Support – they cannot be a Follow or Shuttle Vehicle. Sponsor Vehicles and drivers must be inspected as all other Support Vehicles and Support Crew. They, must pass inspections and must follow all Race Rules. Racer/Crew should contact the Race Director if contemplating having Sponsor Vehicles.

Personal Media Vehicles may provide support as needed. However, they cannot be engaged in Active Racer Support – Follow or Shuttle. Media Vehicles and drivers must be inspected, pass inspections and must follow all Race Rules when providing support.

### **565 – Operation of Support Vehicles**

The following applies to the operation of Support Vehicles:

- All Support Vehicles must use headlights and Roof-Mounted Amber Flashing Lights when providing support – Day or Night.
- Support Vehicles engaged in Active Racer Support (Follow and Shuttle Vehicles) must use headlights, Roof-Mounted Amber Flashing Lights, factory-installed emergency flashers and display the Slow Moving Vehicle Triangle – Day and Night.
- Must not block or impede the progress of another Racer or Support Vehicle.
- Must travel at speed of normal traffic flow when not following behind the Racer.
- Must not pass the Racer more than four times per hour, except when providing Leapfrog Support, and when passing must do so at speed of normal traffic flow.
- Must not park in nor block the driveways of residences without permission.
- Must not stop on the roadway in a traffic lane. When stopping, Support Vehicles must be five feet to the right of the “fog line” or right edge of the traffic lane.

If a Support Vehicle is unexpectedly lost from the minimum two Support Vehicles, the Crew must immediately notify Race HQ. Based on the Racer’s location in the Race, distance traveled, Crew experience and other factors, the Race Director will determine whether or not an additional Support Vehicle must be obtained to finish the Race.



## **6 - Bicycles**

### **600 - General**

All Racers must compete with bicycles of generally similar specification. The specifications as stated in the UCI rules are the general guide used for equipment approval. Deviations from the UCI rules need to be approved during inspections by a Race Official. If there are doubts about a bicycle – standard or modified – or any piece of equipment – standard or modified - being acceptable, contact the Race Director for a ruling. The following applies to bicycles:

- Bicycles must be propelled solely by human force.
- Maximum length is 79 inches (118 inches for tandems).
- Maximum width is 30 inches.
- Any number of bicycles or replacement parts may be used during the Race.
- Windscreens, fairings and airfoils are prohibited, except on HPVs.
- Aerobars and their accessories are allowed.
- Disc wheels, composite spoke wheels and wheel covers are allowed.
- There are no restrictions on gearing, wheel or tire size.
- Tandems, Recumbents, Hand Cycles and HPVs are permitted.
- Racer must ride bicycles in the same Category throughout the Race.

Race Management reserves the right to disallow, either before the Race or when observed in use during the Race, any bicycle or component that the Race Director determines to be unacceptable for use in the Race. It is the obligation of the Racer or Support Crew to bring any non-standard or custom equipment to the attention of the Race Officials during the pre-race inspections.

### **610 – Tandems, Recumbents, HPVs and Hand Cycles**

Tandems are considered one “Racer”. Tandems have their own Categories within the Race Divisions. One Tandem would be in the Solo Division–Tandem Category and two Tandems would be in the 2-Person Team Division-Tandem Category.

Recumbents have their own Categories within the Race Divisions. 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 not incorporate any form of fairing or part of a fairing. Disc wheels and wheel covers are allowed.

Human Powered Vehicles (HPVs) have their own categories within the Race Divisions. The only absolute stipulation is that the HPV must be entirely human powered and be legal to ride on public roads. Fairings can include, but are not necessarily limited to front fairing, rear fairing (tail boxes) or a body stocking and can be made of any material.



Hand Cycles must race in their own Category.

Recumbents, HPVs and Hand Cycles may be required to carry or display additional safety equipment to make them more visible. Recumbents, HPVs and Hand Cycles may be required to have a Follow Vehicle providing Direct Follow Support around the clock for safety.

### **620 – Front Headlights**

All bicycles must be equipped with a front headlight visible from 500 feet. The headlight on the bicycle must be on at all times while on the road – day and night. If the Racer uses a helmet light, the bicycle must still be outfitted with a front headlight. The front headlight may be flashing or solid.

### **630 - Rear Taillights**

All bicycles must be equipped with a rear taillight visible from 500 feet. The taillight on the bicycle must be on at all times while on the road – day and night. The light may be solid or flashing. 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.

Recumbents, HPVs, Hand Cycles and other low profile bicycles taillights must be mounted at least 36 inches from ground level.

### **640 - Visibility and Reflective Material**

All bicycles must have reflective material as follows:

- Seat stays - at least 0.25 inch wide and 3 inches long.
- Fork blades – both sides - at least 0.25 inch wide and 3 inches long.
- Crank arms - visible from the rear – at least 0.25 inch wide and 3 inches long.
- Back of either pedals or heel of shoes.
- Wheels - visible from both sides – 3-4 pieces each at least 1-3 inches long. Reflective material must not be on the braking surface of the rim.

Notes: (1) When placing reflective tape on the wheels, frame or components, it is wise to first place a strip of easily removed tape, such as electrical tape, then place the reflective tape; and  
(2) Some wheels, frames and components come from the factory with reflective surfaces. In this case, those may be sufficient and additional reflective tape may not be necessary. The Officials will make that determination during the inspection process.

### **650 – Rider and Team Numbers**

All bicycles must have the Rider Number attached and visible from the left side of the bicycle.



All Bicycles must pass inspection prior to the Race. Review the Bicycle Inspection Form in the Registration Forms to see what Race Officials will check.

## **7 – Clothing, Helmets and Logos**

### **700 - General**

Racers and Teams may use the RAAM logo for promotional purposes. The RAAM logo may be downloaded from the RAAM website. Guidelines for use of the RAAM logo can be found on the RAAM website as well.

