



Race Across America 2026

Rules

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Instructions

It is the responsibility of every Racer and Crew Member to read and understand these Rules. If there are questions before departing for the start in Oceanside, please email the Executive Director at director@raceacrossamerica.org. If there are questions in Oceanside or during the Race, please contact a Race Official. Ignorance of these Rules is no excuse. These Rules have been adopted to ensure safety, fairness, and to protect the integrity of the Race. DO NOT GET CREATIVE OR IMAGINATIVE WITH THESE RULES. RACE OFFICIALS WILL ENFORCE THE INTENT OF THE RULE. Penalties will be assessed for Rules violations made by the Racers, Support Crew, or their Media.

Definitions

The following definitions are used throughout these Rules:

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

Auxiliary Support Vehicle – A Support Vehicle that is not a Follow Vehicle or RV. Auxiliary Support Vehicle includes Shuttle Vehicle, Racer Media Vehicle and other unspecified Support Vehicles.

Caravanning – Two or more Support Vehicles behind a Racer or Team, traveling at the same speed, for more than 30 seconds. This applies whether they are from the same Racer or Team or another Racer or Team.

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

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

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

Direct Follow or **Direct Follow Support** – Following directly behind the Racer with a properly equipped Follow Vehicle. Directly behind means within 30 feet.

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

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

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

Exchange – When Racers and/or Follow Vehicles are exchanged. There are two types of Exchanges: **Rolling Exchange** – Racer Exchange where the new Racer starts riding before the incoming Racer arrives and they overlap wheels; and **Stationary Exchange** – Racer Exchange

where the incoming Racer stops before the new Racer starts. Both types of Exchanges are permissible in Day Time. Only Stationary Exchanges are allowed during Night Time.

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

Exchange Zone – An area 250 feet before and after the Exchange Site.

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

Follow Vehicle – A Support Vehicle that is functioning as the primary support for the Racer and nearest to the Racer. Under Night Time conditions, the Follow Vehicle must follow directly behind the Racer – directly means within 30 feet.

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

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

Inspections – Pre-race inspections of vehicles, bicycles and paperwork. All inspections are done by the Crew Members, must be complete and sheets returned to RAAM in order to compete.

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

Media or Media Crew – Person or persons documenting the race and its participants. Media must be **Credentialed**. Credentialed Media is registered and approved by Race Management and has full access to the Race. Credentialed Media includes that retained by Race Management (**RAAM Media**) as well as that attached to Racers and Teams (**Racer Media**).

Media Vehicle – Vehicle used by Credentialed Media – RAAM or Racer. Racer Media Vehicle may be used temporarily as a Follow Vehicle.

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

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

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

Official Race Time or Official Time – Eastern Daylight Time.

Official Speed – Official Distance divided by Official Finish Time.

Penalty – Time added or Disqualification (DQ) that results from a violation of a Race Rule. All Penalties are 1 hour or DQ. Race Officials may issue a **Warning** or **Penalty**. Warnings and Penalties are reported and tracked by Race Headquarters.

RAAM – Race Across America (the Race).

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

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

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

Race Headquarters or Race HQ – The main office during the Race. They are responsible for monitoring Time Station check-ins, tracking Racers, recording Warnings and Penalties,

communicating course information and monitoring the race. They are in close communication with Race Management and Race Officials.

Race Management – Executive Management, Race Director, Head Official, HQ Director and/or Media Director.

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

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

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

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

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

Registration Forms – Forms which must be downloaded from the RAAM website, completed and signed off on by the appropriate RAAM Staff in order to participate in the Race.

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

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

RRS – The website portal where Time Station data is entered.

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

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

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

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

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

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

Time, Cutoffs, and Finishing Status

Race Time

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

Start Times

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

- Tuesday, June 16, 2026 12:00 PM (Noon) – All Solo Racers
- Saturday, June 20, 2026 12:00 PM (Noon) – All Teams

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

Time Allowance

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

- Solo Men – 288 hours (12 days)
- Solo Men 60+ – 309 hours (12 days 21 hours)
- Solo Men 70+ - 317 hours (13 days 5 hours)
- Solo Women – 309 hours (12 days 21 hours)
- Solo Women 60+ - 317 hours (13 days 5 hours)
- Teams – 216 hours (9 days)
- 2- & 4-Person 80+ Teams – 228 hours (9 days 12 hours)

Note on time allowances: Solo 60+ Women and 70+ Men will have the option of starting at 5am on the Tuesday start day. If they decline that option and opt to start at noon the cutoff will remain 3pm EDT, Monday, June 29, 2026 and they will not receive the additional 5 hours at the finish. 2 and 4-Person 80+ teams may opt to start on Tuesday with the solo racers. If they decline the option their cutoff will remain the same as all other teams and time will not be added at the finish.

All racers must Finish within their allotted time. The course closes at 3pm (EDT), Monday, June 29.

Intermediate Checkpoint and Time Cutoffs

Racers and Teams must reach 3 Intermediate Checkpoints within the designated time to continue with the Race. If Racers cannot reach these 3 Checkpoints within the designated time,

the chances of reaching the next Checkpoint or the Finish in the required time are significantly diminished.

Checkpoint Times for Solo Male Racers

TS	Location	Elapsed Time	Cutoff
15	Durango, CO	Start + 81 Hours	Friday, June 19, 2026, 24:00 (Midnight) EDT
35	Mississippi River	Start + 192 Hours	Wednesday, June 24, 2026, 15:00 EDT
54	Atlantic City, NJ	Start + 288 Hours	Sunday, June 28, 2026, 15:00 EDT

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

TS	Location	Elapsed Time	Cutoff
15	Durango, CO	Start + 87 Hours	Saturday, June 20, 2026, 6:00 EDT
35	Mississippi River	Start + 206 Hours	Thursday, June 25, 2026, 5:00 EDT
54	Atlantic City, NJ	Start + 309 Hours	Monday, June 29, 2026, 12:00 (Noon) EDT

Checkpoint Times for Teams

TS	Location	Elapsed Time	Cutoff
15	Durango, CO	Start + 61 Hours	Tuesday, June 23, 2026, 4:00 EDT
35	Mississippi River	Start + 144 Hours	Friday, June 26, 2026, 15:00 EDT
54	Atlantic City, NJ	Start + 216 Hours	Monday, June 29, 2026, 15:00 EDT

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

Time Extensions

The TS 15 and TS 35 checkpoints are “soft” cutoffs, meaning that a number of factors are considered when determining whether the Solo Racer or Team can continue. In the event a Racer is close to a cutoff time, Race Management, in conjunction with Race Officials, may grant an extension of time. However, TS 54 is a “hard” cutoff. Solo Racers and Teams must reach TS 53 (Surf Stadium), the point where “racing” ends, such that the time reported at Surf Stadium plus or minus any time adjustments, plus any penalties acquired between TS 51 and Surf Stadium, plus the fixed time added at Surf Stadium falls within the TS 54 Atlantic City cutoff time. There will be no exceptions.

