

Race Across America 2008

Definitions

Divisions

Time

Rules

Procedures

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Instructions

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

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

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



Updates for 2008

The following are updates for 2008. Several sections have been significantly modified, but the content remains similar. Nevertheless it is always important to read all the rules and remind yourself of what the conditions of racing are. You always learn something new each time you read them.

- Section 220 – penalty time has been changed.
- Section 230 – Procedure for notifications of penalties or warnings.
- Section 240 – Serving Penalty Time will be at the Penalty Box.
- Section 350 – Pre-Race Requirements. Time Penalties are possible before the race starts
- Section 360 – Clearance to Race. You must have everything completed to start.
- Section 370 – Day One Adjustments for congestion and road conditions
- Section 500 – Rules 1, 2, 3 – new minimum rules for Vehicles and Crew
- Section 540A – New restrictions on Follow Vehicle size (height and length)
- Section 625 – Section on Sportsmanship.
- Section 640 – Section on Passing.
- Section 645 – Section on Interstates.
- Section 800 – All information about bicycles, including Recumbents. Addition of Stock and Open categories.
- Added clarification for Exchanges with leapfrog support and exchanges with just one Support Vehicle.
- 15 minute rule of Racer riding together extended to ALL Racers
- Night defined from 7:30pm to 6:30am (local time)
- Clarification and Forms for Accusations of Cheating
- Forms for Appealing a Race Decision or Penalty

Category Changes

- Enduro Division has been removed.
- 75+ Age Category has been added.



Definitions

These definitions are used throughout the rules:

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

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

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

Motorhome – A Support Vehicle that is larger than a van or pickup truck and typically is equipped with cooking facilities, toilet facilities, sleeping accommodations, etc. A large truck could also be termed as a Motorhome if wider than 80 inches.

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

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

HPV – Human Powered Vehicle. A non-upright bicycle.

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

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

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

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

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

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

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

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

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



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

Night Riding – Night riding shall be considered from 7:30pm LOCAL time until 6:30am LOCAL time OR any time when vehicles would normally have their night driving headlights on OR anytime visibility is less than 1000 feet (300m). If you have any doubt about the visibility conditions, operate as if it is night riding.

Leapfrog Support

Direct (or Follow) Support



Race Divisions



Race Time, Time Allowance, Checkpoints, Finishing Status



Rules



100 – Intent and Purpose

These rules represent the minimum interference with Racer strategy and performance while effectively controlling the race and preventing repeats of hazardous situations that have developed in previous Races. While the rules of Race Across America (RAAM) help to ensure maximum safety and competitive fairness, the ultimate responsibility for both safety and fairness remains with the Racer and Crew.

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

110 – RAAM Chain of Command

The chain of command in the race organization is as follows:

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

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

120 – Race Director's Rules Prerogative

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

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

If a new rule is created or a rule is clarified, upon verification by the Race Director, all Racers or Crews will be notified within 12 hours. Notification will be via Time Station call-ins to Race Headquarters. It is the responsibility of whoever received the message on a Crew to pass the information along to the rest of the Crew. The rule will go into effect 24 hours after verification that is there is 12 hours of leeway and warnings before penalties will be given.

130 – Contingencies

During the race, Racers and Crew are likely to experience one or more unplanned events. The race organization cannot be held accountable for such events and therefore will not issue time bonuses, deduct time off a Racer's overall time, or move a Racer up the course due to unplanned events such as traffic light malfunctions, traffic jams, trains, winds, storms, earthquakes and other "acts of God," detours, road construction, and any other similar occurrences or unplanned events over which the race organization had no control.

It is possible that one Racer has to follow longer detour option during daylight road construction and then the direct route is open again at night for the following Racers. These routine inconveniences are all part of RAAM and part of the challenge of racing across America by bicycle.

150 – Official Race Time



The race clock will be set at the start and will not stop for any reason. The Race Director, however, may make time adjustments after the start of the race to account for extenuating circumstances. All Race Times are reported and recorded in Eastern Daylight Time. The Official Race Time will be kept by Race Headquarters using a timepiece coordinated with the Official US Atomic clock system.



200 – Race Officials

Race Officials are instructed to keep interaction with Crew and Racers to a minimum. They will be friendly but cannot give aid or favor to any one Racer except in the case of medical emergency.

Contacting A Race Official

If a Crew or Racer needs to confer with a Race Official, the Crew may signal a Race Official vehicle by blinking headlights several times and waving an arm up and down out a side window. If a Race Official cannot be contacted this way, a request for a Race Official may be included in the next time station call to Race Headquarters.

Questions

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

Covert Officials

There are Race Officials in marked vehicles, many of which will cover the entire route as well as covert Race Officials who may appear on the route from time to time. These "covert" Race Officials may appear anywhere at anytime without warning. They may give penalties on the spot, or they may report a violation of the rules, which will be assessed by the Race Director at a later time. These officials will show official RAAM identification.

220 - Penalties

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

Penalty Structure:

- 1st Penalty 15 minutes
- 2nd Penalty 15 minutes (Total – 30 minutes)
- 3rd Penalty 30 minutes (Total – 60 minutes)
- 4th Penalty 45 minutes (Total – 105 minutes)
- 5th Penalty 60 minutes (Total – 165 minutes)
- 6th Penalty Disqualification

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

Race Officials prerogative

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



230 – Notification

If you are assessed a warning or a penalty, a Race Official will notify one of the Racers or one of the Crew within 3 hours of the violation being observed. It is the responsibility of the person notified to notify the rest of the crew.

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

In a few cases Race Officials may need to evaluate further circumstances to determine if a penalty is warranted. In these cases, a Race Official will notify one of the Racers or one of the Crew within 3 hours of the violation being observed that Race Officials are reviewing a potential penalty. A Race Official will notify one of the Racers or one of the Crew of the results of the review within 16 hours of the violation being observed.

240 – Serving Penalty Time – The Penalty Box

All Racers must serve out any accumulated Time Penalties in the Penalty Box, unless otherwise directed by a Race Official. The Penalty Box location will be listed in the Route Book. For 2008, the Penalty Box is Time Station 52 in Mt. Airy, Maryland.

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

250 – Warnings

Warnings may be given at the discretion of a Race Officials or Race Director. Warnings can be given at any time, although a warning does not have to be given before a penalty can be assessed.

260 – Public Reporting

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

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



270 – Disqualification

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

1. Refusal to agree and abide by the contractual requirements necessary to participate in RAAM. Racers and Crew must conduct themselves in a positive and professional manner, provide release of liability waiver and insurance waiver, and satisfy Racer conditions to race, title sponsor requirements, etc.
2. Use of illegal drugs or intake of alcohol of any kind by a Racer or Crew.
3. Use of banned substances by a Racer. A list of banned drugs is provided in listed in the Drug Policy.
4. Failure of a Racer to submit to Drug Testing when requested by RAAM Race Officials before, during or after the race.
5. Racer advancing along the route without a bike or in any Vehicle without explicit authorization from a Race Official or Race Headquarters staff member, except in the case of a medical emergency.
6. Improperly registered or improperly insured Support Vehicles or improperly licensed Support Vehicle operators.
7. Illegal drafting of any Vehicle.
8. Holding onto another Vehicle (motorized or non-motorized) to aid or augment forward travel.
9. Refusing to take a sleep (off bike) break, as requested by a Race Official.
10. Behavior on the part of a Racer or Crew that is deemed inappropriate and that might cause safety, legal, or reputation problems for the race or other Racers and their Crew.
11. Willfully altering roads signs to misdirect other Racers or for any other reason.
12. Accumulation of more than 5 penalties of any kind shall result in disqualification upon notification by a Race Official of the 6th penalty.

280 – Suspension and Banishment

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

- ☐ 1στ φλαγραντ οφφενσε = Δισθυαλιφιχατιον
- ☐ Δουβλε φλαγραντ οφφενσε = PAAM συσπενσιον φορ ονε ψεαρ.
- ☐ Τριπλε φλαγραντ οφφενσε = PAAM περμανεντ βανισημεντ.

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



300 – Police

RAAM is conducted over public roads, highways and bridges and is subject to national, state, and local rules and law. RAAM has contacted all the listed law enforcement agencies (see copy of letter sent and list of agencies in the Route Book) prior to the race and has addressed any concerns brought up by them with regard to the race. We trust that you will receive cooperation from these agencies, however note the following points:

- The authority of local traffic police officers and state highway patrol officers in exacting compliance to the vehicle code for all users of the public highways supersedes all RAAM rules.
- Exceptions may have been granted for bicycles to use controlled access highways normally denied to bicycle, and the Racer's Follow Vehicle to travel a highway shoulder when such travel by vehicles is normally not permitted. Racers and Crew vehicles, proceeding in accordance with the rules and in strict observance of the directions and cautions in the Race Official RAAM Route Book, may be confident that the local authorities have been notified and that any concerns previously brought up have been addressed prior to race time.
- On occasion, an officer fails to be informed of RAAM and takes action to interfere with a Racer's progress or the operation of a pacing vehicle. A Racer must comply with any officer requests. A Racer may even be forced to leave the RAAM route. If any dispute arises with local authorities, the Race Director will determine the merits of the case and whether any time or distance adjustment should be made. If the action was a result of the Racer or Crew vehicle driver not conforming to traffic laws, RAAM rules and directions, or riding/driving unsafely, no time or distance adjustment will be made.
- RAAM is conducted on public roads. At all times, be polite and courteous to other drivers and motorists. You are Cycling Ambassadors of goodwill.