All Racers must wear approved helmets while riding. All helmets must meet CPSC or equivalent standards. All helmets must have the Racer Number on the front and Racer's left side of the helmet.

RAAM may require a Race sponsor's name or logo to be displayed on Racers' clothing, helmet and/or vehicles.

All questionable Team or sponsor names and logos must be submitted and all questionable advertising on Support Crew or Racer clothing must be approved by RAAM prior to the Race. RAAM reserves the right to forbid the display of an inappropriate Team or sponsor name or logo. Race Management may prohibit the use of certain names and logos on Racer and Support Crew clothing, bicycles and/or vehicles. Inappropriate clothing will not be allowed.

Skin suits or other clothing made of fabrics designed to decrease wind resistance are allowed. The attachment of fairings to clothing is not allowed.

Racers and Support Crew Members must be appropriately clothed at all times.

## **8 - Racers**

### **800 – General**

The following applies to all Racers:

- Racers must complete all pre-race paperwork, including Racer Agreement and all waivers, in order to start.
- Racers must ride the entire Race Route exactly as described in the Route Book or as modified from time-to-time by law enforcement or Race HQ.
- Racers must not ride on the Race Route in reverse direction. If a Racer rides past an Exchange or support location, the Racer must get off the bicycle and walk back to that point or wait for a Support Vehicle to pick them up.





- Racers shall not draft any vehicle and must maintain a spacing of at least 100 feet from other Racers and Support Vehicles.
- Racers may not be driven forward on the course except in the event of an emergency, or to a motel, or when instructed to do so by RAAM Staff. In the event of an emergency or when going to a hotel for a sleep break, Race HQ or a Race Official must be notified as soon as possible, preferably before doing so. When returning to the Race Course, Racers must then return to the point where they left the Race Route and notify Race HQ or a Race Official before beginning to ride again.
- Racer must not receive adjustments or repairs to equipment, the bicycle or clothing while in motion.
- A Racer may not receive pacing in any form from a Crew Member or other person. However, road side cheering is encouraged from Support Crew Members and Race fans.
- Push-offs by the Support Crew are allowed.
- A Racer may ride a bicycle with a flat tire or other mechanical problems. But, if a Race Official deems it unsafe, the Racer must stop or proceed on foot with the bike until the bicycle is replaced or repaired.
- 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.
- Racers may only ride alongside each other for a 15-minute period each 24 hours.
- Racers shall not block or impede the progress of another Racer or Crew vehicle.
- At traffic signals and stop signs 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.
- Moving Racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes or other attachments either to a Support Vehicle or pedestrian.
- Racers must stop for drug or medical testing or imposition of penalties when directed to do so by a Race Official. The time required for such stops will not be deducted from the Racer's Official Time.
- Public nudity, urination, defecation, lewd or indecent behavior is prohibited.

## 820 – Racers and the Media

Racers must accommodate Race Media to the maximum extent possible. However, intentionally drafting off a Media Vehicle is prohibited. Racers must ride to the right of Media Vehicles during interviews, not directly behind them, unless the Media Vehicle is far enough ahead so as not to create a material draft.

However, if a Media Crew is causing problems for the Racer, ask them to leave. If they do not, notify a Race Official. If the problem continues, call the Race Director.



Racers must cooperate in making themselves available to the Media for interviews at the Race Start and Finish. Failure to do so may result in a penalty.

### **830 – Headphones**

i-Pods, MP3 players and smart phones are allowed. However, when using a system with ear buds, only the right ear may be fed sound. The left ear must be clear of obstructions at all times while Racing. The other earpiece may be tucked into the jersey collar or disabled.

## **9 - Support Crew**

### **900 – General**

The primary role of the Support Crew is to assist the Racer(s) - to help them achieve their objectives, to complete the Race safely. Racers must have a minimum of 2 Support Vehicles and 4 Support Crew Members. The following applies to Support Crews:

- Every Crew Member must have signed the appropriate paperwork, including all Waivers, prior to being permitted to participate in the Race.
- The Racer is accountable for the behavior of the Crew. Crew misconduct may result in a Penalty for the Racer. If it is determined that a Crew Member is a liability, that person may be suspended from participating in the event.
- The Racer may add Crew Members at any time during the Race provided the new Crew Members complete and sign the appropriate paperwork, including waivers. Race HQ must be immediately notified and paperwork delivered to the nearest Race Official. The Crew Chief should have additional copies of the paperwork to be signed by the new Crew Members.
- 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.
- Crew members may not make adjustments or repairs to a Racer's bicycle, equipment or clothing while in motion.
- 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.
- 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.
- Push-offs by the Support Crew are allowed.
- A Crew may service a Racer other than their own as an act of "good sportsmanship."



- 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 a reasonable effort to stop and correct the violation, including reporting such violation to a Race Official. Crew Members have a moral obligation to these Rules no less than the Racers.
- If a Racer willfully violates or attempts to violate a rule, Crew Members have the obligation to make a reasonable effort to stop and correct the violation, including reporting such violation to a Race Official.
- If a Crew Member is unexpectedly lost, causing the Crew to fall below the four-person minimum, they must immediately notify Race HQ. 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.
- 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.
- 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.
- No Racer or Crew Member may carry any firearm along the course.
- No Crew Member is allowed to ride a bicycle on the Race Route or wear a kit or helmet with a Racer Number if riding a bicycle off the Race Route during the Race.
- Crew must wear reflective vests and at a minimum one ankle and one wrist band at night.
- Public nudity, urination, defecation, lewd or indecent behavior is prohibited.

## **10 - Media**

### **1000 – Credentialed Media**

In order to have full access to the Race, Media Crews with vehicles must be Credentialed. In order to be Credentialed, Media Crews must be registered by May 1. Media Crew Vehicles must have passed inspection and Media Crews must have attended a Media Crew Meeting prior to the Start of the Race. All RAAM Media and Personal Media with vehicles MUST be Credentialed.