Oak Creek Canyon Shuttle

All Racers will be shuttled through Sedona and up Oak Creek Canyon – a distance of 20.1 miles. That distance will remain in the total mileage for the Race. A fixed time will be added to each Solo Racer and Team’s time. The fixed time added varies by Division. Following are the fixed times added for each Division:

Division	Time
Solo	1 hour
2-Person	53 minutes
4-Person	41 minutes
8-Person	28 minutes

Delaware Memorial Bridge Shuttle

All Racers will be shuttled across the Delaware Memorial Bridge - a distance of 4.6 miles. That distance will remain in the total mileage for the Race. There will be no adjustment as the projected differences between the riding and shuttle times are not material.

Racing Ends at Surf Stadium.

Racers should “soft pedal” to The Boardwalk. Racers will be sharing The Boardwalk with pedestrian traffic. Racers must pedal VERY SLOWLY along The Boardwalk to the Finish. Racers may not pass another Racer or Team after Surf Stadium.

A fixed time will be added to each Solo Racer and Team’s time at Surf Stadium. The fixed time added varies by Division. Following are the fixed times added for each Division:

Division	Time
Solo	+10 minutes
2-Person	+7 minutes
4-Person	+6 minutes
8-person	+6 minutes

Time Adjustments

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

Time Considerations

Finish Time is adjusted for the following:

- Staggered start times
- Penalties
- Shuttles
- Any other adjustments made by Race Management.

Finishing Status

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

- Solo Racer or Team (at least one Team Member) must cross the finish line;
- Finish within the time allowed for the Division, Category and Age Group; and
- Still be eligible to race – cannot be disqualified.

Winners

The Racer/Team with the lowest accumulated time is considered the winner. There are overall, Category, Division, Age Group winners.

Withdrawal

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

Appealing/Contesting Final Results

If you wish to contest your Official race result, written notification must be made via email to the RAAM Executive Director within five (5) days after your Official finishing time. Appeals submitted more than 5 days after your Official finishing time, and not submitted via email, will not be considered. Every appeal must provide concrete evidence supporting your claim (video footage, timing data, etc.). The decision of the RAAM Executive Director will be final.

Rules

1 – General Information

100 – Intent and Purpose

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

110 – Race Officials

The primary purpose of the Race Officials is to enforce these Rules. If there is an issue that needs to be addressed, the Crew Chief should contact a Race Official. If there is no Race Official nearby, contact the Head Official. If the Head Official cannot be reached, contact HQ. In general, Race Officials keep interaction with Racers/Crew to a minimum. They will be friendly but cannot give aid or favor to Racers, Support Crews or Media except in cases of medical emergency. RAAM Media and/or others may serve as Race Officials if asked to do so by Executive Management. The Executive Director is the ultimate authority on issues relating to these Rules.

120 - Emergencies – Medical and Other

All injuries and accidents must be reported to Race HQ as soon as possible. If the injury is non-life threatening, but should be checked out by a professional, treat and transport to the nearest

Urgent Care Facility or Hospital. If an injury is life threatening, call 911 immediately. If police are needed for medical or other situations, call 911.

130 – Executive Management’s Role in Dispute Resolution

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

140 – Contingencies

During the Race, participants may experience unplanned events. These should be expected. These events are part of the Race and part of the challenge of the Race Across America. In general, no Time Adjustments will be issued. However, under very exceptional circumstances adjustments may be made to promote safety, fairness and maintain the integrity of the Race.

150 – Official Race Time

The Race clock will be set at the start and will not stop for any reason. However, the Executive Director may make Time Adjustments after the start of the Race to account for extenuating circumstances. All Race Times are reported and recorded in Eastern Daylight Time (EDT) using military time (24-hour clock). The Official Race Time will be kept by Race HQ.

160 – Official Language

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

2 – Rules Violations

200 –Warnings and Time Penalties

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

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

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

210 – Notification

If a Warning or Penalty is issued, a Race Official will notify the Racer and/or Crew Chief. The Official will endeavor to do so within a reasonable time period following the observed violation. It is the responsibility of the Racer or Crew Member notified to notify the other Racer(s) and Crew. When possible, the notification will be by a Race Official on the course. Further, when possible, the notification will be written. In some cases, Race Officials may need to further evaluate circumstances to determine if a penalty is warranted. In these cases, a Race Official or Race HQ will notify the Crew Chief or Racer as soon as practical of the potential violation and review. Once the review is complete and a decision has been made, the results will be communicated to the Crew Chief or Racer as soon as practical.

220 – Allegations by General Public

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

240 – Disqualification

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

- Refusal to agree to or abide by contractual requirements required to participate.
- Use of alcohol or banned substances by a Racer or Support Crew Member.
- Failure of a Racer to submit to drug testing when requested by Race Officials.
- Advancing along the Race Route without a bicycle or in a Support Vehicle.
- Improperly registered, or insured Support Vehicles and/or drivers.
- Illegal drafting of any vehicle.
- Holding onto a vehicle to aid or augment forward travel.
- Riding a non-compliant bicycle.
- Riding during Night Time without Direct Follow Support.
- Refusing to take an off-bike sleep break as requested by a Race Official.
- Behavior on the part of Racers or Crew that is deemed inappropriate and that might cause safety, legal or reputation problems for the Race or other Racers and their Crews.
- Altering roads signs.
- Failure to ride the entire Race Route as described in the Route Book or as modified by Race Management from time-to time.
- Crew Member advancing bicycle on the course.
- Dumping of brown or black water from an RV at other than an approved location.
- Receipt of 5 Penalties.
- Failure of non-credentialed Racer Media to leave the course if/when asked to do so by a Race Official.

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

250 – Appeal

Racers and Crew may appeal a Race decision or Penalty. Appeals must be in writing and must be submitted within 24-Hours of the infraction.

3 - Police and Traffic Laws

300 – Police

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

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

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

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

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

310 - Traffic Laws

Racers and Crew must obey all applicable traffic laws, including stop signs and stoplights. The only exception is when traffic is being directed by a police officer, emergency or DOT personnel and the officer, emergency or DOT personnel waves the Racer or Crew through the stop sign or stoplight.

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

Turning right at a red light, making an immediate U-turn and another right turn to avoid waiting at a red light is not allowed.

In the event a traffic signal sensor fails to detect a Racer or Follow Vehicle and switch to a green light, the Racer or Follow Vehicle must wait for a minimum of 3 minutes for the signal to change. If the signal has not changed after 3 minutes, the Racer or Follow Vehicle may continue forward progress, in a safe manner, to advance past the defective traffic signal. If there is a sign, which states a longer wait is necessary, then the time stated on the sign is the minimum time to wait.