310 – Traffic Laws

1. Racers must obey all traffic laws including stops at stop signs and stop lights. Violation of any Traffic law by Racers or Crew may result in a penalty.
2. A legal RAAM stop is defined as follows: just short of a track stand, slow enough to theoretically turn the handlebars to the side without falling. The spokes of a wheel should be individually visible or graphics on a disc wheel should be readable. A Racer does not actually have to remove a foot from the pedal and touch the ground.
3. Turning right at a red light, making an immediate U-turn and another right turn to avoid waiting at a red light is not allowed.
4. In the event a traffic signal light sensor fails to detect a Racer or Follow Vehicle and display a green light, the Racer or event vehicle must wait for a minimum of three (3) minutes for the signal to change. If the signal has not changed after three minutes, the Racer or Follow Vehicle may continue forward progress only in AN EXTREMELY SAFE MANNER to advance past the defective traffic signal. If there is a sign which states a longer wait is necessary, then the time stated on the sign is the minimum time to wait.



350 – Pre-Race Requirements

The Race Staff has to accommodate more than 80 solos and teams. This accounts to more than 250 Racers, more than 700 Crew, 150-200 vehicles and 400-500 bicycles. Our time is valuable, your time is valuable, and all other Racer's time is valuable. Respect our time and we will respect yours.

Readiness and On-Time

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

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

1. Showing up at inspection on time with all vehicles and bicycles.
2. Ready at inspection with all vehicles and bicycles.
3. Photo on time with all racers present.
4. Interview on time with all racers present.
5. Light bar Pickup on time.

The following is a 1 hour (60 minute) penalty if not satisfied:

6. **All Racers MUST be at the Racer Meeting for Racer introductions.**

360 – Clearance to Race

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

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



370 – Day One Adjustments

The first day has additional requirements for support and exchanges. These are necessary because of the close proximity of Racers and Crew and because the roads are tight with few adequate and safe pull offs and shoulders.

Support Vehicles

1. Until mile 21.7 of the course (this is mile 16.4 miles on the bypass), no Support Vehicles are allowed on the course. Racers must be self sufficient with water, food, and ability to fix basic mechanical problems.
2. Between mile 21.7 and 7:30pm local time (10:30pm Race Time), only leapfrog support is allowed.
3. Between mile 21.7 and mile 45, there are designated Support and Exchange points listed below. You may only provide Support at these points. Support or exchanges at any other points will result in a penalty.
4. You may park at other SAFE places, but NO support is allowed, other than emergency support – flat tires, mechanical issues. Other SAFE places include side streets and parking lots.
5. After mile 45 restrictions are removed on support and exchanges.
6. Between mile 21.7 and Borrego Springs (approximately mile 85), teams are allowed 2 Support Vehicles on the course. Beyond Borrego Springs, all Support Vehicles are allowed on the course.
7. Absolutely no motorhomes on the course before Borrego Springs.

A suggestion for teams is to put 2 racers on the road from mile 21.7 until mile 45 so that if one has a problem the other can keep moving and the Support Vehicle can go back and help out.

Designated Exchange Points from Mile 21.7 to Mile 45

- Mile 21.7 - begin Support Vehicles on route
- Mile 28.6 - top of climb – Harvest Farms Village.
- Mile 37.7 - at Harrahs Casino. Traffic Light. Use caution crossing road.
- Mile 39.2 - Gravel turnout on right just before SR76E.
- Mile 39.3 - Right turn onto SR76E.
- Mile 42.5 - ¼ mile with wide shoulder.
- Mile 43.4 - Large Turnout on Right at Red Gate Road.
- Mile 44.6 - Large paved turnout on right



400 – Race Communications

1. At every Time Station the Racer or support Crew must contact Race Headquarters on the 'Racer Reporting phone number' to tell Race Headquarters of the Racer's location. If there is an important update from Race Headquarters a message will be relayed to the Racer or Crew.
2. Every Racer/Crew representative must contact Race Headquarters at every Time Station OR every 6 hours to check about route changes or important updates and so Race Headquarters is aware of Racer's progress and safety.
3. Cell phones or pay phones may be used to contact Race Headquarters.
4. Cell phones with a US based phone number or a satellite phone are required. (Trac Fones, www.tracfone.com, are recommended and can be purchased from Target or Wal-Mart.)

420 – Time Station Procedures

1. Upon the arrival (and not before) of the Racer at every Time Station, the Racer or Crew must call Race Headquarters on the Race Reporting phone number. The Racer Number, Time Station City Name, Time Station Number, and the Race Time (not local time) of the Racer must be reported. Remember the time recorded is the Racer's time of arrival at the Time Station, not the time when the Crew member made the call.
2. The location of Time Stations is very specific and listed in the route book. Racers and Crew must follow ALL route instructions to reach the Time Stations. Approximately 50 Time Stations are established along the race route of which a number will be staffed.
3. Failure to report accurate time of arrival at a Time Station within 30 minutes of arrival without a valid reason for not doing so, (such as no phone service available) may result in a penalty or disqualification.
4. Race Headquarters will issue and record a confirmation number for each Time Station report. It is the responsibility of the Racer or Crew to keep a record of the confirmation numbers issued by Race Headquarters so as to be able to accurately explain any discrepancies that may arise associated with time or location recorded. To maintain a record, enter the time of arrival at each Time Station at the bottom of the appropriate page in your route book along with your confirmation number.
5. Each Racer or Crew must call in once and only once to report passage through a Time Station.
6. Route changes and other official news will be communicated during these call-ins.
7. Race Headquarters is set up to handle Time Station reporting and official race changes (such as route changes). Do not call Race Headquarters to inquire as to where other Racers are or other questions.

430 – Time Station Details

1. A Racer or a member of the Crew MUST make the call. Race Officials and Time Station staff are not responsible for calling in Racer information at Time Stations.
2. DO NOT LEAVE the Time Station unless you are certain some Crew member has made or will make the call for your Racer.
3. At night if it is necessary for the Follow Vehicle to stop and make the call, then the Racer must stop also.

440 – Phone Problems

1. If the Race Headquarters line is busy, even though the Racer may be stopped (at night and the Follow car is making the call), keep trying for at least 3 minutes. If the reporting Crew is not from the Follow Vehicle, the call should be attempted for at least 10 minutes. If problems persist call from the next working phone and describe problems connecting. The Race Headquarters has several phone lines. After the first time station on the first day, most phone lines should be available.



2. If the phone at a Time Station is found to be inoperative or missing, make the report from the next working phone, reporting that the Time Station phone has failed. This will allow Race Headquarters to update other Racers of the inoperative phone at that Time Station.
3. If the phone is found to be inoperative or missing by the Race Officials, a message will be posted to indicate where the nearest working phone is located. Consideration will be given in such cases for the time necessary for the reporting Crew to get to the working phone.
4. A time penalty may be issued to a Racer if a Crew fails to call in from a Time Station due to phone problems when Racers ahead and behind are successful in making the required report.

460 – Information Distribution

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

480 – Other Reporting

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

1. A Racer is, or plans to be, off the course hidden from view longer than 30 minutes. This information is for Headquarters use only to track Racers.
2. A casual non-Race rider continues riding within 10 meters (30 ft.) of a Racer and is a nuisance.
3. If the primary Follow Vehicle has broken down and the Racer is being supported by another Support Vehicle.
4. To obtain permission for Crew additions or changes.
5. If delayed more than 30 minutes by being sent off course, wrong turn on route, or detained by local or state police longer than 30 minutes.
6. Following the Racer at night with a Motorhome if all other Support Vehicles are incapacitated and no other vehicles are available to follow the Racer. This does not apply to Support Vehicles temporarily stopping to buy gas, food, restroom, and other "poor planning" circumstances.



500 – Support Vehicles

1. Each Racer must start the race with at least one four wheeled Support Vehicle equipped as a Follow Vehicle as defined in these rules.
2. Each Racer must start the race with at least two four wheeled Support Vehicles, each with a minimum of two licensed drivers. In this case, each Crew member must plan for and take for a minimum of a 4 hour sleep break per day.
3. For the 24 Hour Challenge and 1000 mile event, the minimum is one four wheeled Support Vehicle and three licensed drivers.
4. There is no maximum number of Support Vehicles or Crew that a Racer may have.
5. All Support Vehicles must be properly registered and carry at least the minimum insurance required by law by the state of registration.
6. Copies (not originals) of insurance policies or other proof of insurance documents are required, along with a signed insurance waiver provided by RAAM.
7. All Support Vehicle operators (Crew) must possess a valid operator's license for the vehicle being operated.
8. All Support Vehicles must pass an inspection prior to the race start. See RAAM website for appointment times.
9. All Support Vehicles must use their headlights whenever the vehicle is in operation, day or night. This will make all of our Support Vehicles much more visible at all times during the race.
10. Prior to the start of the race, all Support Vehicles will be categorized as motor home (RV), Follow Vehicle, Auxiliary Vehicle, Spy Vehicle or Motorcycle.
11. No Support Vehicle may block or impede the progress of another Racer.
12. All Support Vehicles must travel at normal highway speed when not following behind their Racer.
13. The Support Vehicle may not pass the Racer more than 4 times per hour (to prevent a regular wind "push" from it as it passes) and must do so at normal traffic speed.
14. If a Support Vehicle is unexpectedly lost from the minimum two Support Vehicles, the Crew must immediately notify Race Headquarters. Based on the Racer's location in the race, distance traveled, Crew experience, etc., the Race Director will determine as to whether or not an additional Support Vehicle will have to be obtained to finish the race.
15. Never stop in the roadway.
16. Do not park in driveways of residences without permission of the resident.

