

TECHNICAL GUIDE

North to South Maine State Record Solo Attempt

Sanctioned by the UltraMarathon Cycling Association

August 25-26, 2007

380 miles – 24 hours

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**Welcome to the Ultra Cycling record crew
Ft Kent to Kittery, Maine**

TECHNICAL GUIDE

Thank you for being part of our crew. Matt will be attempting to set the first state record for Maine in 24 hours or less. The crew will be a crucial element in helping Matt achieve this goal. This is your technical guide to the 24 hour event. Included are the Ultra Cycling Federation rules and regulations and all details of the event. Also included is a waiver that you must sign and return to us as soon as possible.

Please take some time to read the enclosed info to ensure that you are familiar with the event details. Questions can be directed to Mo at maureen.bruno.roy@gmail.com or 617-921-5715. Or at www.teamifwheelworks.com

START/FINISH AREA:

The **start** will take place in Ft Kent, Maine/Town of Ft Kent Municipal Building

The **finish** will take place in Kittery, Maine /Kittery/Portsmouth Bridge

DISTANCE: approx. 385 miles

CELEBRATION/AWARDS: will take place in Portsmouth, NH at 1pm on Sunday at Pierce Park.

START CREW HOTEL:

The Northern Door Inn
356 W Main St
Fort Kent, ME 04743
Toll-free 1- 866-834-3133
Phone 207-834-3133
info@northerndoorinn.com

SECOND CREW HOTEL

Katahdin Valley Motel
Exit 264, Interstate 95
PO Box 148
Sherman, ME 04776
207.365.4554
<http://www.katahdinvalleymotel.com/>

FINISH HOTEL

[Motel 6](#) Portsmouth, NH #1424
3 Gosling road
I-95 at Spaulding Tpke/US 4, exit #4
Portsmouth, NH, 03801
Phone: (603) 334-6606 | Fax: (603) 334-3305

CREW/OFFICIALS/SUPPORT STAFF

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Crew
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Additional crew TBD:
John Berlinger
Julie Taft
Neilie Fabian
Craig Labadie

DESIGNATED TASKS FOR MECHANICS AND SUPPORT CREW

Mechanical support will be provided by: SRAM Neutral Race Service crew. Mechanics will be responsible for bike maintenance, transport, swaps and recommendations to Matt.

Support crew will be responsible for handing Matt food and drink from the car and/or at rest stops, providing additional supplies to Matt (such as sun-block, med kit, clean/dry clothing) and helping the driver with navigation.

There will be 3 support vehicles for the event. Each SRAM car will be equipped with mechanical equipment/tools, food and drink for Matt, food and drink for the crew, radio communication, tech guide/maps and GPS if available.

An additional support vehicle will be utilized to transport supplies and restock the SRAM cars. The additional support vehicle will prepare and distribute a full lunch, dinner and additional food/drink to all crew and rider as well as drive ahead to communicate road conditions etc.

In an attempt to set the state record in 24 hrs, we will try to complete the distance in one long trip. However, for safety and comfort, restrooms, food, fuel and rest will be available at 7 rest areas mapped along the route. There are several additional places to stop along the way if needed. The support vehicles will be able to leap-frog to these check points for a few hours rest between “legs” and use these stops for refilling coolers, swapping equipment, eating lunch, dinner, a quick swim etc.

CARPOOLING/MEETING AREA: [MOTEL 6](#), 3 Gosling Road, PORTSMOUTH, NH

Thurs 8/23:

Mo and Matt drive up to Ft Kent, ME

Friday 8/24 @ 11am:

Butch pick up Todd and Tracey in Portsmouth, NH drive up to Ft Kent, ME (Crew #1) approx 6.5hr drive
Merlyn pick up Chuck and Elaine in Portsmouth, NH drive up to Sherman, ME. (Crew #2) approx 4hr drive

Crew #1 will stay at the [Northern Door Inn](#) at Ft Kent on Friday 8/24 and begin the event at 5am on Saturday 8/25. (Butch, Todd, Tracey, Mo, Matt)

Crew #2 will stay at the [Katahdin Valley Inn](#) on Friday 8/24 and meet with crew #1 at approx. 11am on Saturday 8/25. (Merlyn, Chuck, Elaine)

2-3 rooms will be available at the Motel 6 in Portsmouth for showers and sleep on the morning of Sunday 8/26 at the Motel 6.

Picnic celebration will be at the recreation area in Portsmouth right after the bridge in Prescott Park.

CHECKPOINTS

Approx times are calculated for an 18 mph average; refer to time estimates spreadsheet to adjust time expectations.

START: Ft Kent Municipal Building (crew #1 follow)
TIME 5am

Checkpoint #1 mile 63
Oxbow Rest Area on route 11 (left hand side) porta-potty/picnic area
APPROX TIME: 8:30 AM

Checkpoint #2 mile 105.6
Katahdin Valley Motel at route 11 and 95 (fuel, food, meet and swap follow crew to #2)
LUNCH
APPROX TIME: 11:00 AM

Checkpoint #3 mile 154.2
Boat launch/picnic area on route 2 porta-potty (beautiful river view)
APPROX TIME: 1:30 PM

Checkpoint #4 mile 199.8
America's Best Inn at routes 7A and 9W (nearby Dunkin Donuts, Subway and Shell Station, swap to crew #1 follow) DINNER
APPROX TIME: 4:00 PM

Checkpoint #5 mile 254
Gas station at Jct Route 32 (lights on bike)
APPROX TIME: 7:00 PM

Checkpoint #6 mile 296
Denny's Restaurant at route 202 (swap to crew #2 follow) LATE FOOD/COFFEE
APPROX TIME: 9:30 PM

Checkpoint #7 mile 348.5
Stop light at route 111 (Dunkin Donuts, Sunoco on left)
APPROX TIME: 12:30 PM

FINISH: mile 381.2
All crew/support staff meets at grassy memorial park at the Kittery/Portsmouth Bridge.
APPROX TIME: 2:30 AM

Road	Total Dist	Finish Dist	TIME estimates		
			16 mph	18 mph	20mph
Mile 0.0 - Maine N-S Start - Municipal Building, Fort Kent, ME	0.00	381.97	5:00:00 AM	5:00:00 AM	5:00:00 AM
Mile 63.0 - Checkpoint #1 -Picnic Area, L-Hand Side, opposite Oxbow Road, Oxbow, ME	62.96	319.01	8:56:00 AM	8:21:00 AM	8:09:00 AM
Mile 105.6 - Checkpoint #2 - Segment #2 - Katahdin Motor Lodge, Sherman, ME - Crew Change	105.51	276.46	11:35:00 AM	10:52:00 AM	10:17:00 AM
Mile 154.2 - Checkpoint #3 - Boat launch / picnic area, South Lincoln, ME	154.17	227.80	2:38:00 PM	1:33:00 PM	12:43:00 PM
Mile 199.8 - Checkpoint #4 - Left into America's Best Inn, Bangor, ME	199.77	182.20	5:29:00 PM	4:06:00 PM	2:59:00 PM
Mile 254 - Checkpoint #5 - Right Turn into Gas Station at Jxn of SR 32 and SR 9 / 202, S. China, ME	253.69	128.28	8:52:00 PM	7:05:00 PM	5:41:00 PM
Mile 296 - Checkpoint #6 - Right turn into Denny's Restaurant, Auburn, ME	296.17	85.80	11:31:00 PM	9:27:00 PM	7:49:00 PM
Mile 348.5 - Checkpoint #7 - Dunkin Donuts, JXN of 111 and 35, Alfred, ME	348.47	33.50	2:47:00 AM	12:21:00 AM	10:25:00 PM
MILE 381.2 - FINISH - MEMORIAL BRIDGE - Kittery, ME - NH STATE LINE	381.97	0.00	4:52:00 AM	2:13:00 AM	12:06:00 AM