Racers and Teams found to have Personal Media with a vehicle which is not Credentialed - which has not registered with RAAM, passed inspections and attended a Media Crew Meeting - WILL be given a Penalty. Non-Credentialed Personal Media with a vehicle will be asked to leave. If the Non-Credentialed Personal Media fails to leave, the host Racers or Team may be disqualified.



Credentialed Media must place the RAAM Logo and RAAM URL on their work product. RAAM may request the use of work product. Your cooperation would be greatly appreciated.

### **1010 - RAAM Media**

Race Management retains Media personnel to document the Race. There will be Media personnel both off-site and on-site. They will be on-site prior to the Start, on the course during the Race and at the Finish. The following applies to the RAAM Media personnel:

- Must cover the Race as requested by Race Management.
- Must do so in a fair, safe and neutral manner.
- Vehicles must have RAAM Media Signage.
- Must be equipped with a Slow Moving Vehicle Triangle and Roof-Mounted Amber Flashing Lights.
- Must use their headlights, factory-installed emergency flashers and Roof-Mounted Amber Flashing Lights, as well as display the Slow Moving Vehicle Triangle when moving at slow speed, filming and/or interviewing.
- RAAM Media Crew may drive alongside a Racer for several minutes to capture video footage or conduct an interview.
- RAAM Media Crew must not provide Support to Racers or Crew Members.
- RAAM Media are required to operate safely and in a manner that does not provide an undo advantage to any Racer. Racers and Crew are requested to report any problems with RAAM Media to a Race Official or Race HQ.
- RAAM Media Crews are instructed to respect the wishes of Racers and Crew. They must move away if requested by Racers and/or Support Crew. If Media Crews do not move away as requested, the Racers' Crew Chief should report to a Race Official or Race HQ.
- RAAM Media Crews may not block normal traffic flow during filming or interviewing.
- Public nudity, urination, defecation, lewd or indecent behavior is prohibited.

### **1020 – Personal Media**

Racers may have a Media Crew accompany them during the Race. This may include a film crew documenting the Race, sponsor media, TV crew covering the race for fans back home or any combination thereof. These are all Personal Media and they are subject to the following:

- All Personal Media Crews must be registered no later than May 1.
- All Personal Media Crews are required to purchase from the RAAM Store a media kit comprised of Roof-Mounted Amber Flashing Lights, a Slow Moving Vehicle Triangle, a "CAUTION BICYCLES AHEAD" sign and "MEDIA CREW" signs, as well as the Racer Name and Number signs.
- The Personal Media Crew Vehicle must be equipped with a Slow Moving Vehicle Triangle, Roof-Mounted Amber Flashing Lights and Caution Bicycles Ahead signs, as well as the associated Racer name and number signs.



- The Personal Media Vehicle must display the “MEDIA CREW” signs on both sides and back of the Media Vehicle.
- Personal Media Vehicles are subject to the same Support Vehicle Rules as the Participants they are attached to.
- Personal Media Vehicles and Crew are required to use their headlights, factory emergency flashers and Roof-Mounted Amber Flashing Lights, as well as display the Slow Moving Vehicle Triangle when moving at slow speed, filming and/or interviewing.
- Personal Media Crew will be considered part of the host Racer's Crew and must be acknowledged by the Racer as such.
- Personal Media Crews may not be engaged in Active Racer Support – Follow or Shuttle. But, Media may provide other support as needed.
- 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 Personal Media Crew is interviewing another Racer, any unsafe actions by the Media Crew could result in a penalty to their host Racer.
- Failure to yield to following or oncoming traffic will result in a Penalty to the host Racer.
- Personal 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.
- Personal 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 Racer’s Crew Chief must report the matter to a Race Official or Race HQ. Failure to move away if requested may result in a Penalty to the host Racer.
- Personal Media Crews may not block normal traffic flow during filming or interviewing.
- Public nudity, urination, defecation, lewd or indecent behavior is prohibited.

### 1030 – Independent Media

From time-to-time, Independent Media outlets approach Race Management with a desire to cover the Race. This might include local television stations reporting on the Race in their area. It might also include national media outlets covering stories of interest to them. We urge them to go through the same process as the RAAM and Personal Media Crews to become credentialed. By so doing they become subject to all of the Rules applicable to RAAM Media and Personal Media.

### 1040 – Non-Credentialed Media

Frequently, Independent Media simply show up and cover portions of the Race. Since the Race is conducted on public roads, Race Management has limited control over Non-Credentialed Independent Media. However, if the Non-Credentialed Independent Media become a problem, Racers and/or Crew are encouraged to report the problem to a Race Official or Race HQ. Race Management will make their best efforts to address the problem.



## **11 - Route**

### **1100 - Route**

Each Racer must follow the Race Route as described in the Route Book. The only exceptions are as follows:

- Road construction, accidents force majeure (storm damage, landslides, flooding) or other unforeseen circumstances, which may prevent the Racer from following the prescribed route.
- Law enforcement, emergency personnel or DOT personnel direct the Racer to an alternative route.
- Error or errors in the published directions.

When encountering these circumstances, unless already instructed by a Race Official or Race HQ, the Racer or Support Crew should contact Race HQ, describe the situation and await instructions. The Support Crew should record all pertinent information, including time stopped, location, time departing, route variation, etc.

### **1110 - Supplemental Navigational Aids**

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

### **1120 – Electronic Mapping**

Electronic course files for various mapping software and GPS devices will be available on the RAAM website. These trace the Race Route as accurately 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 MAPS 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. The only approved deviations from the Route Book will be those issued by Race HQ, Race Officials or Race Management. FAILURE TO FOLLOW THE ROUTE AS DESCRIBED IN THE ROUTE BOOK OR INSTRUCTIONS ISSUED BY RACE HQ, RACE OFFICIALS OR RACE MANAGEMENT MAY RESULT IN DISQUALIFICATION.