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

4 - Pre-Race

410 – Clearance to Race

In order to race, the Clearance To Race Forms with all tasks signed-off by Race Staff must be submitted. Refer to the Registration Forms for the full list of requirements. These forms will be sent prior to the Race via email to each Solo and Team's primary and secondary contacts.

5 – Support Vehicles

500 – General

Each Racer must start the Race with at least two four-wheeled Support Vehicles, each with a minimum of two licensed drivers. Prior to the start of the Race, Support Vehicles will be categorized as Follow Vehicle, Auxiliary Support Vehicle or RV. Auxiliary Support Vehicles include Shuttle Vehicle, Racer Media vehicle and other unspecified Support Vehicles. Prior to the Race all Support Vehicles must be inspected. The following applies to all Support Vehicles:

- There is no maximum number of Support Vehicles a Support Crew can have.
- They must be properly registered.
- Must have at least the minimum insurance required by law in the state of registration.
- Must carry copies of insurance policies or other proof of insurance documents.
- Drivers must possess a valid operator's license for the vehicle being operated.
- Must pass an inspection prior to the start of the Race.
- Must have Race Signage.
- All Support Vehicles must have Roof-Mounted Amber Flashing Lights and a Slow Moving Vehicle Triangle, except RVs.
- Must have at least one cell phone which is capable of sending/receiving text messages AND steps must have been taken to send/receive information as required by Race HQ.
- A motorcycle cannot be a Support vehicle.

505 - Follow Vehicle

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

- The Support Vehicle designated as the Follow Vehicle may change during the Race. Race HQ or a Race Official must be notified if a Follow Vehicle is being replaced.

- Must have a minimum of two Crew Members with driver's licenses at all times when following a Racer.
- Although a Racer may enter the Race with two or more Follow Vehicles meeting all the requirements of a Follow Vehicle, only the vehicle following the Racer will be termed the Follow Vehicle.
- Music and PA systems may be installed, but their use MUST BE CURTAILED in residential areas, particularly during hours of darkness.
- ONLY the Follow Vehicle will be allowed to operate Music and/or PA Systems.

510 - Follow Vehicle Specifications

The Follow Vehicle must satisfy the following:

- Must be no more than 80 inches in width, measured at 3 feet from the ground. The width across this point is the width of the vehicle, not including side mirrors.
- Vehicle itself must not be more than 88 inches in height. Measurements are of the vehicle only and not racks, lights or other attachments.
- Vehicle itself must not be more than 270 inches in length. Measurements are of the vehicle only and not racks, lights or other attachments.
- In addition to front and rear windows and driver and passenger side windows, the Follow Vehicle must have windows on both sides of the vehicle behind the driver and front passenger seats.
- Conversion motor homes and step vans cannot be used as Follow Vehicles.
- Follow Vehicles may not tow a trailer or any other vehicle.

The most common follow vehicles are mini-vans (most ideal), passenger vans and small or medium sized Sprinters or Transits. The large Sprinter/Transit type vans are not allowed.

515 - Support Vehicles – Active Racer Support

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

520 – Auxiliary Support Vehicles for Following

In the event the Follow Vehicle suffers a breakdown or in an emergency situation, an Auxiliary Support Vehicle may be used as a Follow Vehicle. The Auxiliary Support Vehicle must meet all the requirements of a Follow Vehicle.

525 – Trailers

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

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

530 - Vehicle Lights

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

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

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

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

535 - Roof-Mounted Amber Flashing Lights

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

The Roof-Mounted Amber Flashing Lights must be bright enough to be seen during the day at a distance of 500 feet. It is the responsibility of the Crew to ensure that they are working. However, they must not be so bright as to interfere with other driver’s vision.

540 – Race Signage

All Support Vehicles must have and use the Race Signage provided by the race. The windshield, driver and front passenger side windows, as well as the passenger side 2nd seat windows must be clear of all obstructions. Notwithstanding the preceding, the “Race Across America” sign should be placed on the windshield close to the upper edge. Other windows may display signs or Racer Numbers. The rear windows should be as clear as practical. The driver must have a view of following traffic with inside or outside mirrors or rear camera.

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

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

545 – Slow Moving Vehicle Triangle

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

550 – Other Equipment

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

555 - RVs (Recreational Vehicles) / Motorhomes

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

Dumping grey, brown and/or black water anywhere except at an approved location will result in disqualification.

565 – Operation of Support Vehicles

The following applies to the operation of Support Vehicles:

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

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

6 - Bicycles

600 - General

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

- Bicycles must be propelled solely by human force.
- Any number of bicycles may be used during the Race.
- Aerobars and their accessories are allowed.
- Disc wheels, composite spoke wheels and wheel covers are allowed.
- There are no restrictions on gearing, wheel or tire size.
- Racer must ride bicycles in the same Category throughout the Race.

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

610 – Tandems, Recumbents, HPVs and Hand Cycles

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

Recumbents have their own Categories within the Race Divisions. Recumbents are generally recognized as bicycles where standing is impossible, have pedals in front of the Racer and a more reclined racer position. They may not incorporate any form of fairing or part of a fairing. Disc wheels and wheel covers are allowed.

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

Hand Cycles have their own Categories within the Race Divisions.

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

620 – Front Headlights

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

630 - Rear Taillights

All bicycles must be equipped with a red rear taillight mounted to the bicycle that is visible from 500 feet. The taillight on the bicycle must be on at all times while on the road – day and night. The light may be solid or flashing. Belt clip taillights on the Racer or back of the helmet can be used in addition to the bicycle frame taillight but not in place of a taillight that is mounted to the bicycle.

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

640 - Visibility and Reflective Material

All bicycles must have reflective material as follows:

- Crank arms – At least one piece of reflective tape, at least 0.25 inch wide, must be completely wrapped around both cranks halfway between the bottom bracket and the pedal axle so that the tape is visible from any direction.
- Wheels – At least FOUR PIECES of reflective tape, at least 0.25 inch wide by 1.25 inches long, must be applied TO BOTH SIDES OF EVERY WHEEL, including spare wheels. Eight pieces of reflective tape total per wheel. REFLECTIVE WRITING DOES NOT COUNT. Reflective material must not be on the braking surface of the rim.

Note: When placing reflective tape on the wheels, frame or components, it is wise to first place a strip of easily removed tape, such as electrical tape, then place the reflective tape on top.

650 – Rider and Team Numbers

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

All Bicycles must be self-inspected prior to the Race. Review the Bicycle Inspection Form in the Registration Forms to see what is required. Completed forms must be returned to RAAM the day prior to the start.