Trip Distance: 380.61 mi

Trip Time: 10:01:34

Start: Mile 0.0 - Maine N-S Start - Muncipal Building

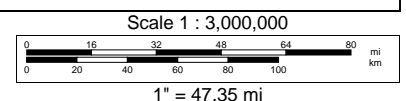
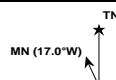
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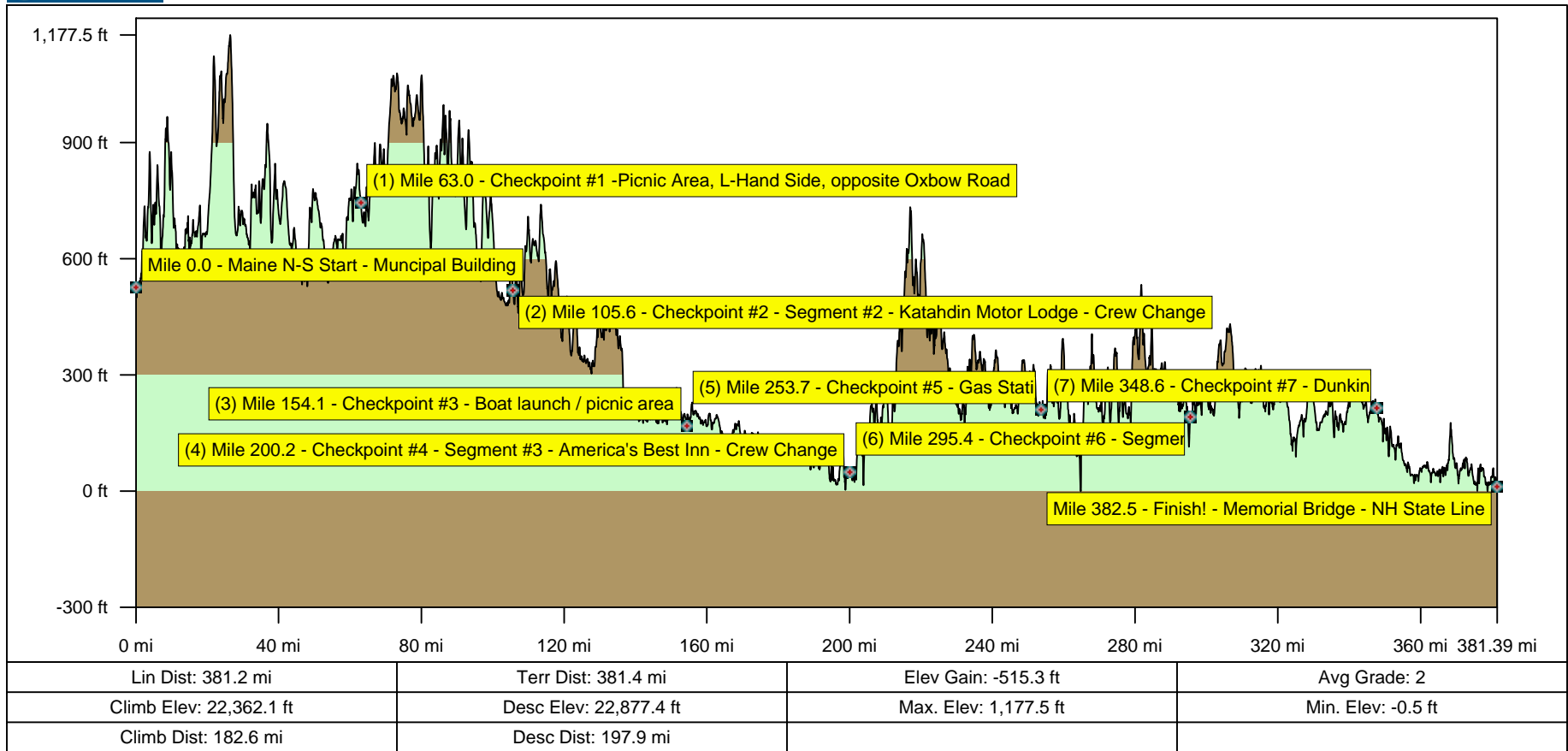
Finish: Mile 382.5 - Finish! - Memorial Bridge - NH State Line

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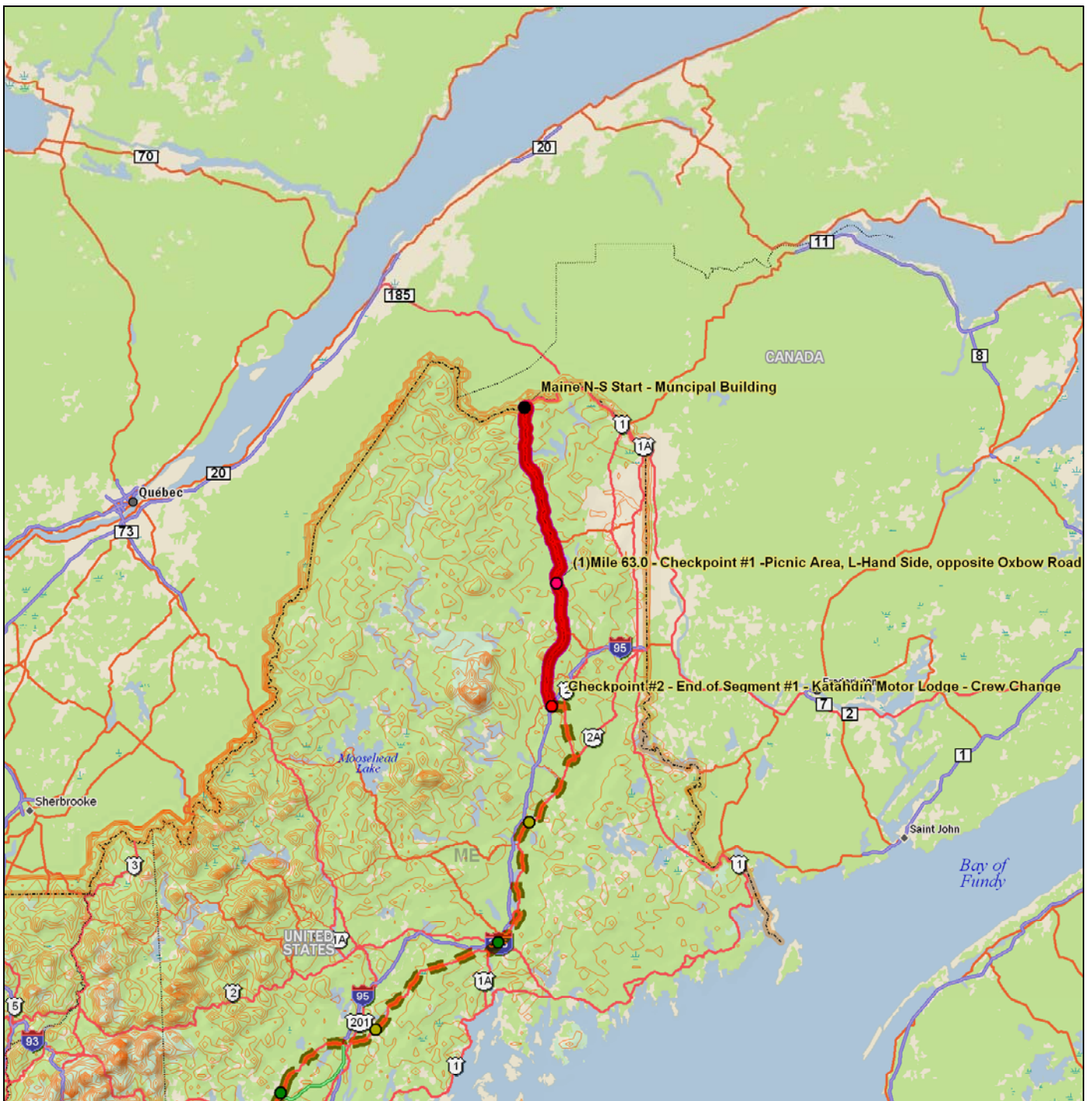




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Trip Distance: 105.53 mi

Trip Time: 02:58:24

Start: Maine N-S Start - Muncipal Building

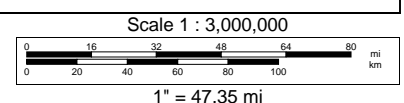
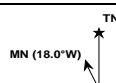
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Finish: Checkpoint #2 - End of Segment #1 - Katahdin Motor Lodge - Crew Change