### **1130 – Going Off-Route**

If a Racer makes a wrong turn and rides off the Race Route, 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 Route in reverse at any time.



If a wrong turn is made by a Team Racer, 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.

If the wrong turn was due to a Racer/Crew error, no Time Adjustment will be given to the Racer. If the wrong turn was due to an error in the Route Book, RAAM will make a Time Adjustment, providing an accurate time, distance and location is recorded 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 a Time Adjustment. Errors in the Route Book must be reported to Race HQ as soon as possible.

"Unclear" as a cause of a routing error is generally not sufficient reason for a Time Adjustment. However, if a significant number of Racers have similar problems with that particular set of routing instructions, the Race Director may award Time Adjustment(s). That will be done at the sole discretion of the Race Director.

Solo Racers may not be driven forward on the course except in the event of an emergency, or to a motel, or when instructed to do so by RAAM Staff. In the event of an emergency or when going to a hotel for a sleep break, Race HQ or a Race Official must be notified as soon as possible, preferably before doing so. When returning to the Race Course, Racers must then return to the point where they left the Race Route and notify Race HQ or a Race Official before beginning to ride again.

### **1140 - Interstate Highways**

The Race Route has little or no Interstate Highway travel. However, if and when travel on an Interstate Highway is required, the following applies:

- Use extreme caution.
- Racers and Follow Vehicles must exit the Interstate at every exit ramp. Return to the Interstate at the following on-ramp.
- Support and Team Exchanges must be done at the end of exit ramps. The end of an exit ramp is generally considered where the exit ends. There may be a traffic light, stop sign, crossroad, bridge or the beginning of an on-ramp. Use judgment. The idea is to be away from fast moving traffic.
- There is no stopping on Interstate Highways, except for emergencies. If stopping for an emergency cannot be avoided, pull as far to the right as possible so that other Racers and Support Vehicles can pass safely without going into the traffic lanes.
- Handoffs of any kind are not permitted on Interstate Highways. Handoffs must take place at the end of exit ramps.



- Team Exchanges are not permitted on Interstate Highways. Team Exchange must take place at the end of exit ramps.
- Parking of Support Vehicles to wait for Racers is not permitted on Interstate Highways. Park at the end of the exit ramps.
- Passing where both Racers have Follow Vehicles directly behind them is not allowed. During Day Time both Follow Vehicles proceed to the next exit so both Racers can proceed at their own pace. During Night Time, passing may only take place at the end of exit ramps.
- If a stopped vehicle is encountered on an Interstate shoulder, use extreme care when passing. During Day Time, the Racer and Follow Vehicle do not have to pass together. During Night Time, the Racer and Follow Vehicle must pass together. Do not attempt to pass if traffic must slow down or suddenly change lanes to avoid the Racer or Follow Vehicle. The Racer and Follow Vehicle must slow down and pass only when safe.

The preceding applies only to Interstate Highways – not to limited access roads. If warranted, Race Management will issue additional instructions for Interstate Highways and/or special instructions for limited access roads.

## **12 - Divisions, Categories and Age Groups**

### **1200 - Solo Division**

All entrants in the Solo Division must be qualified or in the process of qualification as described on the RAAM website. 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. In the Solo Tandem Division, Racers may not be substituted during the event. At least one of the Racers in the Solo Tandem Division must have qualified for RAAM.

### **1210 – Tandem and Multi-Seat Bicycle Rules**

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.

There are no restrictions on captaining and stoking. Either Racer may assume either position at any time during the Race.

### **1220 – Teams**

Team Racers do not have to qualify to race. However, racing a RAAM Qualifying race is highly recommended. The Rules for Solo Racers also apply to Team Racers. However, additional Team rules include:





- One or any combination of a Team's registered Racers may ride at any time. Drafting is permitted within the same Team, but not between rival Teams.
- If law enforcement prohibits drafting, abide by their commands.
- 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.
- There are no requirements as to how much time or how many miles each Racer can ride.
- 8-Person Teams must enter with a minimum of 5 Racers; 4-Person Teams must enter with a minimum of 3 Racers; 2-Person Teams must enter with 2 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.
- No switching Divisions, Categories or Age Groups once the Race starts.
- Penalties for Rules violations will be imposed on the entire Team, not just on the Racer responsible. The entire Team must stop at the Penalty Box to serve Penalties.
- 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.
- If one Team is about to pass another, the Team being passed must yield right of way to the passing Team and following the pass, both Teams must resume 100 feet spacing.
- All racers must be on the same type of bicycle except in the Open Category.

## **13 – Start**

### **1300 - General**

The Start is a "Parade" Start. Racers will be escorted by police motorcycle and local bike escorts from the Start to College Avenue. There is no racing until College Avenue. Following are the Solo Start procedures:

- Racers and Follow Vehicles must be in Betty's Lot 1 hour prior to the Start.
- Race Officials will direct the Follow Vehicles to their assigned spots.
- 30 minutes prior to the Start, the Racers must move to the Start area – the beachside lot across from the Beach Community Center.
- 15 minutes prior to the Start, Race Officials will begin to line up the Follow Vehicles on the Strand and the Racers in the beachside lot.
- Immediately prior to the Start, the announcer will call the first Racer to the Start.
- After a brief introduction and a countdown, the Racer will depart with the corresponding Follow Vehicle immediately behind.
- Racers and their Follow Vehicles will depart at 1-minute intervals.
- Racers, Follow Vehicles and all other Support Vehicles must follow the instructions and directions as described in the Official Route Book.



## **14 - Racing**

### **1400 – 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 turnouts and shoulders. Following are the first day requirements:

- Until the turn from Old Highway 395 onto 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. Racers should carry cell phones. Teams should leave the Start with at least 2 Racers.
- After the turn from Old Highway 395 onto Old Castle Road until 7:00 PM local time (10:00 PM Race Time), only Leapfrog Support is allowed.
- From the turn from Old Highway 395 onto Old Castle Road to Christmas Circle in Borrego Springs, Teams are allowed only two Support Vehicles on the Race Route.
- No RVs are allowed on the Race Route before Borrego Springs.
- After Christmas Circle in Beyond Borrego Springs, all Support Vehicles are allowed on the Race Route.