7 – Clothing, Helmets and Logos

700 - General

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

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

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

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

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

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

8 - Racers

800 – General

The following applies to all Racers:

- Racers must complete all pre-race paperwork, including Racer Agreement and all waivers, in order to start.
- Racers must ride the entire Race Route exactly as described in the Route Book or as modified from time-to-time by law enforcement or Race HQ.
- Racers must not ride on the Race Route in reverse direction. If a Racer rides past an Exchange or support location, the Racer must get off the bicycle and walk back to that point or wait for a Support Vehicle to pick them up.
- Racers shall not draft any vehicle and must maintain a spacing of at least 100 feet from other Racers and Support Vehicles.
- Racers may not be driven forward on the course except in the event of an emergency, or to a motel, or when instructed to do so by RAAM Staff. In the event of an emergency or when going to a hotel for a sleep break, Race HQ or a Race Official must be notified as

soon as possible, preferably before doing so. When returning to the Race Course, Racers must then return to the point where they left the Race Route and notify Race HQ or a Race Official before beginning to ride again.

- Racer must not receive adjustments or repairs to equipment, the bicycle or clothing while in motion.
- A Racer may not receive pacing in any form from a Crew Member or other person. However, road side cheering is encouraged from Support Crew Members and Race fans.
- Push-offs by the Support Crew are allowed.
- A Racer may ride a bicycle with a flat tire or other mechanical problems. But, if a Race Official deems it unsafe, the Racer must stop or proceed on foot with the bike until the bicycle is replaced or repaired.
- A Racer may proceed on foot along the Race Route as long as the bicycle is under control of the Racer and is being carried, dragged or pushed. A Racer separated from their bicycle may not proceed along the Race Route.
- If racing Tandem, both Racers must accompany the bicycle at all times.
- Racers may only ride alongside each other for a 15-minute period each 24 hours.
- Racers shall not block or impede the progress of another Racer or Crew vehicle.
- At traffic signals and stop signs Racers may not hold onto or receive balance support from any vehicle or person. The Racer may use a permanent object to assist in balance.
- Moving Racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes or other attachments either to a Support Vehicle or pedestrian.
- Racers must stop for drug or medical testing or imposition of penalties when directed to do so by a Race Official. The time required for such stops will not be deducted from the Racer's Official Time.
- Public nudity, urination, defecation, lewd or indecent behavior is prohibited.

820 – Racers and the Media

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

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

830 – Headphones

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

9 - Support Crew

900 – General

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

- Every Crew Member must have signed the appropriate paperwork, including all Waivers, prior to being permitted to participate in the Race.
- The Racer is accountable for the behavior of the Crew. Crew misconduct may result in a Penalty for the Racer. If it is determined that a Crew Member is a liability, that person may be suspended from participating in the event.
- The Racer may add Crew Members at any time during the Race provided the new Crew Members complete and sign the appropriate paperwork, including waivers. Race HQ must be immediately notified and paperwork delivered to the nearest Race Official. The Crew Chief should have additional copies of the paperwork to be signed by the new Crew Members.
- One Crew Member will be designated Crew Chief and will speak for the Crew and Racer in reporting problems, suggestions or other information to Race Officials. Other persons in their capacity as Crew should not speak in an official capacity to Race Officials, unless the Crew Chief is not available. The Crew Chief may designate another person to act on his/her behalf when necessary.
- Crew members may not make adjustments or repairs to a Racer's bicycle, equipment or clothing while in motion.
- A Crew may offer assistance to any Racer or Crew participating in the Race at any time but cannot give misdirection on routing to another Racer or Crew.
- Each Crew must be self-sufficient, communicating between their vehicles, locating food, water, fuel, supplies, motels, medical facilities and any other requirements along the Race Route. Race Officials are not allowed to assist Crew Members unless there is a medical emergency.
- Push-offs by the Support Crew are allowed.
- A Crew may service a Racer other than their own as an act of "good sportsmanship."
- If a Crew Member willfully violates or attempts to violate a Rule in order to aid the Racer, the other Crew Members have the obligation to make a reasonable effort to stop and correct the violation, including reporting such violation to a Race Official. Crew Members have a moral obligation to these Rules no less than the Racers.
- If a Racer willfully violates or attempts to violate a rule, Crew Members have the obligation to make a reasonable effort to stop and correct the violation, including reporting such violation to a Race Official.
- If a Crew Member is unexpectedly lost, causing the Crew to fall below the four-person minimum, they must immediately notify Race HQ. Based on the Racer's location in the Race, distance traveled, Crew experience, etc., the Executive Director will determine as to whether or not an additional Crew will have to be obtained to finish the Race.

- If a Racer loses time responding to an injury-related situation, where the Racer's or Crew's assistance is warranted, the Executive Director will determine a proper time adjustment for the Racer providing assistance as appropriate. If the intercession of the Racer/Crew was not warranted in the injury situation, the Executive Director may determine that no time adjustment be given.
- No Racer or Crew Member may carry any firearm along the course.
- No Crew Member is allowed to ride a bicycle on the Race Route or wear a kit or helmet with a Racer Number if riding a bicycle off the Race Route during the Race.
- Crew must wear reflective vests and reflective ankle or wrist bands at night.
- Public nudity, urination, defecation, lewd or indecent behavior is prohibited.

10 - Media

1000 – General

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

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

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

1010 - RAAM Media

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

- RAAM Media Crew may drive alongside a Racer for several minutes to capture video footage or conduct an interview.
- RAAM Media Crews are instructed to respect the wishes of Racers and Crew. They must move away if requested by Racers and/or Support Crew. If Media Crews do not move away as requested, the Racers' Crew Chief should report to a Race Official or Race HQ.
- RAAM Media Crew must not provide Support to Racers or Crew Members.
- RAAM Media may serve as Race Officials if asked to do so by Race Management.

1020 – Racer Media

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

- All Racer Media Crews must be registered no later than May 1 and complete the application for approval.
- All Racer Media Crews are required to purchase from the RAAM Store a media kit comprised of Roof-Mounted Amber Flashing Lights, a Slow Moving Vehicle Triangle, a “CAUTION BICYCLES AHEAD” sign and “MEDIA CREW” signs, as well as the Racer Name and Number signs. Vehicles must have all of the above properly on the vehicle.
- Racer Media Vehicles are subject to the same Support Vehicle Rules as the Participants they are attached to.
- Racer Media Vehicles and Crew are required to use their headlights, factory emergency flashers and Roof-Mounted Amber Flashing Lights, as well as display the Slow Moving Vehicle Triangle when moving at slow speed, filming and/or interviewing.
- Racer Media Crew will be considered part of the host Racer's Crew and must be acknowledged by the Racer as such.
- Unsafe driving or any circumstance which provides an undo advantage to any Racer by a Racer Media Crew will result in a Penalty to the host Racer. When a Racer Media Crew is interviewing another Racer, any unsafe actions by the Media Crew could result in a penalty to their host Racer.
- Racer Media Crews may drive alongside a Racer for up to two minutes to capture video footage or conduct an interview when conditions allow. This can be done for no more than 10 minutes per hour and no more than six times in a day.
- Racer Media Crews must respect the wishes of Racers and Crew. Media Crews must move away if requested by Racers and/or Crew. If Media Crews do not move away as requested, the Racer’s Crew Chief must report the matter to a Race Official or Race HQ. Failure to move away if requested may result in a Penalty to the host Racer.
- Racer Media Crews may not block normal traffic flow during filming or interviewing

In addition, Racer Media are subject to the same rules regarding behavior as the Racers (section 800) and Support Crew (section 900).