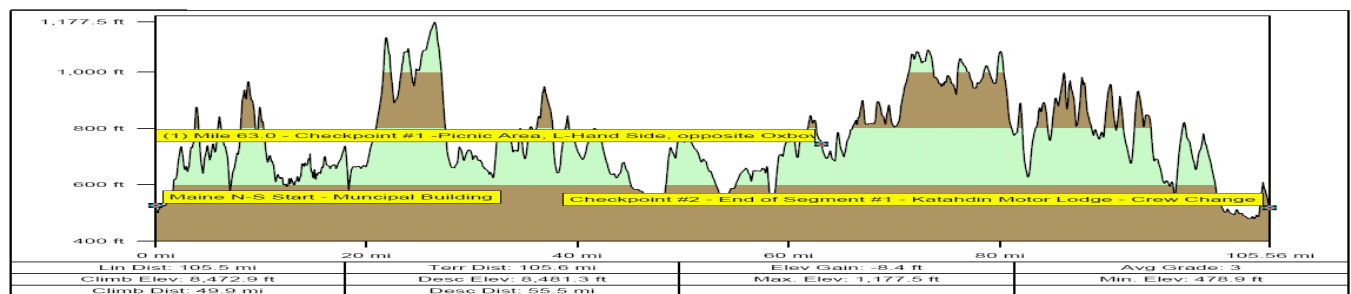
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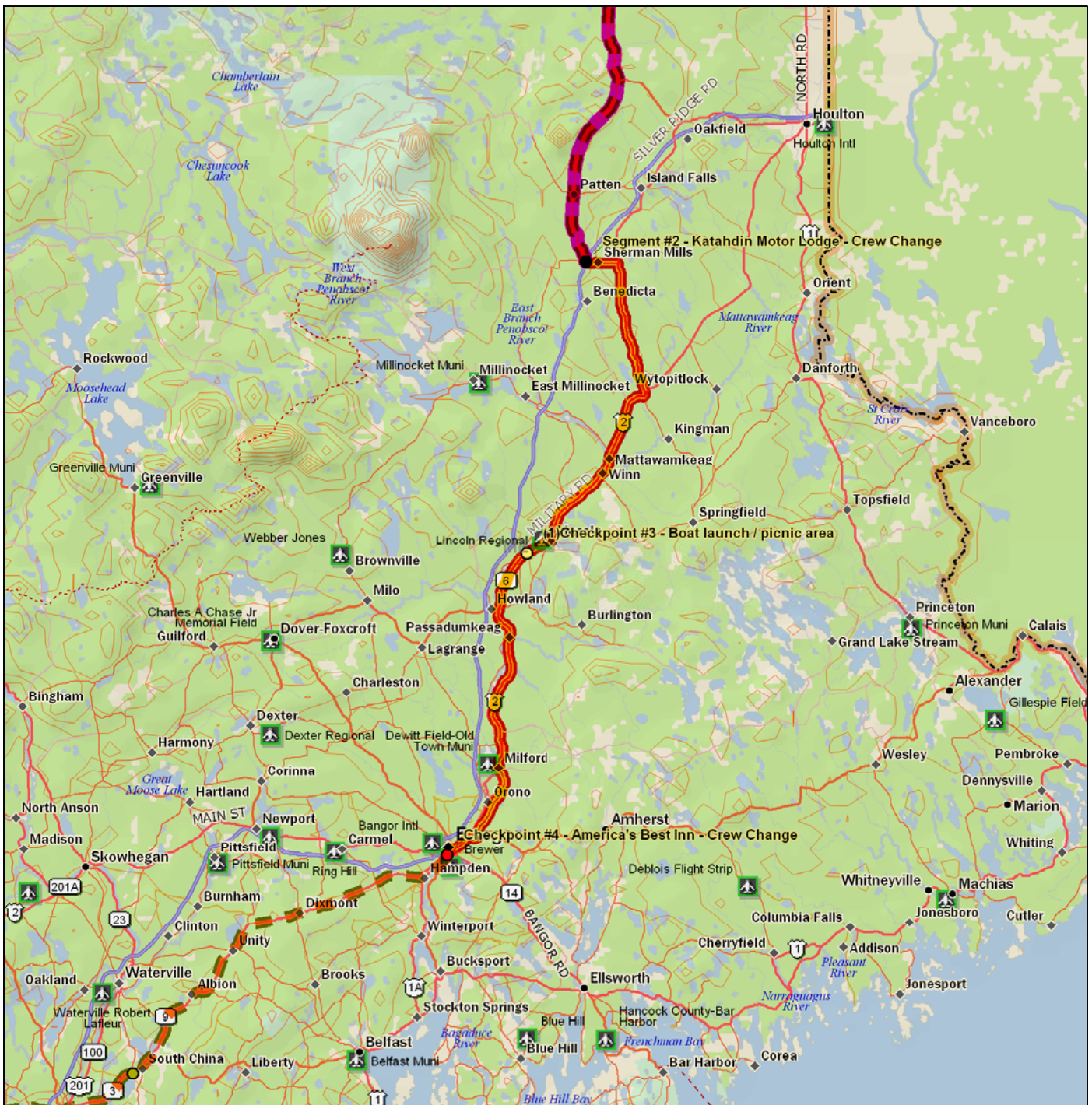
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Segment Distance	Road	Total Dist	Finish Dist
0.00	Mile 0.0 - Maine N-S Start - Municipal Building, Fort Kent, ME	0.00	381.97
0.00	Right out of Municipal Building Lot onto W. Main Street (SR 161 and 1)	0.00	381.97
0.07	Bear Right on SR 161	0.07	381.90
0.48	Right towards SR 11 on Elm Street	0.48	381.49
0.60	Right onto SR 11 South (Aroostok Road/Pleasant Street)	0.60	381.37
8.40	Soldier Pond Rest Area	8.40	373.57
15.60	Eagle Lake Rest Area	15.60	366.37
18.40	RR Tracks	18.40	363.57
20.00	Gradual climb - 1.8 miles	20.00	361.97
25.40	Gradual climb - 1.2 miles	25.40	356.57
31.50	**No shoulder - BAD PAVEMENT - 0.8 miles**	31.50	350.47
36.30	Climb - 1 mile	36.30	345.67
38.50	Portage Town Center	38.50	343.47
46.30	RR Tracks	46.30	335.67
48.20	Left hand turn 90 degrees (SR11), towards Ashland Town Center, cross Aroostook River	48.20	333.77
48.40	RR Tracks	48.40	333.57
48.64	Right turn through Ashland Town Center (SR11)	48.64	333.33
53.70	RR Tracks	53.70	328.27
54.20	RR Tracks	54.20	327.77
56.00	Lumber Mill / RR Tracks	56.00	325.97
58.20	RR Tracks	58.20	323.77
62.96	Mile 63.0 - Checkpoint #1 -Picnic Area, L-Hand Side, opposite Oxbow Road, Oxbow, ME	62.96	319.01
70.10	Climb - 1.9 miles	70.10	311.87
78.10	Climb - 1 mile	78.10	303.87
82.60	Climb - 2 miles	82.60	299.37
92.50	Steep Climb - 1 mile	92.50	289.47
94.40	Patten Town Line	94.40	287.57
96.50	Steep Climb - 1 mile	96.50	285.47
105.31	Continue Left onto SR 158 leaving SR 11 (towards I-95)	105.31	276.66
105.51	Mile 105.6 - Checkpoint #2 - Segment #2 - Katahdin Motor Lodge, Sherman, ME - Crew Change	105.51	276.46





Trip Distance: 94.25 mi

Trip Time: 02:12:49

Start: Segment #2 - Katahdin Motor Lodge - Crew Change

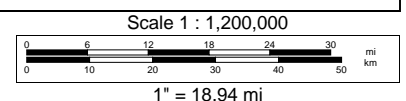
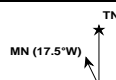
Total Stops: 1