**NOTE:** During the first 2 days (California and Arizona) Racers and Teams will be in close proximity. Beginning in Borrego Springs all Support Vehicles will likely be on the Race Route. Many sections of roads are 2-lane with narrow shoulders. In the desert sections drivers must choose pullouts carefully to avoid getting stuck in soft sand. **DRIVERS MUST BE VIGILANT AND TAKE APPROPRIATE MEASURES TO AVOID CARAVANNING.**

### **1405 - Providing Support**

#### **1405.1 General**

The following applies to providing support:

- Active Racer Support for a Solo Racer is provided by a single vehicle – the Follow Vehicle. Active Racer Support for a Team may involve two or more vehicles – two or more Follow Vehicles or a Follow Vehicle and a Shuttle Vehicle.
- A Racer may have more than one qualified Follow Vehicle. However, only one Follow Vehicle may follow the Racer at any given time.
- When providing Active Racer Support – Solo or Team - Leapfrog or Direct Follow – all Vehicles must have the Slow Moving Vehicle Triangle displayed. The Slow Moving vehicle Triangle may be left in place while providing Active Racer Support. The headlights, Roof-Mounted Amber Flashing Lights and factory-installed emergency flashers must be turned on – Day Time and Night Time.



- Turn signals do not operate while the factory-installed emergency flashers are on. For a turn, the Follow Vehicle must turn off the factory-installed emergency flashers up to 0.25 mile before a turn to use the vehicle turn signal. The factory-installed emergency flashers must be turned back on within 0.25 mile after the turn unless there is another turn within 0.25 mile.
- Follow Vehicles should follow the Racer as far to the right as practical.
- Follow Vehicle must use the proper method to support the Racers. Support Crews must know when and where to use Direct Follow and Leapfrog Support.
- When using Leapfrog Support, the Racer may proceed unescorted. During these periods the Follow Vehicle may stop for gas, food, etc. However, Racer protection and safety is a primary job of the Follow Vehicle and therefore it is recommended the stops be efficient and the Follow Vehicle get back to the Racer as soon as practical.
- During Direct Follow, the Follow Vehicle must follow directly behind the Race - directly behind means within 20 feet.
- Crew Members may not make adjustments or repairs to the Racer's bicycle, equipment or clothing while in motion.
- When stopping, Support Vehicles must stop a minimum of 5 feet to the right of the traffic lane or 5 feet to the right of the fog line.
- Support must be provided from the right side of the Race Route. NEVER cross the road to provide support.
- When traveling alongside a Racer, the Follow Vehicle MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION. Remaining alongside longer than necessary in order to provide the Racer an advantage against prevailing wind is prohibited.
- 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 one vehicle has been held up for more than 2 minutes. Follow Vehicle drivers must be aware of what's going on around the Follow Vehicle at all times and must use common sense.
- A Support Vehicle may not lead the Racer through fog or traffic. The Racer must stay in front of the Follow Vehicle.
- Under no circumstances will the Follow Vehicle following the Racer 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.
- Use of a PA system or other communication devices to communicate safety factors and turns to the Racer must have the volume reduced when passing through residential areas during Night Time.
- Music systems may not be used when passing through residential areas during Night Time. All other PA systems or megaphones must have the volume reduced when passing through residential areas during Night Time.



- Auxiliary Support 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.

### **1405.2 Use of Direct Follow and Leapfrog Support**

During Night Time or Night Riding Conditions, Direct Follow Support is mandatory at all points along the Race Route. Racers MUST NOT advance at night without a properly equipped Follow Vehicle directly behind them - directly behind means within 20 feet. Riding during Night Time conditions without Direct Follow may result in disqualification.

Leapfrog Support is generally used to avoid impeding the normal flow of traffic in areas where traffic is heavy. The Rules for use of Leapfrog Support are as follows:

Intersection of Old 395 Highway and Old Castle Road to Junction of US 89/US 160. During Daytime Leapfrog Support is MANDATORY. If the Follow Vehicle is deemed to be impeding traffic in these sections, a Penalty will be assessed. During Night Time Direct Follow Support is MANDATORY. Although traffic will likely be light during Night Time, the potential for impeding traffic flow is still there. If traffic builds up behind the Follow Vehicle, 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 a Penalty may be assessed. Riding during Night Time conditions without Direct Follow may result in disqualification.

From the Junction of US 89/US 160 to the Utah/Colorado State Line. Leapfrog is not allowed. Direct Follow is MANDATORY – both day and night. The Racer cannot advance without Direct Follow. Violation of this rule may result in disqualification.

From the Utah/Colorado State Line to the Colorado/Kansas State Line. The same Rules apply as previously described for the portion of the Race Route between the intersection of Old Highway 395 and Old Castle Road to the junction of US 89/US 160. During Day Time Leapfrog Support is MANDATORY. Direct Follow is prohibited. During Night Time Direct Follow is MANDATORY. Riding during Night Time conditions without Direct Follow may result in disqualification.

Vehicles engaged in Active Racer Support (Follow and Shuttle Vehicles), whether Leapfrog or Direct Follow, must have their headlights, Roof-Mounted Amber Flashing Lights and factory emergency flashers turned on and the Slow Moving Vehicle Triangle displayed – Day Time and Night Time.

### **1410 - Handoffs**

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 may be issued for driving on or over the



double line or for traveling alongside a Racer for extended periods of time, which in the sole judgment of the Race Official constitutes a hazard.

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.

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 Crew Member to the hand of the Racer.

Inserting something into the Racer's pocket, water bottle cage, etc. while the Racer is in motion is PROHIBITED.

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.