11 - Route

1100 - Route

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

- Road construction, accidents force majeure (storm damage, landslides, flooding, fire) or other unforeseen circumstances, which may prevent the Racer from following the prescribed route.

- Law enforcement, emergency personnel or DOT personnel direct the Racer to an alternative route.
- Error or errors in the published directions.
- Electronic map errors and/or failures are not an exception.

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

1120 – Electronic Mapping

Electronic course files for various mapping software and GPS devices will be available on the RAAM website. These trace the Race Route as accurately as possible and provide an excellent aid to determining location and Race Route. While every effort has been made to assure these supplemental navigational aids are accurate, they are not guaranteed to exactly match the Route Book directions. Accordingly, a Racer who follows an incorrect supplemental navigational aid will be considered to have made a wrong turn and will not be compensated for any lost time. THE ROUTE BOOK DIRECTIONS AND MAPS ARE TO BE CONSIDERED THE ONLY OFFICIAL DOCUMENTATION OF THE ROUTE. In the event of a discrepancy between a supplemental navigational aid and the Route Book, the Route Book shall be considered the correct route. The only approved deviations from the Route Book will be those issued by Race HQ, Race Officials or Race Management. FAILURE TO FOLLOW THE ROUTE AS DESCRIBED IN THE ROUTE BOOK OR INSTRUCTIONS ISSUED BY RACE HQ, RACE OFFICIALS OR RACE MANAGEMENT MAY RESULT IN DISQUALIFICATION.

1130 – Going Off-Route

If a Racer makes a wrong turn and rides off the Race Route, regardless of the reason, the Racer must either walk or be driven back to the spot where the course deviation was made, then continue riding. Racers are not permitted to ride the Route in reverse at any time.

If a wrong turn is made by a Team Racer, a new Team Member may begin riding at the point where the wrong turn was made. This is the only time Team Members do not have to overlap wheels during an Exchange.

If the wrong turn was due to a Racer/Crew error, no Time Adjustment will be given to the Racer. If the wrong turn was due to an error in the Route Book, RAAM will make a Time Adjustment, providing an accurate time, distance and location is recorded and provided as evidence associated with the route error. Any errors in an electronic version of the Race Route will not be considered a basis for a Time Adjustment. Errors in the Route Book must be reported to Race HQ as soon as possible.

Solo Racers may not be driven forward on the course except in the event of an emergency, or to a motel, or when instructed to do so by RAAM Staff. In the event of an emergency or when going to a hotel for a sleep break, Race HQ or a Race Official must be notified as soon as

possible, preferably before doing so. When returning to the Race Course, Racers must then return to the point where they left the Race Route and notify Race HQ or a Race Official before beginning to ride again.

1140 - Interstate Highways

The Race Route has no Interstate Highway travel. However, if and when travel on an Interstate Highway is required, HQ will provide Racers and Crew with specific instructions.

12 - Divisions, Categories and Age Groups

1200 - Solo Division

All entrants in the Solo Division must be qualified or in the process of qualification as described on the RAAM website. The Solo Division is one cyclist riding the entire distance from start to finish. These rules apply to Tandem Bicycles when two cyclists are riding the same bicycle for the entire distance while competing in the Solo Tandem Division. In the Solo Tandem Division, Racers may not be substituted during the event. At least one of the Racers in the Solo Tandem Division must have qualified for RAAM.

1210 – Tandem and Multi-Seat Bicycle Rules

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

1220 – Teams

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

- One or any combination of a Team's registered Racers may ride at any time. Drafting is permitted within the same Team, but not between rival Teams.
- If law enforcement prohibits drafting, abide by their commands.
- A temporary ban on drafting may be imposed if the Team of Racers creates undue traffic problems that could be remedied by having only one Racer on the road.
- There are no requirements as to how much time or how many miles each Racer can ride.
- 8-Person Teams must enter with a minimum of 5 Racers; 4-Person Teams must enter with a minimum of 3 Racers; 2-Person Teams must enter with 2 Racers. If one or more of the Team Members gets hurt or cannot ride, no substitutions are allowed. Only one Racer has to finish - the rest of the Racers can drop out.
- No switching Divisions, Categories or Age Groups once the Race starts.

- Penalties for Rules violations will be imposed on the entire Team, not just on the Racer responsible.
- If a wrong turn is made by a Team Racer, then a new Team Racer may begin riding at the point where the wrong turn was made. This is the only time Team Racers do not have to overlap wheels during an Exchange.
- If one Team is about to pass another, the Team being passed must yield right of way to the passing Team and following the pass, both Teams must resume 100 feet spacing.
- All racers must be on the same type of bicycle except in the Open Category.

13 – Start

1300 - Start

See GEAR Book for the Start Procedures. If you are late for your start, you will move to the back of the start queue, but will keep your original assigned start time.

NOTE: During the first 24-hours Racers and Crew will be in close proximity. Many sections of the road are 2-lane with narrow shoulders. Crew should choose pullouts carefully. DRIVERS MUST BE VIGILANT, COURTEOUS AND TAKE APPROPRIATE MEASURES TO AVOID CARAVANNING AND IMPEDING TRAFFIC.

14 – Racing

1405 - Providing Support

1405.1 General

The following applies to providing support:

- Active Racer Support for a Solo Racer is provided by a single vehicle – the Follow Vehicle. Active Racer Support for a Team may involve two or more vehicles – two or more Follow Vehicles or a Follow Vehicle and a Shuttle Vehicle.
- A Racer may have more than one qualified Follow Vehicle. However, only one Follow Vehicle may follow the Racer at any given time.
- When providing Active Racer Support – Solo or Team - Leapfrog or Direct Follow – all Vehicles must have the Slow Moving Vehicle Triangle displayed. The Slow Moving vehicle Triangle may be left in place while providing Active Racer Support. The headlights, Roof-Mounted Amber Flashing Lights and factory-installed emergency flashers must be turned on – Day Time and Night Time. The Roof-Mounted Amber Flashing Lights must be visible from 500 feet away.
- Turn signals do not operate while the factory-installed emergency flashers are on. For a turn, the Follow Vehicle must turn off the factory-installed emergency flashers up to 0.25 mile before a turn to use the vehicle turn signal. The factory-installed emergency flashers must be turned back on within 0.25 mile after the turn unless there is another turn within 0.25 mile.