Finish: Checkpoint #4 - America's Best Inn - Crew Change

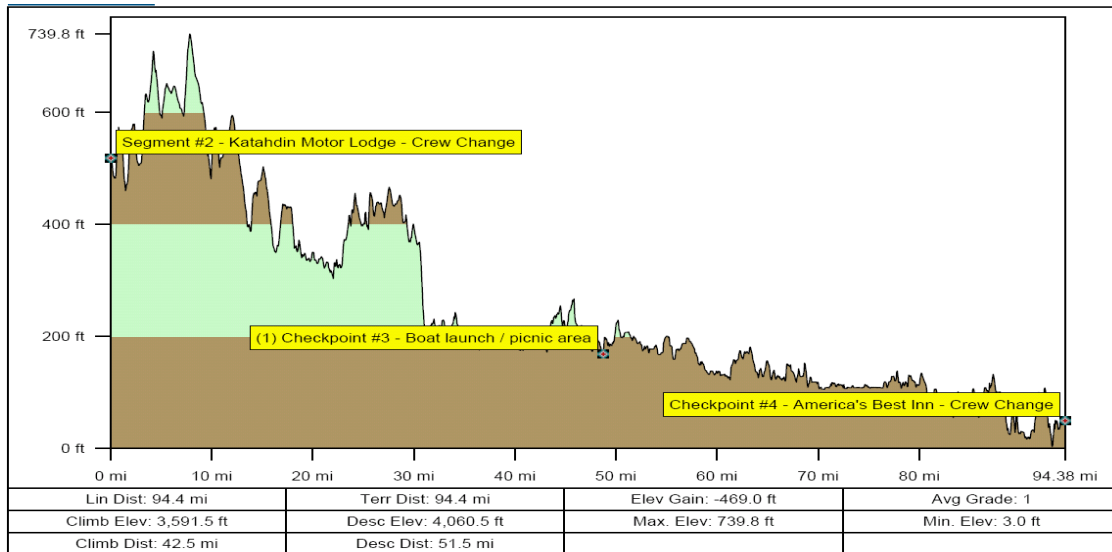
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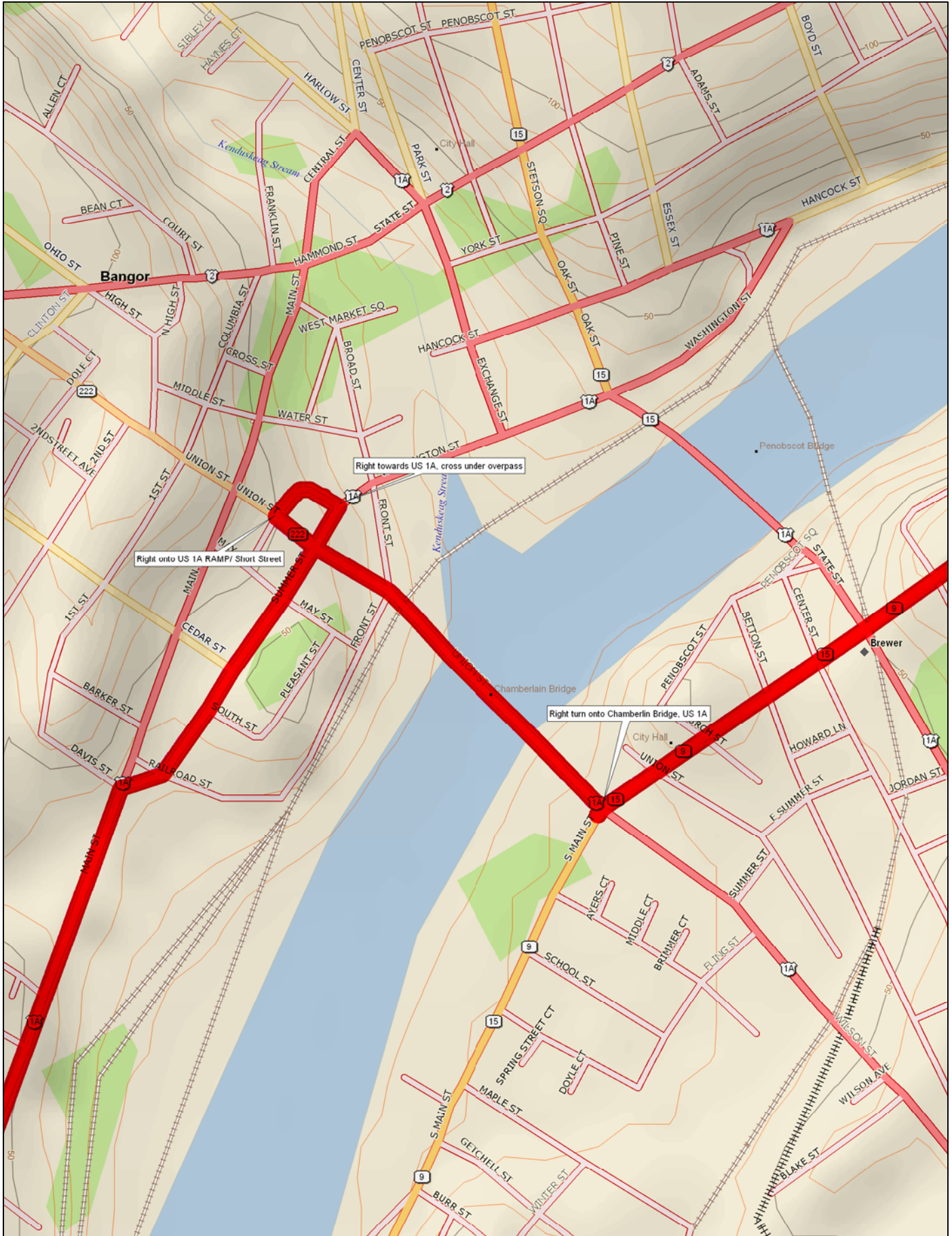
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Segment Distance	Road	Total Dist	Finish Dist
0.00	Left out of Katahdin Motor Lodge Parking Lot, cross under I-95, Sherman ME	105.51	276.46
4.19	Right turn onto US 2	109.70	272.27
24.20	Aroostook Road meets US 2 (change to TT bike?) see profile	129.71	252.26
31.80	RR Tracks	137.31	244.66
34.60	RR Tracks	140.11	241.86
35.60	Boat Launch	141.11	240.86
38.90	Lincoln Town Line	144.41	237.56
42.80	RR Tracks	148.31	233.66
44.90	Traffic Lights (continue on US 2, US 6 joins)	150.41	231.56
45.40	Right turn at Traffic Lights (continue on US 2, US 6 and US 116)	150.91	231.06
45.60	RR Tracks	151.11	230.86
45.90	Traffic Lights (WalMart)	151.41	230.56
46.80	Traffic Lights	152.31	229.66
48.66	Mile 154.2 - Checkpoint #3 - Boat launch / picnic area, South Lincoln, ME	154.17	227.80
56.80	Flashing Yellow Light (Enfield)	162.31	219.66
79.29	Bear Left onto SR 178 / Bradley Road LEAVING US 2	184.80	197.17
79.90	Bradley Town Line	185.41	196.56
88.52	Bear Right staying on SR 178, US 9 joins towards Brewer	194.03	187.94
92.84	Turn Right onto US 1A / US 9 / Union Street over bridge towards Bangor	198.35	183.62
93.50	Immediate Right onto Exit for US 1A / US 9 / Short Street	199.01	182.96
93.60	Turn Right again onto US 1A crossing back under bridge (Summer Street)	199.11	182.86
93.80	Left onto US 1A at end of Summer Street	199.31	182.66
94.26	Mile 199.8 - Checkpoint #4 - Left into America's Best Inn, Bangor, ME	199.77	182.20

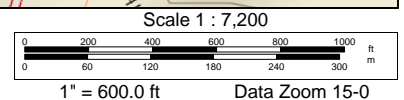
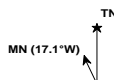