510 – Lights

1. All Support Vehicle lights must be operational. This includes head lights, tail lights, hazard lights, license plate light, backup lights, and parking lights.
2. Additional vehicle driving lights are allowed as long as they are not higher than 48" above the ground or higher than the windshield of the support vehicles. State laws forbid any roof mounted lights.
3. Extra bumper mounted lights are allowed as long as they do not shine in a manner so as to project undue glare toward oncoming traffic. A combination of low fog lights to reduce shadows and directional spot lights or vehicle lights to see down the road may work best. All such lighting and its use must conform to local laws.
4. Many states only allow four front bulbs to be on at one time. RAAM will allow extra bumper mounted lights provided local police allows them.
5. Additional driving lights of any kind must be wired so as to be able to be dimmed or turned off when approaching oncoming traffic. Recommend tying in a relay to the vehicle main driving light dimmer switch.
6. Handheld spot lights brighter than 10 watts are not allowed. Van powered flashlights for Crew duties are allowed.



7. No extensions are allowed beyond 36" in the front of the bumper for light brackets or spare wheels.
8. High-beam and auxiliary headlights must be dimmed when overtaking traffic as well as for oncoming traffic. High-beam and auxiliary headlights should also be dimmed if following slow moving traffic closer than 100 meters (300 ft.).

520 – Amber Roof Lights

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

530 – Vehicle Signage

1. The windshield and left and right front side windows must be clear of all solid obstructions. The right side 2nd passenger window must be kept clear. Other windows may display signs or Racer numbers. The rear windows should be as clear as practical. The driver must have a view of following traffic with inside or outside mirrors.
2. All Support Vehicles must display their Racer number on all four sides with easily visible numbers.
3. All Support Vehicles must display a bright yellow sign which either says 'Caution Bicycles Ahead' or 'Start to Finish'. This sign should be attached near the left lower tailgate or bumper area or as directed by your inspection Race Official at your pre race inspection.
4. Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required RAAM vehicle signage including Racer Number and Slow Moving Vehicle Triangle.

A. Follow Vehicles

1. A D.O.T standard reflective slow moving vehicle triangle (36 cm or 14 inches high) fluorescent orange equilateral triangle with 3 cm (1.5 inch) reflective red border must be displayed on the rear of the Follow Vehicle while following directly behind the Racer. This D.O.T. triangle must be removed or covered up when traveling over 45 mph (when not following the Racer).
2. An official RAAM safety flag must be displayed on all Follow Vehicles. The pole of this flag will be mounted vertically (pointing up), located near the rear left roof area of the vehicle. We recommend that this flag be lowered when traveling at highway speed to prevent damage.

NOTE: All Lighting and Signage will be checked during Inspection. Review the Vehicle Inspection Form in your Registration Binder to see what a RAAM Official will check.

NOTE: Refer to the GEAR Book for suggestions for signage placement and application and for lights.



540 – Follow Vehicle

1. Each Racer must be supported by at least one primary Follow Vehicle intended to accompany the Racer.
2. The Support Vehicle designated at the Follow Vehicle may change during the race.
3. Follow Vehicles must have a minimum of two Crew members with driver's licenses at all times when pacing a Racer.
4. Although a Racer may enter the race with two or more Follow Vehicles meeting all the requirements of a Follow Vehicle, only the vehicle following the Racer will be termed "the Follow Vehicle".
5. Music and public address systems may be installed, but their use must be curtailed in residential areas, particularly during hours of darkness.

A. Vehicle Type and Size

1. The Follow Vehicle must be no more than 80 inches in width, measured at 3 feet from the ground. The width across this point is the width of the vehicle, not including side mirrors.
2. The Follow Vehicle itself must not be more than 88 inches in height. Measurements are of the vehicle only and not racks, lights, or other attachments.
3. The Follow Vehicle itself must not be more than 244 inches in length. Measurements are of the vehicle only and not racks, lights, or other attachments.
4. Mini-vans are recommended because most are less than 72" wide. Large passenger vans are allowed as long as they meet the width requirement.
5. Follow Vehicles shall not be a conversion motor home, and cannot be a step van (e.g. commercial delivery truck).
6. Vehicles following a RAAM Racer may not tow any kind of vehicle, trailer, motorcycle, or motor scooter.

550 – Auxiliary Vehicles for Following

1. Auxiliary Vehicles may TEMPORARILY (**no more than six hours**) follow a Racer during darkness in emergency and unexpected situations only (e.g. breakdown). You must notify Race Headquarters or a Race Official prior to following a Racer with an Auxiliary Vehicle at night. If an official is unavailable and cell phone coverage precludes notification of Headquarters, contact the first available official or headquarters as soon as cell coverage is re-established. Running out of gas, buying gas during dark hours, stopping to eat, stopping to call in at a time station and other similar "poor planning errors" by a Crew do not qualify as emergency situations and will not qualify for temporary following of a Racer by an Auxiliary Vehicle. The Racer will simply have to stop riding and wait until these "poor planning" matters are completed.
2. Auxiliary Follow Vehicles can be no wider than an 80" standard sedan, full sized van, or pickup truck with a camper that does not extend beyond the side panels of the truck.
3. Auxiliary Follow Vehicles must have operational factory emergency flashers.
4. The amber roof mounted flashing lights and the orange flag are not required on Auxiliary Follow Vehicles.
5. Auxiliary Follow Vehicles must have all signage.
6. Auxiliary Follow Vehicles must have a slow moving vehicle triangle to be displayed on the rear of the vehicle and used only while following the Racer.
7. If your primary Follow Vehicle will be away for an extended period (more than 24 hours), then transfer appropriate supplies to the Auxiliary Vehicle. Be sure this vehicle is equipped with an official safety flag, slow moving triangle, and top amber flashers.



560 – Motorhomes and RVs

1. Motorhomes cannot be a Follow Vehicle following directly behind a Racer during daylight hours at any time.
2. Motorhomes may TEMPORARILY (**no more than one hour**) follow a Racer during darkness in emergency situations only. You must notify Race Headquarters or a Race Official prior to following a Racer with a Motorhome at night. If an official is unavailable and cell phone coverage precludes notification of Headquarters, contact the first available official or headquarters as soon as cell coverage is re-established. Running out of gas, buying gas during dark hours, stopping to eat, stopping to call in at a time station and other similar "poor planning errors" by a Crew do not qualify as emergency situations and will not qualify for temporary following of a Racer by a Motorhome. The Racer will simply have to stop riding and wait until these "poor planning" matters are completed.

570 – Other Vehicles

1. The Race Director may consider exceptions to allow a sponsor's Support Vehicle to service equipment or provide supplies to several Racers, e.g. two Racers have the same sponsor who provides a tech van to service both.
2. The Sponsor Vehicle must follow all RAAM rules.
3. If motorcycles, scooters or other like vehicles are used, appropriate legal helmets must be worn at all times by the driver and passenger regardless of local state regulations. Bicycle helmets are not sufficient when riding a motorcycle.
4. Motorcycle operators must have motorcycle endorsements, if required by the state where they are licensed to drive.

580 – Spying

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

590 – Caravanning

1. Caravanning is prohibited at all times for all Support Vehicles, except when waiting to pass under normal traffic circumstances.
2. Caravanning is prohibited by all Support Vehicles regardless of which Solo/Team the vehicles are supporting. All vehicles behind the Follow Vehicle which is behind a Racer will be penalized.
3. Caravanning is prohibited for Spying, Team Exchanges, and when two Racers are riding together during their allotted 15 minutes per day.





600 – Racer

1. Racers may not be driven up the course under any conditions except to motels or in emergencies and in such a case a Race Official must be notified as soon as possible, preferably before doing so.
2. Racers must wear a properly fastened CPSC or Snell-95-approved helmet at all times. **THE HELMET MUST BE PROPERLY FASTENED AND NOT JUST SITTING ATOP THE HEAD.**
3. Racers must clearly display their Racer number on the left and right sides of their helmets for the entire race.
4. A Racer may not receive any type of push-off from another person or vehicle. **EXCEPTION:** Team Racers may push or sling another teammate when exchanging Racers while cycling.
5. A Racer may not receive pacing of any form within sight of the Racer (on foot, by bicycle, roller skates, or anything else) from a Crew member or other person. Road side cheering is allowed from Crew members and race fans.
6. A Racer may ride a bicycle with a flat tire or other mechanical problems. If a Race Official deems the problem unsafe, the Racer must stop or proceed on foot with the bike until the bicycle is replaced or repaired.
7. A Racer may proceed on foot along the RAAM route as long as the bicycle is present (carried, dragged, or pushed). A Racer separated from his bicycle may not proceed along the race route, but may travel backward by any means along the route.
8. Racers may ride alongside each other for 15 minutes per 24 hour period, and no more. Example: Racer A rides with Racer B for 15 minutes. These two Racers cannot repeat this until at least 24 hours passes; Racer A, however, can ride with Racer C for 15 minutes within 24 hours, but A and C cannot repeat this for 24 hours, etc.
9. Racers may not block or impede the progress of another Racer.
10. Racers may not draft off any vehicle and must maintain a spacing of at least 100 meters from other Racers and Support Vehicles. This rule is relaxed at the start of RAAM until the field has spread out enough to give Racers control over intervals between them, however drafting is prohibited. This rule allows following traffic to pass each Racer and Follow Vehicle safely.
11. At traffic stop signs/lights, Racers may not hold onto or receive balance support from any vehicle or person. The Racer may use a permanent object (post, mailbox, etc.) commonly located at stop lights, to assist in balance without having to remove a foot from the pedal.
12. Moving Racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes, or other attachments either to a Support Vehicle or pedestrian.
13. Racers must stop for drug or medical testing, or imposition of punitive penalties when directed by a RAAM Race Official. The time required for such stops will not be deducted from the Racer's time.
14. Racers must accommodate RAAM Media/Film Crews as much as possible, however intentionally drafting off a Media/Film Vehicle is prohibited. Racers must ride to the right of Media/Film Vehicles during interviews, not directly behind them, unless the Media/Film Vehicle is far enough ahead as not to create a wind draft – 5 meter minimum.
15. If a Media/Film Crew is causing problems for the Racer, politely ask them to leave or notify Race Officials of problems. If the problem continues, immediately notify a Race Official, the Race Director, or Race Headquarters.
16. As agreed in the Racer Agreement, Racers will cooperate in making themselves available for conducting national and/or local media, television and radio interviews, especially at the designated Control Points, Race Start and Finish. Failure to grant interviews at reasonable times may result in a penalty and/or forfeiture of prize money and/or trophies otherwise due to the Racer.
17. "Walkman" pocket-size stereos are permitted though the volume must be kept low enough to hear sirens and/or voices from passing Support Vehicle or Race Official's vehicles **AND, PROVIDED,** that only one speaker be used in one ear. The other earpiece may be tucked into the jersey collar and