Bicycle or equipment, adjustments or repairs made from a Support Vehicle while the Racer is moving are prohibited.

#### **1415 - Passing**

If another Racer is approaching, the Racer being approached must either: a) increase speed and maintain the 100-foot separation; or b) yield, move to the right, slow down, allow the pass and return to the 100-foot separation.

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.

If two Racers decide to ride together (up to 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, pulls off the road 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 may be penalized.

After a pass, both Racers must pace themselves appropriately to maintain the 100-foot separation between racers.



## 1420 Team Exchanges

### 1420.1 - Safety

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. Racers and Crews are encouraged, where possible, to make Exchanges at naturally slow riding locations such as stop signs, gradual inclines or the crest of a hill. Exchange sites must be chosen carefully. Choose an exchange site which provides good visibility in both directions. Exchanges must not impede the normal flow of traffic.

### 1420.2 – Vehicles

The following are basic vehicle configurations for providing Active Racer Support for Teams:

- One or more Follow Vehicles
- One or more Follow Vehicles and one Shuttle Vehicle

### 1420.3 - General

The following applies to Racer Exchanges:

- The retiring Racer must overlap wheels with the new Racer.
- There are two types of Exchanges – Stationary and Rolling. 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.
- Rolling Exchanges are prohibited during Night Time.
- When more than one Follow Vehicle is used, all Exchanges must be made in front of the Leading Follow Vehicle.
- Follow Vehicles may not cross the road centerline during a Racer Exchange.
- If traffic conditions permit, Racers may make a Rolling Exchange at cycling speed and ride side by side for a brief time.
- If two vehicles are engaged in Active Racer Support, the second vehicle must wait one minute before departing the Exchange Site. This applies to both Day Time and Night Time exchanges.
- No other Solo Racers or Team Racers may be within 600 feet during a Racer Exchange. This rule is waived during the first 12 hours of the first day.
- If there is a Solo Racer within 600 feet the Racers and Crew doing the Exchange must yield to the Solo Racer. Either slow down and do the Racer Exchange before coming within 600 feet or pass the Solo Racer and do the Racer Exchange when 600 feet beyond the Solo Racer.



- If there are two Teams within 600 feet 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 coming within 600 feet or pass the other Team Racer and do the Racer Exchange 600 feet beyond the Team Racer. Support Crews must be aware of Racers approaching and pull off the road.
- No Racer may ride the Race Route in reverse direction at any time.

#### **1420.4 – Exchange Site**

The Exchange Site is where the Exchange is initiated. These Rules apply to both Racer Exchanges and Follow Vehicle Exchanges. Select an Exchange Site that does not interfere with normal vehicular 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. In choosing an Exchange Site, the following applies:

- Look for good visibility in both directions – minimum 600 feet in either direction.
- 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.
- Avoid Exchange Sites on downhill sections as speed may be excessive and visibility may be poor in relation to speed.
- Avoid an Exchange Site in a No Passing Zone unless there is a wide shoulder or good turnout space.
- Common sense and caution are the rule. A Penalty may be assessed if, in the opinion of a Race Official, procedures are employed which put the Racer, Crew or public at risk.
- There must be sufficient and safe parking space for all Support Vehicles involved in a Racer Exchange.
- All stopped Support Vehicles must be a minimum of 5 feet to the right of the travel lane or 5 feet to the right of the fog line.
- A maximum of two Support Vehicles may be parked at an Exchange Site that is on the shoulder of a road. If a parking lot, a cross street or other off-road area for parking area is used, more than two Support Vehicles may be present.
- Cross-streets, parking lots, etc. may be used as an Exchange Site. Nevertheless, all Rules for Vehicle parking and wait times must be observed. Do not use private driveways.
- Racer and Vehicle Exchanges are not allowed on the limited access or Interstate highways. Exchanges must be done at the end of exit ramps.
- The Exchange Site must be on the right side of the Race Route.

#### **1420.5 – Exchange Zones**

The Exchange Zone begins 0.5 miles before the Exchange Site and ends 0.5 miles after where the Exchange is complete. The following applies to Exchange Zones:



- In the Exchange Zone only one Follow Vehicle per Team may be in motion at cycling speeds on the roadway at any one time.
- All Support Vehicles stopped and awaiting a Racer Exchange must be stopped from at least one minute before the Exchange occurs until one minute after the Exchange is made.
- 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.
- The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.

#### **1420.6 – Night Time Exchange**

The Following applies to Night Time Exchanges:

- All Racers must be within Vehicle headlights.
- All Racers must be stationary during the Exchange – Rolling exchanges are prohibited during Night Time.
- The Exchange must happen within the headlights of the Follow Vehicle.
- The retiring Racer must stop within the headlight of the 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.

#### **1420.7 - Follow Vehicle Exchange**

The following applies to Follow Vehicle Exchanges:

- The retiring Follow Vehicle approaches the Exchange Site and stops off the roadway. The new Follow Vehicle is also parked off the roadway.
- The new Follow Vehicle may enter the roadway only when there is no traffic approaching from behind for one-half mile.
- During Night Time, the Racer must wait for the new Follow Vehicle - the Racer must always be in the Follow Vehicle headlights. The Racer cannot advance during Night Time without the Follow Vehicle immediately behind the Racer.
- The retiring Follow Vehicle must wait at least one minute after the new Follow Vehicle has left before leaving.

#### **1420.8 - Rolling Follow Vehicle Exchange:**

The following applies to Rolling Follow Vehicle Exchanges:

- Rolling Follow Vehicle Exchanges are prohibited during Night Time.
- The new Follow Vehicle approaches the retiring Follow Vehicle from behind on the roadway.
- The new Follow Vehicle signals to the retiring Follow Vehicle they are ready.





- The retiring Follow Vehicle will then safely pass the Racer and accelerate to traffic speed or pull safely off the road onto the shoulder.
- The new Follow Vehicle pulls in behind the Racer.
- 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 and a Penalty may be assessed.
- The Racer should be notified of the Vehicle Exchange so the Racer knows why one vehicle is leaving.