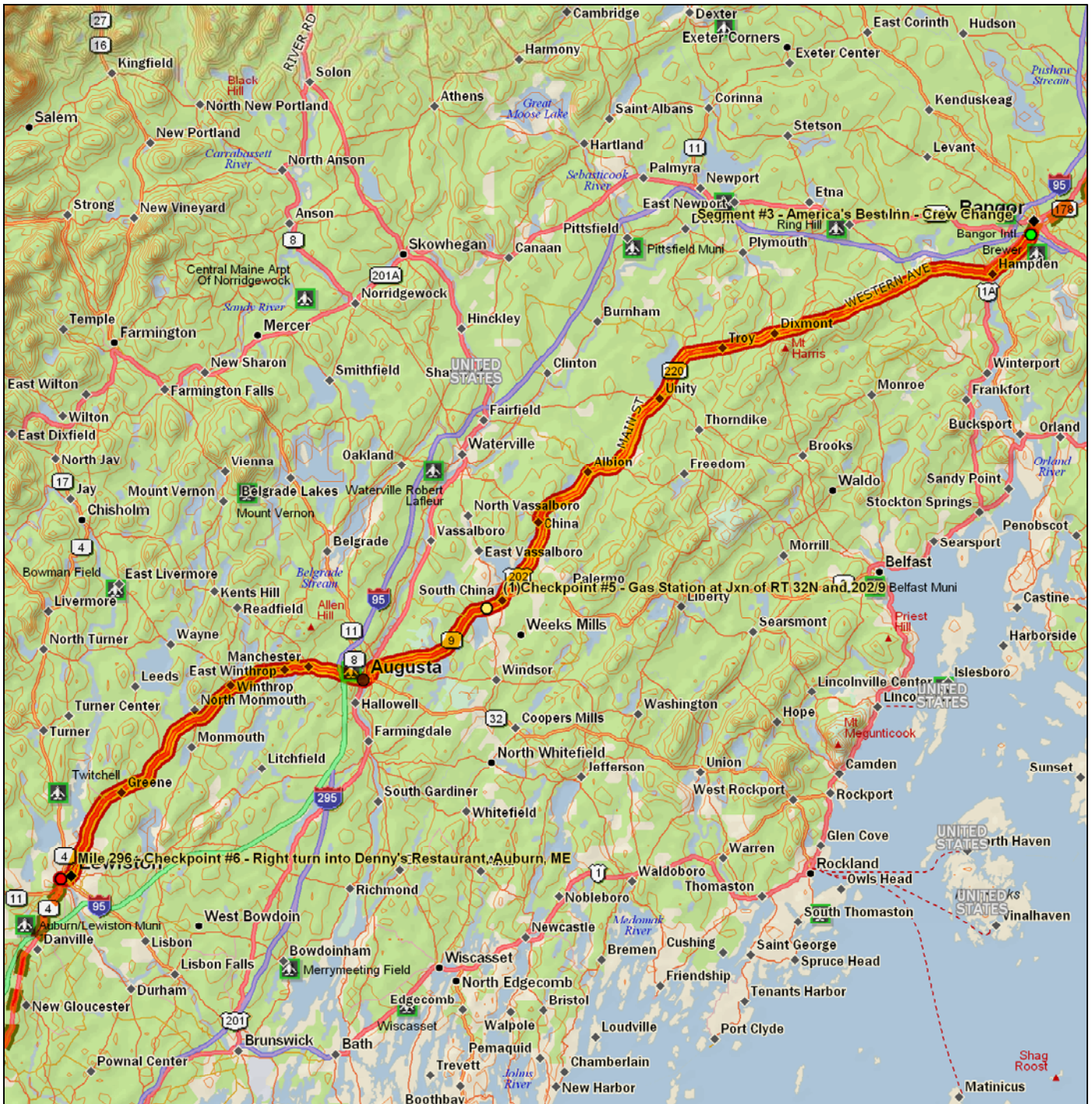


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Trip Distance: 95.92 mi

Trip Time: 02:11:12

Start: Segment #3 - America's Best Inn - Crew Change

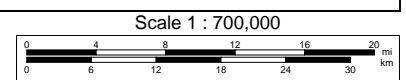
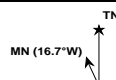
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Finish: Mile 296 - Checkpoint #6 - Right turn into Denny's Restaurant, Auburn, ME