- Follow Vehicles should follow the Racer as far to the right as practical.
- Follow Vehicle must use the proper method to support the Racers. Support Crews must know when and where to use Direct Follow and Leapfrog Support.
- When using Leapfrog Support, the Racer may proceed unescorted. During these periods the Follow Vehicle may stop for gas, food, etc. However, Racer protection and safety is a primary job of the Follow Vehicle and therefore it is recommended the stops be efficient and the Follow Vehicle get back to the Racer as soon as practical.
- During Direct Follow, the Follow Vehicle must follow directly behind the Race - directly behind means within 30 feet.
- Crew Members may not make adjustments or repairs to the Racer's bicycle, equipment or clothing while in motion.
- When stopping, Support Vehicles must stop a minimum of 5 feet to the right of the traffic lane or 5 feet to the right of the fog line. If a spot allowing the Support Vehicle to be 5 feet to the right of the traffic lane or 5 feet to the right of the fog line is not available, CONTINUE until a spot meeting the requirement is found.
- Support must be provided from the right side of the Race Route. NEVER cross the road to provide support.
- When traveling alongside a Racer, the Follow Vehicle MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION. Remaining alongside longer than necessary in order to provide the Racer an advantage against prevailing wind is prohibited.
- The Follow Vehicle must not impede following traffic for more than 2 minutes. The Follow Vehicle must pull off the road and let traffic pass when two or more vehicles are waiting to pass or if one vehicle has been held up for more than 2 minutes. Follow Vehicle drivers must be aware of what's going on around the Follow Vehicle at all times and must use common sense.
- A Support Vehicle may not lead the Racer through fog or traffic. The Racer must stay in front of the Follow Vehicle.
- Under no circumstances will the Follow Vehicle following the Racer pull ahead of a Racer for the purpose of proceeding to an intersection to cause the traffic signal to change to the Racer's benefit.
- Use of a PA system or other communication devices to communicate safety factors and turns to the Racer must have the volume reduced when passing through residential areas during Night Time.
- Music systems may not be used when passing through residential areas during Night Time. All other PA systems or megaphones must have the volume reduced when passing through residential areas during Night Time.
- Auxiliary Support Vehicles may not pace ahead of the Racer at the Racer's speed, but may drive ahead at normal highway speed and pull off the roadway and wait for the Racer.

1405.2 Use of Direct Follow and Leapfrog Support

During Night Time or Night Riding Conditions, Direct Follow Support is mandatory at all points along the Race Route. Racers MUST NOT advance at night without a properly equipped Follow

Vehicle directly behind them - directly behind means within 30 feet. Riding during Night Time conditions without Direct Follow may result in disqualification.

Leapfrog Support is generally used to avoid impeding the normal flow of traffic in areas where traffic is heavy. The following portions of the RAAM Route have special rules:

From the Intersection of Camino del Rey and Old 395 to Junction of US 89/US 160 (North of Flagstaff, AZ). During Day Time Leapfrog Support is MANDATORY. If the Follow Vehicle is deemed to be impeding traffic in these sections, a Penalty will be assessed. During Night Time Direct Follow Support is MANDATORY. Riding during Night Time conditions without Direct Follow may result in disqualification.

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

In Colorado - From the Utah/Colorado State Line to the Colorado/Kansas State Line. During Day Time Leapfrog Support is MANDATORY. Direct Follow is prohibited. During Night Time Direct Follow is MANDATORY. Violation of this rule may result in disqualification.

Although traffic will likely be light during Night Time, the potential for impeding traffic flow is still there. If traffic builds up behind the Follow Vehicle, both the Racer and the Follow Vehicle must take the first opportunity to pull over and let the following traffic pass. Failure to do so, may be deemed to be impeding traffic and a Penalty may be assessed.

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

1410 - Handoffs

When safe to do so while NOT under mandatory Leapfrog Support, traveling alongside a Racer, and not crossing the double line, is permitted for handing off food and supplies to the Racer and exchanging information and is limited to one minute per exchange and four times per hour. Penalties may be issued for driving on or over the double line or for traveling alongside a Racer for extended periods of time, which in the sole judgment of the Race Official constitutes a hazard. Vehicle handoffs are NOT allowed while providing Leapfrog Support.

If traffic conditions do not allow driving alongside the Racer for handoffs when using Direct Follow Support during the Day Time Hours, the Follow Vehicle should proceed ahead, stop 5 feet to the right of the pavement edge or 5 feet to the right of the fog line and use a pedestrian handoff as the Racer passes. Vehicle handoffs are NOT allowed while providing Leapfrog Support.

A pedestrian or person in a Follow Vehicle may execute "hand-to-hand" handoffs to the Racer while the Racer is moving or vice versa. These handoffs must be passed from the hand of the Crew Member to the hand of the Racer. Vehicle hand-offs are not allowed while providing Leapfrog Support.

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

A moving Racer may toss discarded items to a Crew or along the roadside, provided this is done in a safe manner and no littering takes place.

Adjustments or repairs to the Racer's bicycle or clothing while in motion is prohibited.

1415 - Passing

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

Special attention by the Follow Vehicle drivers must be taken in passing situations when one Racer overtakes another. The Racer and Follow Vehicle in the lead and being passed must yield by slowly moving to the right. The following Racer must accelerate and pass on the left. Do not pass on the right. Always yield to the normal flow of traffic. It is advisable for the Crew to notify the Racer being passed when a pass is taking place.

If two Racers decide to ride together (up to the 15 minute limit), one of the Follow Vehicles follows both Racers while the other remains parked on the side of the road or drives up ahead, pulls off the road and stops. Under no circumstances should two or more Follow Vehicles of different Racers caravan down the road or travel side by side at the speed of the Racer. Both Racers may be penalized.

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

1420 Team Exchanges

1420.1 - Safety

Racer and Vehicle Exchanges are one of the most hazardous situations in the Race and are discussed in detail in the following sections. The primary consideration in Racer and Vehicle Exchanges is safety! Race Officials will be watching Racer Exchanges closely. Racers and Crews are encouraged, where possible, to make Exchanges at naturally slow riding locations such as stop signs, gradual inclines or the crest of a hill. Exchange sites must be chosen carefully. Choose an exchange site which provides good visibility in both directions. Exchanges must not impede the normal flow of traffic.