must be disabled by being wrapped semi-permanently in Tape or cut off entirely and available for inspection by Race Officials at any time. Infraction of this rule will result in a penalty – no exception. One ear must be clear of obstructions at all times during the race.



610 – Support Crew

1. All Crew must have signed and agreed to the terms in the release of liability waiver prior to being permitted to participate in RAAM.
2. The Racer is accountable for the behavior of the Crew. A Crew's misconduct may result in the penalization or disqualification of a RAAM entrant. If it is determined that a Crew member is a liability, he or she may be suspended from participating in the event.
3. A Racer may add Crew members at any time during the race provided the new members(s) agree (by signing) to all the terms explained in the release of liability waiver and Race Headquarters must be immediately notified and a copy of the signed agreement delivered to the nearest Race Official. The Crew Chief must have additional copies of the waiver form available to be signed by add-on Crew.
4. One Crew member will be designated Crew Chief and will speak for the Crew and Racer in reporting problems, suggestions, or other information to Race Officials. Other persons in their capacity as Crew should not speak in an official capacity to Race Officials, unless the Crew Chief is not available. Crew Chief may designate another person to act on his/her behalf when necessary.
5. A Crew may offer assistance to any Racer or Crew participating in RAAM at any time but cannot give misdirection on routing to another Racer or Crew.
6. Each Crew must be self-sufficient, communicating between their vehicles, locating food, water, fuel, supplies, motels, medical facilities and any other requirements along the route. Race Officials are not allowed to assist Crew members unless there is a medical emergency.
7. One Crew may service two Racers that are competitors as an act of "good sportsmanship".
8. A Racer or Crew member may switch to another Racer's Crew during the race only after the first Racer has been officially dropped.
9. If a Crew member willfully violates or attempts to violate a rule in order to aid the Racer, the other Crew members have the obligation to make reasonable effort to stop and correct continued violation including reporting such violation to a Race Official. Crew members have a moral obligation to the rules no less than the Racers.
10. If a Crew member is unexpectedly lost from the minimum four-person Crew, the Crew must immediately notify Race Headquarters. Based on the Racer's location in the race, distance traveled, Crew experience, etc., the Race Director will determine as to whether or not an additional Crew will have to be obtained to finish the race.
11. Safety, for Racers, Crew, Race Officials and other RAAM participants, and for the persons and property along the route, is the single most important concern for everyone connected with the race. In an emergency where human life is in jeopardy, all attention should be directed to the injured.
12. If a Racer loses time due to responding to an injury-related situation, wherein the Racer's or Crew's assistance is warranted, the Race Director will determine a proper time adjustment if the Racer loses time. If the intercession of the Racer/Crew was not warranted in the injury situation, the Race Director may determine that no time adjustment be given.
13. No Racer or Crew may carry any firearm along the course.



620 – Crew and Racer Rest

1. There are no restrictions on how many hours a Racer may ride without off-bike rest or a Crew member can go without a sleep break. However, if in the opinion of a Race Official sleep deprivation in any participant is compromising safety, the Race Official may assess a penalty against the Racer. In addition, if a suitably rested replacement Racer or Crew member is not available, the Race Official may impose an immediate mandatory rest break of up to 4 hours.
2. It is the responsibility of the Crew and Racer to make sure they are rested, well and fit enough to proceed safely. The Follow Vehicle Crew must be prepared for the rigors of the night by getting what rest they need during the preceding day.
3. If a Racer refuses to comply with the demands of the Crew to rest and the Crew feels the Racer is in danger, a Race Official or Race Headquarters must be notified immediately. If you have really read these rules carefully, the Crew Chief will bring a postcard from the Racer's hometown with the Racer's autograph on it to the Racer meeting to receive a RAAM gift (and commendation from the Race Director).
4. It is the responsibility of the Crew including the Crew Captain and the Racer to ensure the Crew is receiving adequate rest to proceed safely and for safe operation of Support Vehicles. If no adequately rested drivers are available for safe operation of vehicles, the Racer must voluntarily stop.

625 – Sportsmanship

1. All Racers and Crew are expected to exhibit the highest sportsmanship towards all competitors at all times. This includes proper consideration for fairness, support, courtesy, ethics, respect, and perhaps even camaraderie with all Racers, Crew, and Race Officials.
2. Harassment of any Racer is not allowed.



630 – Providing Support

1. A Racer may have more than one Follow Vehicle meeting the requirements noted above, however, only one Follow Vehicle may follow the Racer at any given time.
2. No Support Vehicle may lead the Racer through fog or traffic. The Racer must stay in front of the Follow Vehicle. Auxiliary Vehicles may not pace ahead of the Racer at the Racer's speed, but may drive ahead at normal highway speed and pull off the roadway and wait for the Racer.
3. When traveling alongside a Racer, the Follow Vehicle **MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION.**
4. Remaining alongside longer than necessary in order to provide the Racer an advantage against prevailing wind is prohibited.
5. The Follow Vehicle must not impede following traffic for more than 1 minute. The Follow Vehicle must pull off the road and let traffic pass when five or more vehicles are waiting to pass. During the day the Racer may proceed alone, with the Follow Vehicle catching up once traffic is clear. At night the Racer must also pull off the road. This is especially applicable on the first day of the race when a dozen or more Racers may be climbing the same hill at the same time, causing a serious problem for oncoming and following traffic to proceed around the Follow Vehicles.
6. Follow Vehicles should follow their Racer as far to the right of the lane as possible or on the paved shoulder.
7. During daylight, the Racer may proceed unescorted. The Follow Vehicle may stop, allowing the Racer to continue on alone for a short time even when out of sight. The Follow Vehicle may then drive at **NORMAL HIGHWAY SPEED** to catch up to the Racer. Racer protection and safety is a primary job of the follow vehicle and therefore it is recommended that you follow your Racer whenever possible in accordance with these rules.
8. Under no circumstances will the following Follow Vehicle pull ahead of a Racer for the purpose of proceeding to an intersection to cause the traffic signal to change to the Racer's benefit. If two or more Follow Vehicles are used during the event, these extra vehicles and Crew may attempt this maneuver as long as they do so safely without interfering with the normal flow of traffic.
9. When directly following a Racer, the Follow Vehicle must have a slow moving vehicle triangle, must have the Amber Roof Lights on, and must have the vehicle emergency flashers of the vehicle on.
10. For a turn, the Follow Vehicle may turn off the vehicle emergency flashers up to ¼ mile (0.5 kilometers) before a turn to use the vehicle turn signal. The vehicle emergency flashers must be on within ¼ mile (0.5 kilometers) after the turn unless there is another turn within ¼ mile (0.5 kilometers).
11. Music systems may not be used when passing through residential areas during Night conditions. All other public address systems or megaphones must have the volume reduced when passing through residential areas during Night conditions.
12. Use a PA system or other communication devices to communicate safety factors and turns to your Racer.

635 – Handoffs

1. Travel alongside a Racer, when safe to do so and not crossing the double line, is permitted for handing off food and supplies to the Racer and exchanging information and is limited to 1 minute per exchange and 4 times per hour. Penalties will be issued for driving on or over the double line or for traveling along side a Racer for extended periods of time which in the sole judgment of the Race Official constitutes a hazard.
2. If traffic conditions do not allow driving alongside the Racer for handoffs, the Follow Vehicle should proceed ahead, stop off the pavement, and use a pedestrian handoff as the Racer passes.



3. A pedestrian or person in a Follow Vehicle may execute "hand-to-hand" handoffs to the Racer while the Racer is moving or vice versa. These handoffs must be passed from the hand of the "giver" to the hand of the "receiver."
4. Inserting something into the Racer's pocket, water bottle cage or any bike or clothing adjustments between Racer and moving Support Vehicle are prohibited.
5. A moving Racer may toss discarded items to a Crew provided this is done in a safe manner and no littering takes place.