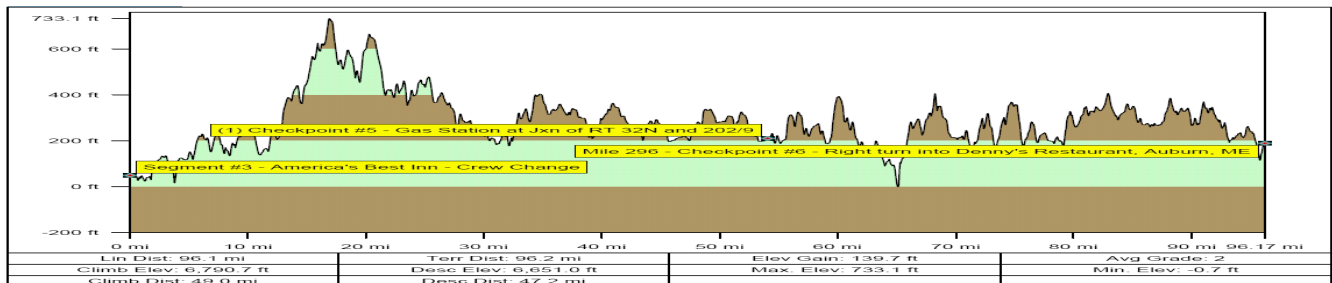
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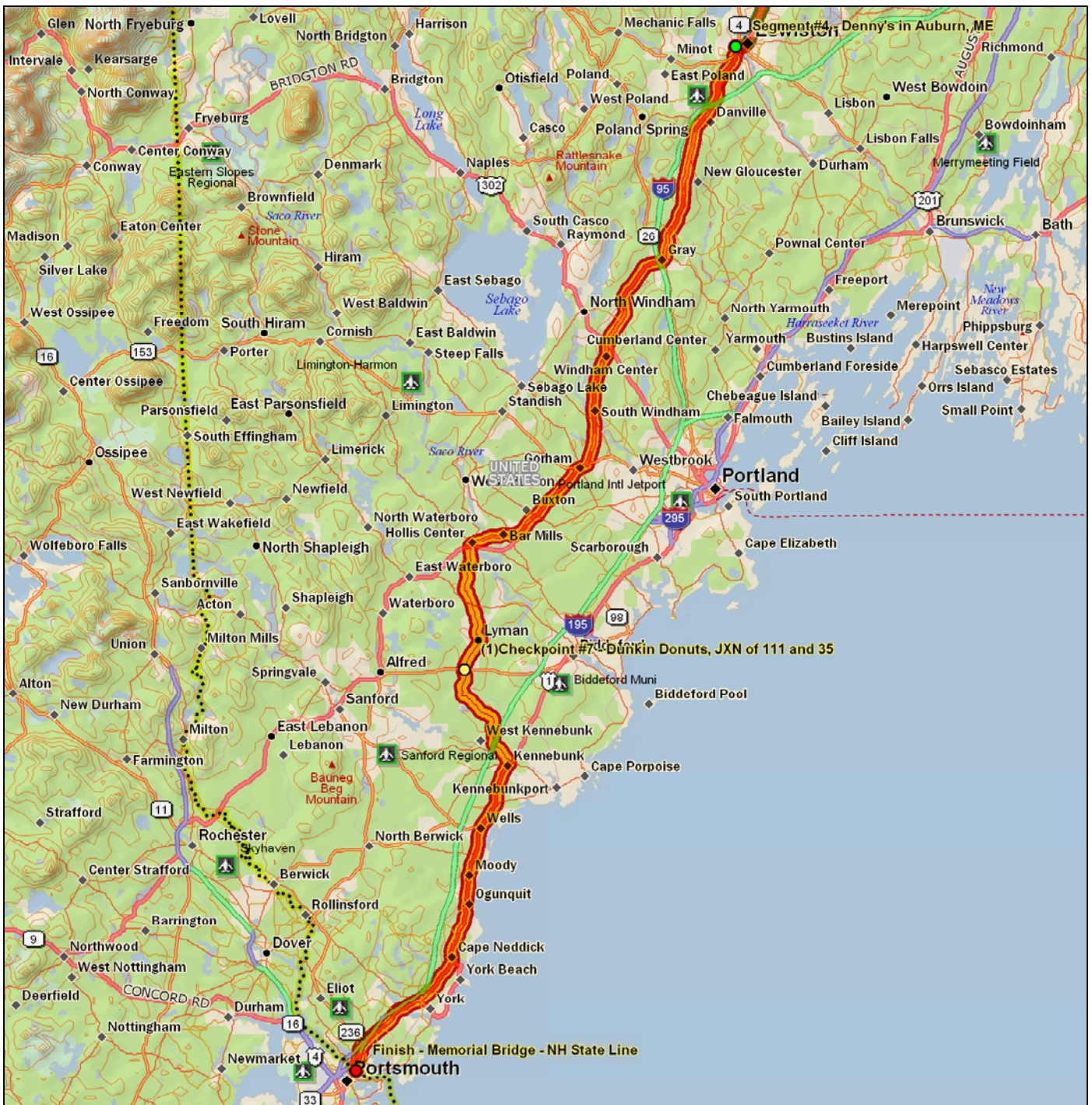
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Segment Distance	Road	Total Dist	Finish Dist
0.00	Left out of America's Best Inn onto US 1A, Bangor, ME	199.77	182.20
0.10	Cross under I-395	199.87	182.10
4.15	Right turn onto SR 9 towards US 202	203.92	178.05
4.56	Traffic Lights, continue straight, US 202 joins	204.33	177.64
5.45	RR Tracks	205.22	176.75
10.75	Blinking Yellow Light, Cross SR 69	210.52	171.45
11.00	Gradual Climb - 6.1 miles	210.77	171.20
16.65	Dixmont Town Line	216.42	165.55
19.25	Junction of SR 143, continue on SR 9 / 202	219.02	162.95
21.55	Blinking Yellow Light, Cross SR 7, FAST DESCENT	221.32	160.65
23.15	Troy Town Line	222.92	159.05
28.45	Junction of SR 220, continue on SR 9 / 202 / 220	228.22	153.75
30.90	Junction of SR 139, continue on SR 9 / 202 / 220	230.67	151.30
30.90	Junction of SR 139, SR 220, continue on SR 9 / 202	230.67	151.30
31.40	RR Tracks	231.17	150.80
31.95	Blinking Yellow Light, Junction SR 139, Convenience Store	231.72	150.25
38.65	Junction of SR 137, continue on SR 9 / 202	238.42	143.55
40.85	Bear Left to stay on SR 9 / 202 in Albion Center	240.62	141.35
46.05	Blinking RED STOP! LEFT to stay on SR 9 / 202 in China	245.82	136.15
52.70	Blinking Yellow Light, Bear Right, continue Straight, continue on SR 9 / 202	252.47	129.50
53.92	Mile 254 - Checkpoint #5 - Right Turn into Gas Station at Jxn of SR 32 and SR 9 / 202, S. China, ME	253.69	128.28
57.10	Augusta Town Line	256.87	125.10
59.70	Steep Climb - 0.5 miles	259.47	122.50
62.90	Traffic Lights, Junction of SR 3	262.67	119.30
63.99	Left at Traffic Lights, continue on SR 9 / 202	263.76	118.21
64.00	Entering Augusta - Lots of traffic lights	263.77	118.20
65.00	Rotary - straight through staying on US 202, continue over bridge	264.77	117.20
65.80	Rotary - straight through staying on US 202	265.57	116.40
65.80	Gradual climb - 2.8 miles	265.57	116.40
67.10	Cross under I-95	266.87	115.10
68.30	Manchester Town Line	268.07	113.90
69.90	Traffic Lights, Junction of SR 17, continue on US 202 / 11 / 100	269.67	112.30
73.20	Junction of SR 135, continue on US 202 / 11 / 100	272.97	109.00
75.60	Blinking Yellow Light,	275.37	106.60
76.20	Junction of SR 133 / 41, RR tracks, CONSTRUCTION ZONE	275.97	106.00
76.60	Blinking Yellow Light	276.37	105.60
83.70	Androscoggin Town Line, Junction of SR 106	283.47	98.50
85.20	Greene Town Line	284.97	97.00
87.80	Blinking Yellow Light, Green Town Center	287.57	94.40
92.40	Lewiston Town Line	292.17	89.80
96.20	RR Tracks	295.97	86.00
96.40	Mile 296 - Checkpoint #6 - Right turn into Denny's Restaurant, Auburn, ME	296.17	85.80





Trip Distance: 85.66 mi

Trip Time: 02:07:46

Start: Segment #4 - Denny's in Auburn, ME

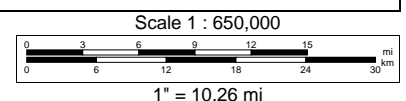
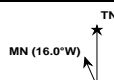
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Finish: Finish - Memorial Bridge - NH State Line