**NOTE:** SAFETY IS 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 RACERS AND CREW MUST NOT IMPEDE THE NORMAL FLOW OF TRAFFIC. DURING NIGHT TIME, ONLY STATIONARY EXCHANGES ARE ALLOWED AND ALL RACERS MUST BE WITHIN VEHICLE HEADLIGHTS. RACERS CANNOT ADVANCE WITHOUT A FOLLOW VEHICLE IMMEDIATELY BEHIND THE RACER.

#### **1425 - Communications**

Cell phones are mandatory. Support Vehicles must have a cell phone with a US or Canada-based phone number. US-based disposable phones from ATT or Verizon may be purchased from Target or Wal-Mart.

Each Support vehicle must have at least one cell phone which is capable of sending/receiving text messages AND must be able to send/receive information as required by Race HQ.

The Racer/Crew must contact Race HQ on the Racer call-in phone number within 30 minutes of the Racer's arrival at the Time Station. But, the Racer/Crew should not call before the Racer's arrival, unless they are checking for Penalties immediately prior to arrival at one of the Penalty Boxes – TS 15 and TS 52. The purpose of a Time Station call-in is to inform Race HQ of the Racer's location. If there is an important update from Race HQ, a message will be relayed to the Racer/Crew.

Every Racer/Crew representative must contact Race HQ at every Time Station or every 6 hours to check for Race Route changes or important updates and to ensure Race HQ is aware of Racer's progress and safety.

#### **1430 - Phone Issues**

While all Support Vehicles must have working cell phones, 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, the delay must be explained to Race HQ. A dead cell phone battery is not an excuse for not calling Race HQ in a timely manner.



If the Race HQ line is busy, keep trying until contact is made. Race HQ has several phone lines. When Race HQ is reached, explain the problem connecting.

A 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.

#### **1435 - Information Distribution**

All official information will come directly from Race HQ, Race Officials and/or Race Management. Participants must have at least one cell phone per Support Vehicle which is capable of sending/receiving text messages AND steps must have been taken to be able to send/receive information as required by Race HQ.

RAAM is not responsible for the accuracy of information obtained at Time Stations either from Time Station staff or third parties. Time Station Staff may answer questions regarding the location, condition and/or strategies of other Racers as this is considered public knowledge.

Time Station staff can be helpful when Racers/Crew are seeking “local knowledge”.

#### **1440 - Time Station Procedures**

Upon the arrival of the Racer at every Time Station - but not before, the Racer/Crew must call Race HQ on the Racer Reporting phone number. The Racer/Crew will report Racer Number, Time Station number and the arrival time of the Racer - in Race Time (EDT) not local time. The caller will be given a confirmation number. All information, including the confirmation number and crew member making the call, should be recorded in the Route Book for future reference.

The location of Time Stations is listed in the Route Book. Racers must follow all Race Route instructions to reach the Time Stations. Approximately 50 Time Stations have been 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 HQ 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 HQ.

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

Race Route changes and other Race information may be communicated during these Time Station call-ins.



Notes: Only a Racer/Crew Member may make the call to Race HQ. Race Officials and Time Station staff are not permitted to call in Racer information. Do not leave the Time Station unless a Crew Member is certain the call has been made or will be made for the Racer. During Night Time, if it is necessary for the Follow Vehicle to stop and make the call, then the Racer must also stop. The Racer cannot advance during Night Time without the Follow Vehicle immediately behind the Racer.

#### **1445 - Other Reporting**

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

- Racer plans to be off the course hidden from view for longer than 30 minutes.
- A casual non-race rider continues riding within 30 feet of a Racer and is a nuisance
- The primary Follow Vehicle has broken down and another Support Vehicle is supporting the Racer.
- Obtain permission for Crew additions/changes.
- If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route, or detained by local or state police.

#### **1450 - Impeding Traffic**

Impeding traffic flow occurs when: 1) Two or more vehicles are waiting to pass; or 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 or improper Support. Impeding the normal flow of traffic may result in a penalty.

#### **1455 - Caravanning**

Caravanning of Support Vehicles is prohibited at all times. Caravanning of Support Vehicles is prohibited regardless of whether or not those vehicles are actively engaged in supporting a Racer. Any or all Support Vehicles found to be caravanning may be penalized.

#### **1460 - Night Time Conditions and Safety**

The following applies to riding during Night Time or during Night Time conditions:

- Night Time is defined as 7:00 PM local time to 7:00 AM local time.
- Night Time conditions are when vehicles would normally have their headlights on.
- Night Time conditions occur when visibility is less than 1000 feet – for example, fog, dust, blowing sand, etc.
- If there is any doubt about visibility, operate as if it is Night Time.
- Racers cannot advance under Night Time conditions without Direct Follow Support. The Follow Vehicle must be immediately behind the Racer. Racers must be no more than 20 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 Time 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.
- The Rules for handoffs in city traffic, mountain climbs and other difficult situations are modified during Night Time so that the bicycle never leaves the Follow Vehicle headlights. The Follow Vehicle must have all Race Signage and lighting when operating under Night Time conditions.
- Each Crew Member must wear a reflective vest and reflective ankle or wristbands during Night Time Conditions. DOT approved vests are the best choice and the most visible.

### **1465 - Crew and Racer Rest**

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 for Racer and Crew.

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 Time conditions by getting what rest they need during the preceding day.

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 HQ must be notified immediately.

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.

### **1470 - Spying**

The following applies to Spying and Support Vehicles used for Spying:

- Must have all Race Signage.
- Must conform to the normal flow of traffic - no Caravanning.
- May not pass a Racer being spied upon more often than two times in 1 hour.
- Must not stop within 300 feet of a Racer or Racer's Crew when that Racer or Crew is stopped for more than 5 minutes.