1420.2 – Vehicles

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

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

1420.3 - General

The following applies to Racer Exchanges:

- The retiring Racer must overlap wheels with the new Racer.
- There are two types of Exchanges – Stationary and Rolling. During a Stationary Exchange, the New Racer is stopped and waits until the Retiring Racer has passed before starting. During a Rolling Exchange, the New Racer begins riding and wheel overlap is done with both riders in motion. The Retiring Racer then pulls over and stops.
- Rolling Exchanges are prohibited during Night Time.
- When more than one Follow Vehicle is used, all Exchanges must be made in front of the Leading Follow Vehicle.
- Follow Vehicles may not cross the road centerline during a Racer Exchange.
- If traffic conditions permit, Racers may make a Rolling Exchange at cycling speed and ride side by side for a brief time.
- If two vehicles are engaged in Active Racer Support, the second vehicle must wait one minute before departing the Exchange Site. This applies to both Day Time and Night Time exchanges.
- No other Solo Racers or Team Racers may be closer than 250 feet during a Racer Exchange. This rule is waived during the first 12 hours of the first day.
- If there is a Solo Racer closer than 250 feet, the Racers and Crew doing the Exchange must yield to the Solo Racer. Either slow down and do the Racer Exchange before coming closer than 250 feet or pass the Solo Racer and do the Racer Exchange when more than 250 feet beyond the Solo Racer.
- If there are two Teams closer than 250 feet of each other, the Team that is doing a Racer Exchange must yield to the Team that is not. Either slow down and do the Racer Exchange before coming closer than 250 feet or pass the other Team Racer and do the Racer Exchange 250 feet beyond the Team Racer. Support Crews must be aware of Racers approaching and pull off the road.
- No Racer may ride the Race Route in reverse direction at any time.

1420.4 – Exchange Site

The Exchange Site is where the Exchange is initiated. These Rules apply to both Racer Exchanges and Follow Vehicle Exchanges. Select an Exchange Site that does not interfere with normal vehicular traffic. Safety is a main concern and if in doubt about the choice of the Exchange Site, it is best to have both Racers stop for the Exchange or move on to a different Exchange site. In choosing an Exchange Site, the following applies:

- Look for good visibility in both directions – minimum 600 feet in either direction.

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

1420.5 – Exchange Zones

The Exchange Zone begins 250 feet before the Exchange Site and ends 250 feet after where the Exchange is complete. The following applies to Exchange Zones:

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

1420.6 – Night Time Exchange

The Following applies to Night Time Exchanges:

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

- The retiring Racer must stop within the headlight of the Support Vehicle picking the Racer up and may not ride back to the vehicle. The Racer must walk the bicycle back along the shoulder, off the traveled portion of the road if backtracking is required.

1420.7 - Follow Vehicle Exchange

The following applies to Follow Vehicle Exchanges:

- The retiring Follow Vehicle approaches the Exchange Site and stops off the roadway. The new Follow Vehicle is also parked off the roadway.
- The new Follow Vehicle may enter the roadway only when there is no traffic approaching from behind for one-half mile.
- During Night Time, the Racer must wait for the new Follow Vehicle - the Racer must always be in the Follow Vehicle headlights. The Racer cannot advance during Night Time without the Follow Vehicle immediately (within 30 feet) behind the Racer.
- The retiring Follow Vehicle must wait at least one minute after the new Follow Vehicle has left before leaving.

1420.8 - Rolling Follow Vehicle Exchange:

The following applies to Rolling Follow Vehicle Exchanges:

- Rolling Follow Vehicle Exchanges are prohibited during Night Time.
- The new Follow Vehicle approaches the retiring Follow Vehicle from behind on the roadway.
- The new Follow Vehicle signals to the retiring Follow Vehicle they are ready.
- The retiring Follow Vehicle will then safely pass the Racer and accelerate to traffic speed or pull safely off the road onto the shoulder.
- The new Follow Vehicle pulls in behind the Racer.
- From the time the new Follow Vehicle is in place to the accelerating or pulling off of the retiring Follow Vehicle, must be no more than 15 seconds. Any more and this would be considered caravanning and a Penalty may be assessed.
- The Racer should be notified of the Vehicle Exchange so the Racer knows why one vehicle is leaving.

NOTE: SAFETY IS MOST CRITICAL DURING EXCHANGES. CAREFUL CONSIDERATION MUST BE GIVEN TO BOTH THE SET-UP AND THE EXCHANGE ITSELF. WHEN RACERS ARE EXCHANGED THERE MUST BE ONLY ONE VEHICLE IN MOTION AT A TIME. THERE CAN BE NO CARAVANNING AND RACERS AND CREW MUST NOT IMPEDE THE NORMAL FLOW OF TRAFFIC. DURING NIGHT TIME, ONLY STATIONARY EXCHANGES ARE ALLOWED AND ALL RACERS MUST BE WITHIN VEHICLE HEADLIGHTS. RACERS CANNOT ADVANCE WITHOUT A FOLLOW VEHICLE IMMEDIATELY BEHIND THE RACER.

1425 - Communications

Each support vehicle must have a smart phone compatible with either iOS or Android operating systems, featuring capabilities for texting and internet access. Devices must have the Discord

App installed. Support Vehicles must have a smart phone with a US or Canada-based number. For those without a U.S. phone number, it is mandatory to have WhatsApp installed. HQ will only call international numbers using WhatsApp. Crew chiefs should ensure at least two valid phone numbers are provided during your starting sign-in process.

1430 - Discord Usage

Discord is the official HQ communication tool. Crew Chiefs must ensure that at least one Crew Member on every shift is enrolled in the race Discord server. It is the Support Crew's responsibility to monitor Discord for race announcements on a regular basis and respond to direct messages or calls from Race HQ. Failure to use Discord will not only result in missing critical updates, it may also result in a penalty.

Note: All information on using Discord and signing into the HQ Discord server will be sent out prior to the race.

1435 - Information Distribution

All official information will come directly from Race HQ via Discord, Race Officials and/or Executive Management. Race HQ will communicate with Racers/Crews through the Discord App. All route updates or changes will be posted on Discord and on the Race HQ website. It is the Crew's responsibility to monitor Discord for important route updates and changes and to download route instructions as they become available.

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

1440 - Time Station Procedures

Upon the Racer's arrival at each Time Station, the Racer or Support Crew must check-in via the Race Reporting System (RRS). Check-in must be within 30 minutes of arrival – but not before. Check-ins are required for every Time Station.

One person on the Active Support Crew must be assigned responsibility for logging into the RRS and reporting check-ins to avoid multiple check-ins for the same Time Station. That person will enter the required information using the OFFICIAL RACE TIME (EDT) – not local time. Accidental multiple check-ins at the same Time Station can be reported on Discord for HQ to fix. Habitual multiple check-ins at Time Stations will result in a penalty. The check-in will be registered in the RRS and HQ will monitor all check-ins. All information, including the confirmation number and the Crew Member making the call, should be recorded in the Route Book for future reference.

While all Support Vehicles must have working access to the internet, coverage is not universal. If there is no coverage at the Time Station, check in as soon as coverage is available. If the check-in is made more than an hour after the allotted 30-minute check-in period, the delay must be reported with an explanation to Race HQ. A dead battery is not an excuse for not checking into

Race HQ in a timely manner. A Penalty may be issued if a Crew fails to check-in from a Time Station due to internet problems when Racers ahead and behind are successful in making the required report.