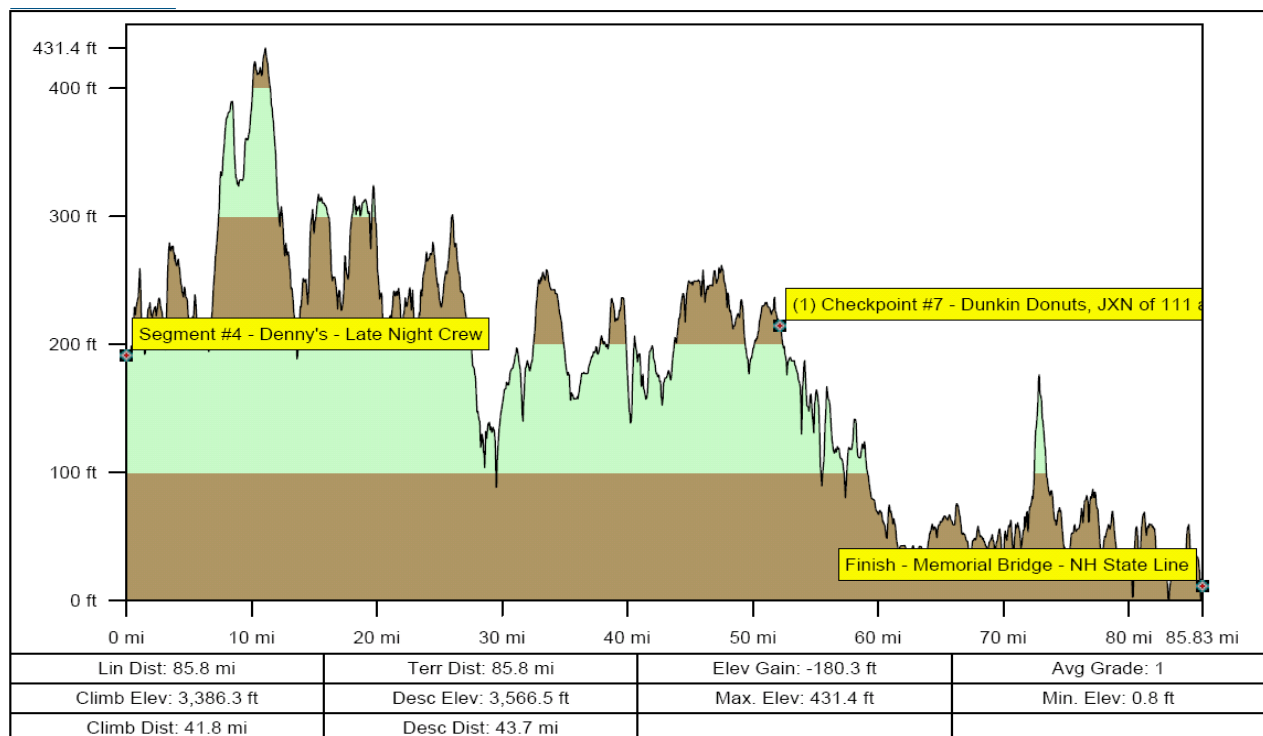
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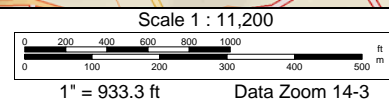
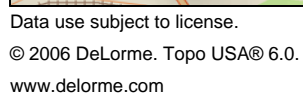
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Segment Distance	Road	Total Dist	Finish Dist
0.00	Right out of Denny's Parking Lot onto US 202, Auburn, ME	296.17	85.80
0.10	Immediate Left onto US 202 / SR 4	296.27	85.70
4.50	Cross under I-95	300.67	81.30
5.20	RR Tracks	301.37	80.60
6.00	New Gloucester Town Line	302.17	79.80
8.50	Traffic Lights, Junction SR 231	304.67	77.30
13.50	Gray Town Line	309.67	72.30
16.00	Traffic Lights, Junction SR 26	312.17	69.80
16.20	Cross over I-95	312.37	69.60
19.90	Junction with US 115, continue on US 202 / SR 4	316.07	65.90
23.40	Rotary, continue on US 202 / SR 4, crossing SR 302	319.57	62.40
28.30	RR Tracks	324.47	57.50
28.70	Rotary, continue straight through - ROADWORK	324.87	57.10
32.31	Right turn joining SR 25 continue on US 202 / SR 4	328.48	53.49
32.80	Traffic Lights, Junction of SR 114, continue straight on US 202	328.97	53.00
33.00	Left turn following US 202/4	329.17	52.80
37.20	Junction of SR 22, continue on US 202 / SR 4	333.37	48.60
39.00	Right on SR 4A / Main Street at Traffic Lights	335.17	46.80
39.80	Continue Straight on SR 4A	335.97	46.00
40.20	Hollis Town Line, Cross Steel Bridge, Steep Climb	336.37	45.60
42.40	Junction with US 117, continue Straight on SR 4A / US 35	338.57	43.40
42.60	Bear Left onto US 35 / SR 4A	338.77	43.20
42.80	Cross US 202/4 onto 35 S	338.97	43.00
44.50	Continue Left on US 35	340.67	41.30
44.70	Bridge, rough surface	340.87	41.10
52.30	Mile 348.5 - Checkpoint #7 - Dunkin Donuts, JXN of 111 and 35, Alfred, ME	348.47	33.50
54.40	rough shoulder	350.57	31.40
58.80	Cross I-95	354.97	27.00
59.80	Kennebunk Town Line	355.97	26.00
60.30	Bear Right / Straight at Rotary on Storer Road (leaving US 35) to US 1	356.47	25.50
60.60	Right turn onto US 1	356.77	25.20
62.70	Wells Town Line	358.87	23.10
69.40	Ogunquit Town Line	365.57	16.40
71.80	York Town Line	367.97	14.00
78.30	Junction with I-95	374.47	7.50
79.00	Bear left on US 1, roadwork	375.17	6.80
83.40	Junction with US 101, Kittery Trading Post	379.57	2.40
83.90	Bear Right onto US 1 RAMP TOWARD SR 236	380.07	1.90
84.20	Left onto SR 236, crossing under US 1 Bypass	380.37	1.60
84.29	Enter rotary, take 2nd RIGHT at 7-Ellelven onto US 1 to Kittery Center	380.46	1.51
85.30	RR tracks	381.47	0.50
85.40	Traffic Lights, Junction of US 103	381.57	0.40
85.80	MILE 381.2 - FINISH - MEMORIAL BRIDGE - Kittery, ME - NH STATE LINE	381.97	0.00







Start: 9 Island Ave
Kittery, ME 03904-1614, US

End: [1-20] Gosling Rd
Portsmouth, NH 03801, US

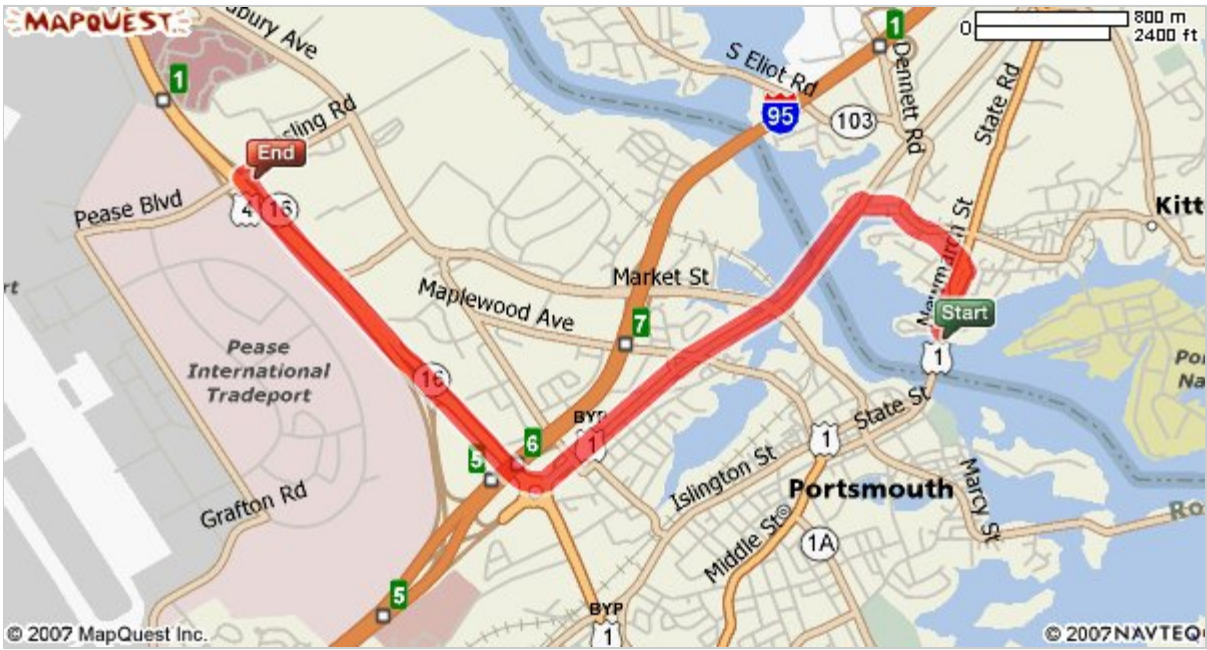
Notes:

Directions from Finish to Motel 6

3 Gosling Road, Portsmouth, NH



Directions		Distance
Total Est. Time: 9 minutes Total Est. Distance: 4.07 miles		
	1: Start out going WEST on ISLAND AVE toward US-1 / BLUE STAR MEMORIAL HWY.	<0.1 miles
	2: Turn RIGHT onto US-1 / BLUE STAR MEMORIAL HWY.	0.1 miles
	3: Turn RIGHT onto HUNTER AVE / US-1 N / BLUE STAR MEMORIAL HWY.	<0.1 miles
	4: Turn SLIGHT LEFT onto GOVERNMENT ST.	0.3 miles
	5: Stay STRAIGHT to go onto BRIDGE ST.	0.1 miles
	6: Turn RIGHT to stay on BRIDGE ST.	<0.1 miles
	7: Turn LEFT onto US-1 BYP S (Crossing into NEW HAMPSHIRE).	1.6 miles
	8: Enter next roundabout and take 1st exit onto NH-16 N / SPAULDING TURNPIKE.	1.2 miles
	9: Take the GOSLING RD. exit- EXIT 1- toward PEASE INT'L TRADEPORT / N.H. AIR GUARD.	0.3 miles
	10: Turn RIGHT onto GOSLING RD.	<0.1 miles
	11: End at [1-20] Gosling Rd Portsmouth, NH 03801, US	
Total Est. Time: 9 minutes Total Est. Distance: 4.07 miles		



Start:
9 Island Ave
Kittery, ME 03904-1614, US

End:
[1-20] Gosling Rd
Portsmouth, NH 03801, US



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Rules for Setting UMCA Records

Last updated April 2006

General Information

The record rules must be observed when attempting to set a UMCA record. The rules are designed to ensure the validity of your record and those of others.