640 – Passing

1. If another Racer is approaching you, you must either:
 - i. race ahead, increase your speed, and maintain the 100 yard separation OR
 - ii. you must yield, move to the right, slow down, allow the pass, and again maintain the 100 yard separation.
2. Special attention by the Follow Vehicle drivers must be taken in passing situations when one Racer overtakes another. The Racer and Follow Vehicle in the lead and being passed must yield by slowly moving to the right. The following Racer must accelerate and pass on the left. Do not pass on the right. Always yield to the normal flow of traffic. It is advisable for the Crew to notify the Racer when a pass is taking place.
3. If two Racers decide to ride together (for up to 15 minutes), one of the Follow Vehicles follows both Racers while the other remains parked on the side of the road or drives up ahead and stops. Under no circumstances should two or more Follow Vehicles of different Racers caravan down the road or travel side by side at the speed of the Racer. Both Racers will be penalized.
4. Follow Vehicles may cross the center line when passing other Racers only if traffic conditions permit such passing to be done safely. Every attempt should be made to complete a swift and safe passing of another vehicle.
5. After a pass, both racers MUST pace themselves appropriately to maintain the 100 yard separation between racers.
6. When a Racer is approaching to pass, it is advisable for the Crew to notify the Racer as the Racer usually cannot see behind.

645 – Interstates

The RAAM Route has less than 50 miles of interstate travel. Please use extreme caution on interstates.

The end of an exit ramp is generally considered where the exit ends. There may be a stop sign, a crossroad, a bridge, the beginning of an on-ramp back on the interstate. Use your best judgment. The idea is to be away from fast moving traffic exiting the interstate and in a safe place.

1. There is no stopping on interstates, except for emergencies. If you must stop, pull as far to the right as possible for other Racers and Support Vehicles can pass safely without going into traffic.
2. Handoffs of any kind are not permitted on interstates. Handoffs may take place at the end of exit ramps.
3. Team Exchanges are not permitted on interstates. Team Exchange may take place at the end of exit ramps.
4. Parking of Support Vehicles to wait for Racers is not permitted on interstates. You may park at the end of the exit ramps.
5. Passing where both Racers have Follow Vehicles directly behind them is not allowed. During daylight it is recommended that both Follow Vehicles proceed to the next exit so both Racers can proceed at their own pace. Under Night condition, passing may only take place at the top of exit ramps.
6. If you are being overtaken by another Racer, you must exit the interstate at the next exit ramp and allow the overtaking Racer to pass you. Exit ramps on the interstate are no more than 7 miles apart.
7. If the Route Book indicates that you must follow an exit ramp, follow that instruction.
8. Use caution when crossing an exit or entrance ramp. Cross the ramp quickly at angles, rather than riding in the middle. Stop and yield to normal traffic, they are moving much faster than you are.
9. If you encounter a stopped vehicle on an interstate shoulder, use extreme care when passing. During daylight, the Racer and Follow Vehicle do not have to pass together. During Night conditions, the Racer and Follow Vehicle must pass together. Do not attempt to pass if traffic must slow down or



suddenly change lanes to avoid you. The Racer and Follow Vehicle must slow down and pass when safe.



650 – Night Riding and Safety

1. Night riding shall be considered:
 - a. from 7:30pm LOCAL time until 6:30am LOCAL time, or
 - b. any time when vehicles would normally have their night driving headlights on, or
 - c. anytime visibility to less than 1000 feet (300m).
2. If you have any doubt about the visibility conditions, operate as if it is Night time.
3. Racers may not proceed beyond the Follow Vehicle lights during Night time, even when displaying legal required bike lights. Racers must be no more than 50 feet (15m) in front of the Follow Vehicle at Night with no other vehicles between the Racer and Follow Vehicle. The Follow Vehicle and Racer become a single entity under Night riding conditions. Follow Vehicles may temporarily pull along side the Racer when conditions safely permit to conduct a handoff of food, water & normal supplies. The Racer must at all times be able to safely see the roadway in front of the follow vehicle lighted by the Follow Vehicle lights.
4. The rules for handoffs, city traffic, mountain climbs, and other difficult pacing situations must be modified at night so that the bicycle never leaves the Follow Vehicle headlights.
5. The Follow Vehicle may stop for a few seconds and the Racer may continue providing the Racer is still well lighted by the following Follow Vehicle headlights.
6. The Follow Vehicle must have all appropriate signage and lighting when operating under Night conditions.



655 – Bicycle Lighting and Visibility

Front Headlights

1. All bicycles used in Night time conditions must have a headlight that provides at least 20 feet of illumination on the roadway in front of the handlebars of the bicycle.
2. The headlight on the bicycle must be on during Night time conditions.
3. If a helmet light is used by the Racer the bicycle must still be outfitted with the minimum required lighting attached to the bicycle.

Rear Taillights

1. All bicycles used for Night time conditions must have a taillight.
2. The taillight on the bicycle must be on during Night time conditions.
3. Taillights must be red and visible from at least 500 feet (150m).
4. Rear taillights must have at least 3 LED bulbs or one bright incandescent bulb.
5. The rear taillight may be steady or flashing.
6. The rear taillight must be mounted to the bicycle and aimed to the rear (not up or down).
7. 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.

Visibility and Reflective Material

1. All bicycles must have reflective material on the rear seat stays at least 6 inches long (15 cm). Reflective material should be as wide as possible.
2. All bicycles must have reflective material on the outside of both fork blades at least 6 inches long (15 cm). Reflective material should be at least ½ inch wide (1.5cm) or as wide as possible.
3. All bicycles must have reflective material on the crank arms that is visible from the rear of the bike that is at least 3 inches long (7.5cm). Reflective material should be as wide as possible.
4. Either all bicycles must have reflective material on the back of all pedals OR all shoes must have reflective material on the back of the heel. Reflective material must cover as much area as possible of either the backs of pedals or the heels of the shoes.
5. All wheels, including spare wheels, must have reflective material visible from both sides that is at least 3 inches long (7.5cm). Reflective material may be on the non-braking surface of the rim or affixed to spokes.

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

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



700 – Film Crew

1. RAAM may have RAAM Film/Media along the course and may hire an independent Film Crew to document the race in a fair, safe and neutral manner.
2. Local television stations may also film the race near their area in a fair, safe and neutral manner.
3. Personal Film/Media Crew must be registered with RAAM 30 days before the race. A fee of \$100 will be charged for each Film/Media Support Vehicle for “FILM CREW” signage (4 signs) plus the associated Racer name and number signs.
4. Personal Film/Media Crew will be considered part of the host Racer's Crew and must be acknowledged by the Racer as such. This Film/Media Crew may focus their attention on their Racer in a fair, safe and neutral manner.
5. Unsafe driving by a personal Film/Media Crew will result in a penalty of the host Racer. Even if the Film/Media Crew is interviewing another Racer, unsafe actions by the Film/Media Crew could result in a penalty to their host Racer.
6. Film/Media Crew are subject to the same Support Vehicle rules of the road as Follow Vehicles. Emergency flashers, safety triangle, and orange flag must be used. Film/Media Crew Support Vehicles are not required to have amber roof top flashers.
7. Failure to yield to following or oncoming traffic will result in a penalty to the associated Racer.
8. All Film/Media Crew Support Vehicles must be labeled on four sides with "FILM CREW" signs. Signage is available from RAAM. Personal Film/Media Crew Support Vehicles must also display the Racer number of their host Racer.
9. A Film/Media Crew not associated with a specific Racer may be required to post a deposit to ensure their compliance with race rules.
10. Film/Media Crews may drive alongside a racer for several minutes to capture video footage or conduct an interview. This can be done for no more than 10 minutes within any single hour and no more than 6 times in a day.
11. Film/Media Crews may not block normal traffic flow during filming or interviewing.



800 – Bicycles

A - General

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

B. Operational Criteria – Bicycles and Wheels

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

810 – Recumbents

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

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



850 – Clothing, Logos, & Helmets

1. Every Racer must display a visible RAAM logo on the left shoulder during the Start and Finish. The RAAM logo can be directly on clothing or via a RAAM patch which will be provide. The logo can be on a jersey or other outer clothing. If multiple Racers for a Team are riding from the Start or Finish, all Racers must have the RAAM logo displayed. The location of the RAAM logo will take priority over any other logo although the placement of other sponsor logos is allowed.
2. All helmets must have the racer number on both sides of the helmet.
3. All helmets must be CPSC or Snell-95 approved.
4. RAAM may require a sponsor's name or logo to be displayed on Racers' clothing and/or vehicles. This provision is detailed in the mandatory "Race Across America Racer Agreement " contract.
5. Tobacco products and alcohol (except beer and wine) products, names or logos may not be displayed anywhere on Racer's clothing or vehicles.
6. All questionable sponsor names must be submitted and all questionable advertising on Racer's clothing must be approved by RAAM prior to the race. RAAM reserves the right to forbid the display of an inappropriate sponsor's name or logo. The Race Director may prohibit the use of certain names and logos, such as those associated with cigarettes or liquor, on Crew clothing, or clothing items deemed worn in poor taste due to style, brevity, or inappropriate graphic design.
7. Clothing intended for cycling use or to decrease wind resistance (skinsuits) is allowed. The attachment of fairings to clothing is not allowed.
8. Crew or Racers may not strip and dance naked for any reason outside of the support vehicle without appropriate coverings or curtains.