- When on the Race Route must be far enough off the roadway so as not to interfere with the passage of Racers or Follow Vehicles.
- Spies must not verbally annoy the Racer or Follow Vehicle or use Support Vehicle engine noise, loud music, wind gust, road dust or exhaust offensively or employ other harassing behavior.
- Spies may not use bicycles, in-line skates or other human powered devices anywhere near a Racer.
- Unmarked Spy Vehicles may be penalized.

### **1475 – Sportsmanship Code of Conduct**

All participants are expected to be respectful and courteous towards other Racers and Support Crew, Race Staff, spectators and residents along the Race Route. Moreover, all participants are expected to be polite and courteous to motorists. Racers and Crew are cycling ambassadors of goodwill. While it is sometimes difficult to ignore the actions of some motorists, generally, a simple nod of the head and/or wave of the hand is preferable to obscene gestures and angry words.

## **15 - Finish**

### **1500 - General**

“Racing” ends at the Ram’s Head Roadhouse on Generals Highway. There is a “Timing Line” marked on the shoulder. The shoulder is smooth, very slightly uphill and wide (10-12 feet). The shoulder can accommodate a sprint finish if necessary. There will be an Official at the Timing Line. Nevertheless, the Support Crew must call Race HQ and report the Racer’s time of arrival at the Ram’s Head Roadhouse Timing Line.

“Racing” ends at the Ram’s Head Roadhouse Timing Line. A fixed amount of time will be added to the elapsed time from the Start to Ram’s Head. The fixed time will be 26 minutes for Solo Racers, 23 minutes for 2-Person Teams and 21 minutes for 4 and 8-Person Teams.

At this point to become an Official RAAM Finisher the Solo Racer or Team must:

- Be eligible to race – must not be disqualified;
- Official Finish Time (elapsed time Start to Ram’s Head, plus or minus Time Adjustments, plus any penalties incurred between TS 52 and Ram’s Head, plus the fixed time added) must be less than the time allowed for the appropriate Division, Category and Age Group; and
- Solo Racer or Team (at least one Team Member) must finish the ride from the Ram’s Head Roadhouse Timing Line to the Finish Line at the Annapolis City Dock.



Although “racing” ends at the Ram’s Head Timing Line, Racers should not stop at Ram’s Head. Racers should continue to the Shell Station on Bestgate Road. Racers should “soft pedal” – NOT RACE - to the Bestgate Shell Station. Racers and Crew must hold at the Bestgate Shell Station. RVs are not permitted at the Bestgate Shell Station. An escort will meet Racers and Crew at the Bestgate Shell Station and escort them to the Finish Line at City Dock. Racers and Crew must follow the escort and must not pass another Racer or Team after the Ram’s Head Roadhouse.

The Racer has NOT finished the Race until the Racer has arrived at the Finish Line at the Annapolis City Dock. In order to become an Official RAAM Finisher Racer must follow the escort to City Dock. Failure to make the Cutoff Time as calculated at Ram’s Head and/or failure to complete the ride to the Annapolis City Dock will result in a DNF status.

The Official Finish Time will be the total elapsed time (Start to Ram’s Head), plus or minus any Time Adjustments, plus any Penalties incurred between TS 52 and Ram’s Head, plus applicable fixed time (Ram’s Head to City Dock). The Official Speed will be the Official Distance (Race Route plus/minus adjustments made during the Race) divided by the Official Finish Time.



# Summary of Mandatory Reports

The Crew must notify Race HQ 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 120)
- Arrival of a Racer at each Time Station. (See Sections 1425, 1430 and 1440)
- If Racer is riding dangerously, refuses to rest or refuses to obey Race Rules when directed by Support Crew to do so. (See Section 1465)
- If Crew is down to three Crew or one Support Vehicle. (See Sections 500 and 900)
- When a Racer is, or plans to be, off the course hidden from view longer than 30 minutes. This information is for Race HQ use only to track Racers. (See Sections 800 and 1445)
- If a casual non-Race rider continues riding within 30 feet of a Racer and is a nuisance. (See Section 1445)
- If a Media Crew persists after request by Racers' Crew Chief to move away. (See Sections 820, 1010, 1020 and 1040)
- If the primary Follow Vehicle has broken down and the Racer is being supported by another Support Vehicle. (See Sections 505, 520 and 1445)
- To obtain permission for Crew additions or changes. (See Sections 900 and 1445)
- If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route or detained by law enforcement. (See Sections 1100, 1130 and 1445)
- Following the Racer During Night Time with an Auxiliary Support Follow Vehicle if all other Support Vehicles are incapacitated and no other Support Vehicles are available to follow the Racer. This does not apply to situations resulting from poor planning - stopping to buy gas, food, take a restroom break, etc. (See Sections 505, 520 and 1445)
- If an error is found in the Route Book. (See Section 1100)
- If fire, flooding, natural disaster has closed a road. (See Section 1100)





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## 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.





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## Appendix B – Cheating and Accusations of Cheating|

RAW is first and foremost a competitive event – it is the **Race** Across the West. 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.*

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### **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. RAW 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

### **RAW 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.

### **RAW 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.

### **RAW 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/RAW Staff Interaction**

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





# RAAM Notice of Intent to Appeal

Racer or Team Name: \_\_\_\_\_

Racer Number: \_\_\_\_\_

Race Decision or Penalty being appealed:

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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 RAW 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)**

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Crew Chief Name – Signature and Printed Date AND Time

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Racer Name – Signature and Printed Date AND Time

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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.

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Name – Signature and Printed Date AND Time

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Name – Signature and Printed Date AND Time

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Name – Signature and Printed Date AND Time

---

Name – Signature and Printed Date AND Time

## **RAAM/RAW 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/RAW organization.

We want to ensure that every interaction represents RAAM/RAW, 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/RAW Staff: \_\_\_\_\_

Incident of disappointment or frustration:

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