A list of Time Station locations can be found in the Route Book. Racers must follow all Race Route instructions to reach the Time Stations. There are 54 Time Stations between the Start in Oceanside and the Finish in Atlantic City. Time Stations may or may not be staffed. Failure to report accurate time of arrival at a Time Station within 30 minutes of arrival without a valid reason for not doing so may result in a Penalty.

Notes: The names of businesses referenced in association with Time Stations do change. Focus on the location more than a landmark's name.

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

1442 – GPS Tracking

All Solo Racers and Teams will be issued one GPS Tracker, which will allow Race Management, Race HQ, Race Officials, RAAM Media and the general public to follow the race in near real time. The GPS Trackers will be issued at the Start. Solo Racers will carry the GPS Tracker in their jersey pocket. Teams will select one member to carry the GPS Tracker to Old Highway 395, at which point, it must be transferred to the Follow Vehicle.

GPS Trackers must remain turned on at all times during the race. It is the responsibility of the Crew Chief to ensure that the GPS Tracker is reading and recording the Racer's location by checking the Live Tracking website. The GPS Tracker will periodically stop reading for short periods of time while it reestablishes a connection to the satellite. If the GPS Tracker does not read the Racer's location for more than 60 minutes, the Crew Chief must call Race HQ to report the Racer's location. Race HQ will advise how to reset the GPS Tracker if needed. If the GPS Tracker continues to experience issues, Race HQ will attempt to deliver another GPS Tracker to the Racer.

If the GPS Tracker stops recording the Racer's location for long periods of time, or on a regular basis, or the Crew Chief does not report that the GPS Tracker is not working, Race Management and/or Race HQ reserves the right to issue penalties and/or disqualification should this be coupled with inconsistent Racer timing issues.

1445 - Other Reporting

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

- Racer plans to be off the course hidden from view for longer than 30 minutes.
- If the GPS tracker has not recorded the Racer's location for 60 minutes.
- A casual non-race rider continues riding within 30 feet of a Racer and is a nuisance.
- The primary Follow Vehicle has broken down and another Support Vehicle is supporting the Racer.
- Any support vehicle has been replaced by another vehicle.
- Obtain permission for Crew additions/changes.
- If delayed more than 30 minutes by being sent off course, wrong turn on the Race Route, or detained by local or state police.

1450 - Impeding Traffic

Impeding traffic flow occurs when: 1) Two or more vehicles are waiting to pass; or 2) A vehicle has been held up for more than 2 minutes. Support Vehicles must avoid impeding traffic flow. Impeding traffic is most commonly the result of Caravanning or improper Support. Impeding the normal flow of traffic may result in a penalty.

1455 - Caravanning

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

1460 - Night Time Conditions and Safety

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

- Direct Follow Support is mandatory during the Night Time or during Night Time conditions
- Night Time is defined as 7:00 PM local time to 7:00 AM local time.
- Night Time conditions are when vehicles would normally have their headlights on.
- Night Time conditions occur when visibility is less than 1000 feet – for example, rain, fog, dust, blowing sand, etc.
- If there is any doubt about visibility, operate as if it is Night Time.
- Racers cannot advance under Night Time conditions without Direct Follow Support. The Follow Vehicle must be immediately behind the Racer. Racers must be no more than 30 feet in front of the Follow Vehicle at Night with no other vehicles between the Racer and Follow Vehicle. The Follow Vehicle and Racer should be viewed as a single entity under Night Time conditions.
- Follow Vehicles may temporarily pull alongside the Racer when conditions safely permit to conduct a handoff of normal supplies. The Racer must at all times be able to safely see the roadway in front of the Follow Vehicle lighted by the Follow Vehicle lights.
- The Rules for handoffs in city traffic, mountain climbs and other difficult situations are modified during Night Time so that the bicycle never leaves the Follow Vehicle headlights. The Follow Vehicle must have all Race Signage and lighting when operating under Night Time conditions.

- Each Crew Member must wear a reflective vest and reflective ankle or wristbands during Night Time Conditions. DOT approved vests are the best choice and the most visible.

1465 - Crew and Racer Rest

There are no restrictions on how many hours a Racer may ride without off-bike rest. There are no restrictions on how many hours a Crew Member can go without a sleep break. However, if in the opinion of a Race Official, sleep deprivation in any participant is compromising safety, the Race Official may assess a penalty against the Racer. In addition, if a suitably rested replacement Racer or Crew Member is not available, the Race Official may impose an immediate mandatory rest break of up to 4 hours for Racer and Crew.

It is the responsibility of the Crew and Racer to make sure they are rested and fit enough to proceed safely. The Follow Vehicle Crew must be prepared for Night Time conditions by getting what rest they need during the preceding day.

If a Racer refuses to comply with the demands of the Crew to rest and the Crew feels the Racer is in danger, a Race Official or Race HQ must be notified immediately.

It is the responsibility of the Crew Chief and the Racer to ensure the Crew is receiving adequate rest to proceed safely and for safe operation of Support Vehicles. If no adequately rested drivers are available for safe operation of vehicles, the Racer must stop.

1475 – Providing Assistance to Others

Safety, for Racers, Crew, Race Officials and other Race participants, and for the persons and property along the Race Route, is the single most important concern for everyone connected with the Race. In an emergency where human life is in jeopardy, all attention should be directed to the injured.

If a Racer loses time responding to an injury-related situation, where assistance is warranted, the Racer or Crew responding should record all pertinent information, including time stopped, location, time departing, route variation, etc. and submit a request for a Time Adjustment, along with the associated information, to the Executive Director. The Executive Director will determine if a Time Adjustment is warranted and, if so, what the appropriate Time Adjustment should be. If the intercession of the Racer/Crew was not warranted in the injury situation, the Executive Director may determine that no time adjustment be given.

1480 – Sportsmanship Code of Conduct

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

15 - Finish

1500 - General

The Race finishes in Atlantic City, New Jersey, on The Boardwalk, at Kennedy Plaza. The timed portion of the race ends at Surf Stadium. The Crew must check-in with Race HQ upon reaching the Finish. In order to become an Official RAAM Finisher the Solo Racer or Team must:

- Be eligible to race – must not be disqualified
- Official Finish Time (elapsed time start to finish plus or minus Time Adjustments, plus any penalties assessed) must be less than the time allowed for the appropriate Division, Category and Age Group; and
- Solo Racer (both Racers on a tandem) or Team (at least one Team Member) must cross the finish line.

The Official Finish Time will be the total elapsed time (Start to Finish) plus or minus any Time Adjustments, plus any Penalties assessed. The Official Speed will be the Official Distance (Race Route plus or minus adjustments made during the Race) divided by the Official Finish Time.