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



1000 – Route

Each Racer must follow the RAAM Route as listed in Official RAAM Route Book exactly as listed. This includes exiting and entering interstates, and other detailed route commands. The only exception is where road construction or other unforeseen issues (i.e., mistakes in the published directions) forces a change to the route. In those sections of the route, the Racers must follow alternate directions which are supplied by a Race Official or Race Headquarters. It is the responsibility of the Crew to regularly check in with Race Headquarters for any such updates.

On interstates, both the interstate and the associated on and off-ramps are the Official Route. It is permissible to exit at an exit ramp and then immediately reenter the interstate at an entrance ramp.

Supplemental Navigational Aids

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

Pavement Markings – To the extent possible, the road pavement at turns and at other places along the course will be marked with "RAAM arrows"-- white "R"s with associated right, left, or straight arrows. These markings are provided as an aid to your navigation, but do not rely on them as your only means of finding the route.

Electronic Mapping – Electronic course files for various mapping software and GPS devices will be available on the website. These trace the route as best as possible and provide an excellent aid to determining location and 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 official Route Book directions and map are to be considered the only official documentation of the route and in the event of a discrepancy between a supplemental navigational aid (described above) and the official Route Book, the official Route Book shall be considered the correct route. Only modifications sanctioned by a Race Official or Race Headquarters in the name of the Race Director will authorize deviation from the Official Route Book as printed.



1010 – Route Errors

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



1100 – Solo Category

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

1110 – Tandem, Triplet, Multi-Seat Bicycle Rules

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



1125 – Team Rules

The Rules for solo Racers apply to Team Racers. Additional Team rules include:

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



1126 - Exchanges

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

What makes Racer and Vehicle Exchanges hazardous is that all other traffic and Racers on the road do not know what is happening. Your Team will know what's happening, but no one else does. You must remember this fact.

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

A Follow Vehicle is behind a Racer and there are vehicles behind that Follow Vehicle – either directly behind or vehicles approaching from behind. The Follow Vehicle and Racer are approaching an Exchange where the New Racer and a New Follow Vehicle are waiting on the shoulder. The Retiring Follow Vehicle pulls off the roadway behind the New Follow Vehicle. Then the New Follow Vehicle hits the gas to enter the roadway and get behind the New Racer. Here are the dangers:

- Traffic behind the Retiring Follow Vehicle will have no indication the Retiring Follow Vehicle is pulling off the roadway.
- Traffic behind the Retiring Follow Vehicle may not be able to see either Racer.
- Traffic behind the Retiring Follow Vehicle may not be able to see the New Follow Vehicle.
- Traffic behind the Retiring Follow Vehicle will have no indication the New Follow Vehicle will be entering the roadway quickly.
- The New Follow Vehicle will have difficulty seeing Traffic behind the Retiring Follow Vehicle.
- The New Follow Vehicle may hit either Racer while trying to reenter the roadway while watching Traffic.

This is compounded at night or in poor visibility conditions (fog, low light, storms).

Below are the Rules for Racer Exchanges and Vehicle Exchanges. Do NOT get creative or imaginative with these rules – you will be penalized immediately. These rules have the intention of safety and we will enforce the intention of the rule. Failure to read these rules and ask questions before the Race is no excuse. Read all the rules before asking questions.

The Teams who made the safest Racer Exchanges used one full time Follow Vehicle that didn't leave the roadway. The Racer Exchanges were made at naturally slow riding locations such as stop signs or gradual uphill. The Racer Exchanges can be made at 15 mph in less than 50 meters even at night within the car headlights.



1127 – Exchange Site

These rules apply to Racer Exchanges AND Follow Vehicle Exchanges.

1. You must select an Exchange Site that does not interfere with road traffic. Safety is a main concern and if in doubt about the choice of the Exchange Site, it is best to have both Racers stop for the Racer Exchange or move on to a different Exchange Site.
 - a) Look for good visibility in both directions for your Exchange Site – minimum 200 yards/meters rearward visibility of overtaking traffic and allow a greater distance if traffic speed is above 35 mph.
 - b) Do not choose an Exchange Site on a curve or bend in the road or near the crest of a hill where visibility may be limited. Be careful on a downhill section of a hill so that you can see beyond the crest.
 - c) Avoid an Exchange Site where a double line signifying no passing is present on the road unless you have a wide shoulder or good turnout space.
2. Common sense and caution must rule. You will receive a penalty or be disqualified if, in the opinion of a Race Official, you follow dangerous procedures that put your Racer, Crew or other traffic at risk.
3. You must have sufficient and safe parking space for all Support Vehicles (1 or 2) involved in a Racer Exchange at a Racer Exchange Site.
4. All stopped Support Vehicles must stop a minimum of 5 feet off from the traveled portion of the pavement. That is a minimum of 5 feet to the right of the white line, also known as the fog line.
5. A maximum of two (2) Support Vehicles may be parked at an Exchange Site that is on the shoulder of a road. If you use a parking lot, cross-street, or other off road area for parking, you may have more than two (2) Support Vehicles present.
6. Cross-streets, parking lots, etc. may be used as an Exchange Site. If you use one of these, all rules for Vehicle Parking and wait times must be observed. Do not get creative with these areas. Do not use private driveways.
7. Racer and Vehicle Exchanges are not allowed on the limited access (interstate) highways. Exchanges may be done at on and off ramps.

1128 –Exchange Zones

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

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



1129 – Racer Exchanges

A. General

1. New Racers must overlap wheels with Racers they are replacing.
2. There are two types of Exchanges – Rolling and Stationary.
 - Stationary Exchange – The New Racer is stopped and waits until the Retiring Racer has passed before starting.
 - Rolling Exchange – the New Racer begins riding and wheel overlap is done with both riders in motion. The Retiring Racer then stops.
3. Follow Vehicles may not cross the road centerline during a Racer Exchange.
4. IF traffic conditions safely permit, Racers may make a Rolling Exchange at cycling speed and ride side by side.
5. It is illegal to do a Rolling Exchange AND change Follow Vehicles.
6. No other Solo Racers or Team Racers may be within 200 yards/meters during a Racer Exchange. This rule is waived during the first twelve (12) hours of the first day.
7. If there is a Solo Racer within 200 yards/meters you must yield to that Racer. Either slow down and do the Racer Exchange before you are within 200 yards/meter or pass the Solo Racer and do the Racer Exchange when you 200 yards/meters beyond the Solo Racer.
8. If there are two Teams within 200 yards/meters of each other, the Team that is doing a Racer Exchange must yield to the Team that is not. Either slow down and do the Racer Exchange before you are within 200 yards/meters or pass the other Team Racer and do the Racer Exchange when you 200 yards/meters beyond the Team Racer.
9. No Racer may ride the course in the REVERSE direction at any time.

B. Night Exchanges

1. Night time exchanges must happen within the headlights of the Follow Vehicle.
2. **At night, the retiring Racer must stop within the headlight of the stopped Support Vehicle picking him/her up and may not ride back to the vehicle.** The Racer must walk the bicycle back along the shoulder, off the traveled portion of the road if backtracking is required at any time. **No Racer may ride the course in the REVERSE direction at any time.**
3. During a night time Racer Exchange, the New Racer must be waiting and start within the headlights of a stopped Support Vehicle.

Direct Support

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

Stationary Racer Exchange

Exchange 1 – Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and stops off the roadway during the Racer Exchange. The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.
- The Follow Vehicle may reenter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind for one-half (0.5) mile or 1 kilometer. This applies to all types of roads – 2 lane, 4 lane, and highways.
- At night, the New Racer must wait for the Follow Vehicle.
- If there is a second Support Vehicle, it must be parked for at least one (1) minute before the Racer Exchange happens and must remain parked for at least one (1) minute after the Follow Vehicle leaves.



- This is the ONLY way to do an Exchange under Night conditions with just one Support Vehicle. With just one Support Vehicle, the Retiring Racer must stop with the Follow Vehicle and the New Racer may not begin until the Follow Vehicle is ready.

Exchange 2 – Switch Follow Vehicle

- The Retiring Follow Vehicle approaches Exchange Site and stops off the roadway behind a waiting New Follow Vehicle, which is also parked completely 5 feet off the roadway.
- The New Follow Vehicle may enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind for one-half (0.5) mile or 1 kilometer. This applies to all types of roads – 2 lane, 4 lane, and highways.
- At night, the New Racer must wait for the Follow Vehicle.
- The Retiring Follow Vehicle must wait at least one (1) minute after the New Follow Vehicle leaves.

Rolling Racer Exchange

Exchange 3 – Same Follow Vehicle

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

Exchange 4 – Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and remains moving (never stops) in the traffic lane. The New Racer accelerates and rides with the Retiring Racer in front of the Follow Vehicle
- The Follow Vehicle and Support Vehicles may not caravan together waiting for the retiring Racer to find a safe place to stop.
- The Support Vehicle waiting to pick up the Retiring Racer must wait off the roadway while both Racers are riding together. The original Follow Vehicle can contact the waiting van by radio when a safe pull off and waiting area is located by the Retiring Racer. This strategy will work for fast rolling exchanges but the Retiring Racer might have to ride for an extra few minutes until a safe parking location is found to wait and load in the secondary Support Vehicle.

Leapfrog Support

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



1130 – Follow Vehicle Exchange

1. Exchange #2 above is the only legal way of switching Follow Vehicles during a Racer Exchange.
2. The procedure in Exchange #2 may also be used to switch Follow Vehicles between Racer Exchanges.
3. The following is the only other legal way to switch Follow Vehicles. This is a ROLLING Follow Vehicle Exchange.
 - a. All rules for determining an Exchange Site must be followed.
 - b. Roadways:
 - i. On a 2 lane road: there must be no traffic approaching from behind for one-half mile (0.5) or 1 kilometer behind the Follow Vehicle and no traffic approaching from in front for one-half mile (0.5) or 1 kilometer.
 - ii. On a 4 lane road (not a limited access highway): there must be no traffic approaching from behind for one-half mile (0.5) or 1 kilometer.
 - iii. This is NOT allowed on an Interstate Highway. It is allowed on an on-ramp or off-ramp.
 - c. The New Follow Vehicle approaches the Retiring Follow Vehicle from behind on the roadway. The New Follow Vehicle signals to the Retiring Follow Vehicle they are ready. The Retiring Follow Vehicle will then safely pass the Racer and accelerate to traffic speed or pull safely off to the shoulder. The New Follow Vehicle comes in behind the Racer.
 - d. From the time the New Follow Vehicle is in place, this must be executed within 15 seconds.
 - e. The Racer should be notified of the Vehicle Exchange so they know why one vehicle is leaving.



Summary of Mandatory Reports

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

- Arrival of a Racer at each Time Station.
- If the phone at the designated point is inoperative, unless otherwise directed by a message located at the inoperative phone.
- If Racer is riding dangerously and refuses to rest.
- Prior to following a Racer a night with a motorhome or auxiliary vehicle.
- If delayed, sent off course, or detained by local or state police.
- If they are down to 3 Crew or 1 Support Vehicle.
- When a Racer is, or plans to be, off the course hidden from view longer than 30 minutes. This information is for Headquarters use only to track Racers.
- If a casual non-Race rider continues riding within 10 meters (30 ft.) of a Racer and is a nuisance.
- If the primary Follow Vehicle has broken down and the Racer is being supported by another Support Vehicle.
- To obtain permission for Crew additions or changes.
- If delayed more than 30 minutes by being sent off course, wrong turn on route, or detained by local or state police longer than 30 minutes
- Following the Racer at night with a Motorhome if all other Support Vehicles are incapacitated and no other vehicles are available to follow the Racer. This does not apply to Support Vehicles temporarily stopping to buy gas, food, restroom, and other "poor planning" circumstances.



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.

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

Field of Play Decisions

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

Details

In order to be accepted as an official protest, the Request for Appeal Form in Appendix C must be completely filled out and must be submitted along with tangible evidence as to why a decision or reversal of an existing decision should be considered. Include evidence such as a 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 the above elements to be considered a valid protest.

The Race Director and Race Management will review your appeal and reply within 48 hours.

For all appeals, the decision of the Race Director is final unless the decision also affects the Racer's finishing position, in which case the Racer may appeal to the UltraMarathon Cycling Association (UMCA) using the Appeal Process available in Appendix D.



Appendix B – Cheating and Accusations of Cheating

Mistakes versus Cheating

Mistakes happen, Crew and Racers get tired and forget and rules are broken, and in most cases it is not intentional.

Cheating is a flagrant and purposeful violation of the rules, whether for competitive advantage or not.

What's the difference?

Rolling through a stop sign once is probably a mistake, probably unintentional. Rolling through six stop signs at different times borders on cheating.

Seeing a cyclist roll along behind other cars in traffic in town for a minute or two is technically drafting, but given the circumstances perhaps acceptable. Seeing a cyclist roll along behind their support vehicle on an empty road for ten minutes is clearly cheating.

What if you see a mistake?

If you observe repeated mistakes consider speaking with a Race Official in a very general sense of the nature of the situation. A Race Official may approach the racer if necessary or they may ask you to report via the Accusation of Cheating form below.

Do not approach the other Racer or Crew **EXCEPT** if lives are at risk or safety is being severely compromised and needs immediate attention. If you approach another Racer or Crew, be respectful and remind the Racer or Crew that safety is always paramount and that in your opinion, the situation looks unsafe. That is all you should say – nothing more.

A reminder here is to put yourself in the shoes of the other crew. What would it feel like to have another Racer or Crew approach you about rules or safety.

Cheating is Serious

Race Officials and Management regard cheating in any form as a serious offence. The Race Director reserves the right to disqualify any Racer if, in his/her sole opinion, adequate evidence of cheating has been presented to the Race Director. Such an offense may take place before, during or be discovered within 7 days after the race and disqualification will also result in withholding and recovery, if paid, of any prize money otherwise due. It is likely that a Racer will be disqualified and lose any prize money otherwise due if found to be cheating either by a substantiated accusation by others or direct observation by a Race Official. A direct observation by a Race Official of cheating by a Racer or his Crew, upon being reported to the Race Director, may result in immediate disqualification. Accusations by others that are substantiated by video or other documented means may also result in disqualification.

Allegations of Cheating are Serious

Allegations of cheating are a serious matter. An accusation of cheating can have a devastating effect on a Racer and Crew, regardless of any particular merits. Unsubstantiated allegations of cheating can be as injurious as actually cheating.

If you believe you have seen a Racer cheating, that is 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.

Remember, racers are here for personal achievement, including your own Racer. In the history of the Race Across America, there have been very, very few incidents of outright cheating.

A final reminder to consider, what would it feel like if your Racer or Crew was accused of cheating?

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 some evidence to back up your claim. Preferably this is video of the incident.
- You must provide the completed Form and all evidence to the nearest Race Official within 8 hours of observing the incident. Call Race Headquarters immediately upon deciding to file an accusation to help locate the nearest Race Official. You must talk with a Headquarters Manager. If you wait too long to attempt to locate an official, you may not get your form in on time and the incident will be given less credence by Race Officials.
- You must not discuss any allegations with anyone outside your Racer and your Crew except the Race Director, Race Management, Headquarters Manager, and as few Race Officials as possible. Do not report anything to any media, any website, any family, or any supporters. Public announcements by a Racer or the Racer's Crew regarding cheating, use of drugs or other serious negative information during the race, may lead to disqualification of the Racer.

A Racer or the Racer's Crew may speak freely and frankly express their opinions to Race Officials, Race Headquarters and the Race Director without fear of penalty or recrimination.

Review

Once Race Officials have received the Form we will:

- We will not report any allegations to the public or to the media during the race until or unless verified by the Race Director. RAAM has no intention of covering up any cheating or allegation of cheating; however incorrect negative information spread prematurely can cause unfair consequences to the Racers as well as the race itself.
- The Race Director and Race Management will make every reasonable effort possible to ensure that appropriate and effective action is taken to verify and act on any reported misconduct.
- A review of the presented evident will be completed with 24 hours of the incident occurring. A report will be given to the Racer filing the accusation.
- We will ensure a minimum number of people have information related to the accusation to protect all parties.



Appendix C – Forms



Race Across America – Intent to Appeal

Racer or Team Name: _____

Racer Number: _____

Race Decision or Penalty being appealed:

Crew Chief Name – Signature and Printed Date AND Time

Racer Name – Signature and Printed Date AND Time

Receipt by Race Official – Signature and Printed Date AND Time

Race Across America – Request for Appeal

Race Decision or Race Penalty (circle one)

Racer or Team Name: _____

Racer Number: _____

Race Decision or Penalty being appealed:

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

List of attached evidence:

Crew Chief Name – Signature and Printed

Date AND Time

Racer Name – Signature and Printed

Date AND Time

Receipt by Race Official – Signature and Printed

Date AND Time



Race Across America – 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:



Race Across America – Accusation of Cheating (cont)

Crew Chief Name – Signature and Printed Date AND Time

Racer Name – Signature and Printed Date AND Time

Receipt by Race Official – Signature and Printed Date AND Time

Signatures of Everyone Who Witnessed the Incident

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

Name – Signature and Printed Date AND Time

Name – Signature and Printed Date AND Time

Name – Signature and Printed Date AND Time

Name – Signature and Printed Date AND Time



Race Across America – RAAM Staff Interaction

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

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

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

Name (optional): _____

Name of Race Official or RAAM Staff: _____

Incident of disappointment or frustration:



Appendix D – UMCA Appeal Policy

From <http://www.ultracycling.com/images/appealpolicy.pdf> as of April, 2007.

In October, 2004, UMCA President Tom Buckley appointed a committee to review the UMCA Appeal Policy and to recommend changes: Peter Lekisch, chair, (director of the Fireweed races) John Ceceri (director of the Adirondack 540 and Saratoga 12/24), Joe Jamison (chair of the John Marino Competition), Jim Pitre (director of RAAM) and Jennifer Wise (director of the Boston-Montreal-Boston 1200K.) The committee recommended the following Appeal Policy which was approved by the Board of Directors by a vote of 15 to 0 on January 25, 2005

Preamble

The purpose of the UMCA Appeal Policy is to provide a process for resolving disagreements between a member of the UMCA, Inc and an officer or agent of the UMCA, Inc. Race organizers conduct their races in accordance with any necessary or stated rules applicable to their races and sort out any irregularities, disqualifications, adjustments of time and so forth before submitting the results to the UMCA. The UMCA will not arbitrate disputes between race organizers and participants except in the following situations:

- 1) Race Across America (RAAM) If a rider believes that a race official has made a decision that a) violated the event rules and b) was unfair to the rider then the rider may appeal the decision to the RAAM director. If the issue potentially affects the awarding of prizes, then at least 12 hours before such payment or award is scheduled to be made, the rider must give to the RAAM director a written notice of intent to appeal. The decision of the RAAM director is final unless the decision also affects the rider's finishing position, in which case the rider may appeal to the UMCA using the Appeal Process described herein.
- 2) UMCA-Sanctioned RAAM Qualifiers If a rider believes that a race official has made a decision that a) violated the event rules and b) was unfair to the rider then the rider may appeal the decision to the race director. The decision of the race director is final unless the decision also affects the rider's qualifying for RAAM, in which case the rider may appeal to the UMCA using the Appeal Process. A race director may appoint a race jury, a body of disinterested and impartial officials, to review a challenge by a participant that another race official's decision adversely affected the participant. The decision of the race jury is final unless the decision affects the rider's qualifying for RAAM, in which case the rider may appeal to the UMCA using the Appeal Process. (Riders may also use 1200K randonnées to attempt to qualify for RAAM; however, these events are not sanctioned by the UMCA and this Appeal Policy does not apply.)
- 3) John Marino Competition (JMC) If a JMC participant believes that the JMC chair has made a decision that a) violated the JMC rules and b) was unfair to the rider and c) affected the JMC participant's standings, then the JMC participant will discuss and attempt to resolve the issue with the JMC chair. If the participant and the chair cannot resolve the issue, then the participant may appeal to the UMCA using the Appeal Process.
- 4) UMCA Mileage Challenge (UMC) If a Mileage Challenge participant believes that a Mileage Challenge official has made a decision that a) violated the Mileage Challenge rules and b) was unfair to the participant and c) affected the participant's standings, then the UMC participant will discuss and attempt to resolve the issue with the UMC chair. If the participant and the chair cannot resolve the issue, then the participant may appeal to the UMCA using the Appeal Process.
- 5) UMCA Records If a rider attempting to set a UMCA record believes that the official for the record attempt made a decision that a) violated the Records Attempt rules and b) was unfair to the rider and c) prevented the rider from setting a new record, then the rider may appeal the decision to the Records Chair.



If the rider and the Records Chair cannot reach resolution, then the rider may appeal to the UMCA using the Appeal Process.

6) UMCA Bylaws If a UMCA member thinks that a UMCA officer has violated the Bylaws of the corporation in a way that materially and substantially affects the general membership of the UMCA, then the member (Appellant) may appeal to the UMCA using the Appeal Process.

The Appeal Policy applies only in the above situations. For purposes of the Appeal Process, the following special terms and conditions shall apply:

- a) The term “disinterested” shall mean a person who will not be personally affected by the outcome of an investigation or panel hearing and none of whose relatives or significant other will be affected by the outcome.
- b) The term “impartial” shall mean a person who harbors no prejudice towards or preconceived notions about any of the parties to the process. For example, should a Party believe that the Managing Director is UMCA Appeal Policy 2 not “disinterested” and “impartial” according to these definitions, a Party shall communicate directly with the President of the Board of Directors. In this case for the remainder of the Appeals Process, all references to the “Managing Director” will be replaced with the “President of the Board of Directors” when the substitution is appropriate.
- c) The term “serve” or “service” shall mean and be accomplished by hand delivery; mailing by certified mail, postage prepaid, return receipt requested; or by overnight delivery by a recognized courier that maintains a record of the delivery, such as Federal Express. Serve shall be deemed given upon the earliest of hand delivery, three business days after mailing or one business day after sending by overnight delivery.

Appeal Process

I. Discussion.

The first step in the Appeal Process is for the UMCA member (“Appellant”) to make a good faith effort to discuss the facts with the race director or UMCA officer or chair (“Respondent”) and to attempt to resolve the issues. If the Appellant makes a good faith effort and is unable to resolve the issues, then the Appellant may proceed with the Appeal Process.

II. Filing the Written Appeal.

The second step is for the Appellant to file a written appeal (Complaint) with the UMCA Managing Director at his principal place of business. To be considered for resolution through the Appeals Process, the Appellant must:

- a) serve the Complaint within two weeks of the alleged grievous action or the end of the specific event in which the alleged grievous action occurred, whichever is later;
- b) provide written evidence of Appellant’s good faith effort to resolve the issues with the Respondent in step

I. Discussion;

- c) state the facts and the UMCA rules and policies, as well as the unfairness of the action, which support the Appellant’s position; and
- d) request that the UMCA Managing Director take a specific action or make a specific change.

The Complaint must be accompanied with an Appeals Process Deposit of \$300.00 (payable to the UMCA, Inc). If the Report of the Investigator in III. Processing the Appeal finds in favor of the Appellant, then the Deposit shall be promptly refunded.

Upon receipt of the Complaint, the Managing Director shall promptly:

- a) serve the Appellant a notice acknowledging receipt of the Complaint;
- b) review the Appellant’s written evidence of a good faith effort to resolve the Complaint with the Respondent. If the Appellant has presented evidence of a good faith effort to resolve the complaint with the Respondent, then the Managing Director shall promptly serve the Respondent a copy of the



Complaint. The Respondent shall within two weeks of the receipt of a copy of the Complaint serve the UMCA Managing Director with a responsive written statement (Response), which Response shall include:

- a) a description of the original decision or action, and
- b) the facts, UMCA rules and policies, including the fairness of the decision or action, supporting the Respondent's original decision or action. If the Managing Director finds that the Appellant has not made the good faith effort required in I. Discussion, then the Managing Director shall promptly serve the Appellant with Notice for Evidence that the Complaint is remanded to the Appellant to attempt to resolve with the Respondent. Appellant shall have two weeks from the date receipt of the Notice for Evidence to again discuss the issue with the Respondent and to present written documentation of that good faith effort to the Managing Director. If the Appellant fails to present this evidence within two weeks, the Appeal is barred, unless the Appellant can show extenuating circumstances.

III. Processing of the Appeal.

Investigation. Upon receipt of the Response, the Managing Director shall promptly:

- a) appoint a disinterested and impartial member of the UMCA to investigate the Appeal (Investigator);
- b) serve the Parties written notice acknowledging receipt of both the Complaint and the Response (the Pleadings), giving the Appellant a copy of the Response;
- c) provide the Parties with the name of the Investigator and the schedule of the Investigation. The Investigator shall attempt to conclude the Investigation within two weeks from the date of his or her appointment. Should either Party believe that the Investigator is not disinterested and impartial, he or she will so inform the Managing Director of his or her reasons for requesting a new Investigator. In this case, the Managing Director will either appoint a new Investigator or request that the President appoint a new Investigator. The Investigator shall review the Complaint and Response as well as all relevant information, including the UMCA rules and policies, and/or shall interview the Parties and/or other persons having information related directly to the subject matter of the Appeal. The Investigator shall conclude the Investigation by preparing a written summary of the Investigation and recommending an appropriate disposition of the matter (Report), which Report will be given to the Managing Director.

IV. Mediation of the Appeal

The Managing Director shall serve the Parties with a copy of the Report. Without being limited by the Report of the Investigator, the Managing Director may attempt to mediate the dispute to the satisfaction of the Appellant and Respondent. If the mediation is successful, then the agreed upon resolution shall be documented in writing and signed by the Appellant, the Respondent and the Managing Director. If the Investigator's Report concludes the Appeal is without substantive merit and the Managing Director determines that mediation is useless, then the Managing Director shall serve the Parties written notice that no further action will be taken on the Appeal by the UMCA, unless Appellant or Respondent requests a Hearing.

V. Hearing before Three Member Panel

Within two weeks of the receipt of the notice of no further action, either the Appellant or the Respondent may make a written Request for a Hearing (Request) before a three-person UMCA Appeals Panel (Panel). The request for a Hearing must be served upon the Managing Director and must be accompanied with a non-refundable Hearing Fee of \$500.00 (payable to the UMCA, Inc.) to cover the expenses of the Panel. The right to a Hearing shall be deemed waived unless a Party makes a timely Request and accompanies the request with the Hearing Fee.



Upon receipt of the Request, the Managing Director shall promptly serve the Appellant and the Respondent with the names of the Pool of potential Panel members. The Pool, from which the Panel shall be selected, consists of current members of the UMCA Board of Directors as well as the officials from the two most recent Races Across America (Pool).

Upon receipt of the Pool, the Appellant and the Respondent will each promptly choose one member from the Pool to serve on the Panel. These two Panel members will choose the third member of the Panel from the Pool. The Panel will select a Chair by majority vote. The Chair will determine the time and place for the Hearing so as to have the Hearing occur at the earliest convenient date. The Chair may choose to conduct the Hearing by conference call or other electronic means.

The Chair will communicate the information about the Hearing schedule to the Appellant and Respondent. Prior to the Hearing, the Managing Director will provide the Panel with copies of the Pleadings, documents collected by the Investigator and the Investigator's Report. The Chair will notify the Appellant and Respondent of the procedures to be followed at the Hearing. These procedures shall include the opportunity for Appellant and Respondent to be represented by counsel, to present oral and/or written evidence, to cross-examine witnesses and to present such factual or legal claims as desired.

Decisions about the merits of the matter and the form of remedies thereto shall be made by a majority vote of the members of the Panel. The Panel shall attempt to report its decision on the merits in the form of written findings of fact and conclusions (Final Decision) within two weeks of the conclusion of the Hearing.

The Panel shall serve the Final Decision to the Appellant and Respondent and to the Managing Director. No further appeal or procedure through UMCA will be recognized. The Final Decision shall be final and binding on all parties and shall not be subject to further challenge in any proceeding, including litigation or arbitration.