Due to the nature of records and record attempts, it may be necessary to change or update rules. In order to preserve the integrity of the records and record attempts, the UMCA reserves the right to define the "intent of the rules" or to append or modify these rules at any time.

You should read the UMCA Record Attempt Packet carefully. You will be required to use the forms provided and follow the rules and procedures described in the Packet.

When submitting paperwork via Express Mail (or overnight courier such as FEDEX or DHL), make sure to sign the release, which allows delivery without obtaining a signature. Failure to do so may result in a delay in processing the record attempt information.

The ride will become a UMCA record only after a full evaluation and certification by the UMCA Records Chair. Sometimes several weeks may pass before the record is certified. A letter and certificate of recognition will be mailed following certification. A plaque commemorating the record will be mailed at the end of the calendar year in which the record was set.

The UMCA certifies these road and track records:

- ◆ timed records (12-hour and 24-hour)
- ◆ distance records (100-mile, 200-mile and 1000-kilometer)
- ◆ point-to-point records (cross-state, cross-province, cross-country and other point-to-point)

Records are recorded in the following categories:

- ◆ gender (male and female)
- ◆ age
- ◆ bicycle type (standard, tandem, recumbent, faired recumbent and mountain)



- ◆ rider configuration (solo; tandem male, female and mixed; two-person team male, female and mixed; and four-person team male, female and mixed)

Age categories are:

- ◆ 49 and under
- ◆ 50-59
- ◆ 60-69
- ◆ 70 and over

Rider age is determined by birth year, not actual age at the time of the record attempt.

If challenging an existing record, the rider must beat the time in the applicable category.

Questions

All questions regarding record attempts, records, courses, etc., should be directed to the, UMCA Records Chairs

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA\
records@ultracycling.com
(303) 828-1356
cell: (720) 470-2558

Marie Handrahan
records@ultracycling.com
cell: (602) 791-1527

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UMCA, Inc. Records Packet

Record Attempt Rules

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I. Procedures and Forms

- The UMCA Record Attempt Application (Record Attempt Application Checklist, Record Attempt Application Form, Rider and Crew Chief Contact Information and fee) must be received by the UMCA Records Chair at least 21 days prior to the proposed date of the record attempt.
- The Pre-Event Agreements (Pre-Event Agreements Checklist, Liability Releases and Certification of Official) must be received by the UMCA Records Chair at least 24 hours prior to the proposed date of the record attempt.
- The Record Attempt Report (Record Attempt Summary, Summary by Officials, Log Sheets and other information) must be received by the

- UMCA Records Chair not more than 14 days after the record attempt.
- All riders and crew must read, be familiar with and follow the rules and procedures as described herein.
- ### II. UMCA Official(s)
- The rider is responsible for locating and securing the UMCA official(s). The UMCA and UMCA Records Chair are not responsible for providing the UMCA official(s).
 - All officials must be UMCA members. To locate potential UMCA officials, see the UMCA Membership Directory in the January-February issue of UltraCycling. Non-members, who are otherwise qualified to serve as officials, may become members simply by joining the UMCA. A non-member may get a one-event membership to officiate.
 - All UMCA officials must be approved by the UMCA Records Chair before the record attempt. The UMCA Records Chair may request that the proposed UMCA official take a short test to demonstrate knowledge of the record attempt rules.
 - Prior to a record attempt, the UMCA official will inspect all vehicles (for proper lighting, signage, license plates, registration and insurance coverage) and bicycles (for proper lighting and reflective tape). In addition, crew members who will be driving the vehicles will be required to show valid driver's licenses. Failure to comply with this rule may result in immediate disqualification. A record of the inspections will be submitted with the Official's Report.
 - Prior to a record attempt the UMCA official will record the names of all the crew members, which will be submitted with the Official's Report. If the Chair later determines that the record attempt took place without the rider or anyone on the crew having signed the UMCA Liability Release, the record may be disallowed.

- f. At least one UMCA official must be present at all times during the record attempt.
- g. The UMCA official must be in the follow vehicle. When a follow vehicle is not shadowing the rider, the UMCA official may ride in the follow vehicle or may travel in a separate vehicle, but must still observe the rider and crew as often as possible.
- h. The UMCA official cannot be an active member of the crew, i.e., cannot drive the follow vehicle, navigate, hand supplies to the rider, etc.
- i. If the record attempt will last more than 24 hours, at least two UMCA officials are required.
- j. The rider must negotiate a satisfactory fee for the UMCA official's service and expenses. The UMCA and UMCA Records Chair are not responsible for the expenses of UMCA officials, nor in determining the value of payments for services.
- k. Immediately before the start of any record attempt the UMCA official must complete the Official's Pre-Event Checklist.
- l. For road attempts, the UMCA official must record rider progress every 10-15 miles, or every 45-60 minutes, whichever comes first. The log sheet should indicate time, mileage, and sufficient road or landmark detail to determine the location on a map.
- m. For track events, the UMCA official must record data on every lap.
- n. The UMCA official must write and sign the UMCA Official's Report, the Event Summary form and Log Sheets before they are submitted as part of the Record Attempt Report to the UMCA Records Chair following the attempt.
- o. Times for all point-to-point records are rounded to the nearest minute.
- p. Times for all timed (12- and 24-hour) and distance (100-mile, 200-mile and 1000-kilometer) events are recorded to the nearest second.

III. Assessment of Penalties

- a. Violation of any public highway law or UMCA record attempt rule can result in a penalty.
- b. Penalties can be assessed for actions by riders or crew. All riders, crew and UMCA officials must read these rules and know the material herein before the record attempt. Not knowing the rules is not an excuse for non-compliance.
- c. On the first offense a UMCA official may choose to issue a warning or a time penalty. The decision is discretionary on the part of the UMCA official. The UMCA official's decision will depend upon the nature and severity of the violation.
- d. Penalties, which are cumulative, will be assessed as follows:

1st offense	15 minutes
2nd offense	30 + 15 minutes for the first penalty
3rd offense	45 + 30 + 15 minutes
4th offense	60 + 45 + 30 + 15 minutes
5th offense	75 + 60 + 45 + 30 + 15 minutes
6th offense	disqualification
- e. A UMCA official may disqualify the rider under certain circumstances. The rider who is disqualified under these circumstances may also receive either a temporary or permanent suspension from UMCA activities. The following circumstances will result in disqualification:
 - (i) Drafting any vehicle. Drafting occurs when the cyclist follows a vehicle at less than 100 feet distance, or receives hand-ups from the vehicle for over one minute at a time.
 - (ii) Riding with or drafting any other cyclist who is not one of the team riders listed on the event application form.
 - (iii) Anyone involved in the record attempt using illegal substances or alcoholic beverages during the attempt.
 - (iv) Riding in any vehicle in order to gain a time advantage. The rider is allowed to ride in a personal support vehicle to cross

a bridge or other such obstacle that is off-limits to cyclists.

- (v) Hanging onto any portion of any vehicle for the purposes of gaining a time advantage.
- (vi) Assaulting any competitor, crew person, UMCA official or other person.
- (vii) Accumulating more than five penalties.
- (viii) Use of vehicle(s) or driver(s) other than the personal support vehicle(s) approved by the UMCA official prior to the start of the record attempt.
- (ix) Use of any vehicle or driver improperly insured or licensed.
- (x) Failure to comply with the UMCA official's decisions regarding any aspect of the event.
- (xi) Riding under night conditions without bicycle lights on as specified in section VI.
- (xii) Riding under night conditions without a vehicle shadowing the rider, except when the cyclist is using a bike path on which motorized traffic is not allowed.

- f. The UMCA Records Chair may assess additional penalties after reviewing the Record Attempt Report.

IV. Public Roads

- a. For all record attempts utilizing public roads, the laws pertaining to vehicular travel in that state must be obeyed. The UMCA official will pay particular attention to stop signs and traffic lights, although all traffic laws must be followed at all times. Each violation will result in a penalty.
- b. Riders are not allowed to bypass a red light by turning right, making an immediate U-turn and turning right once more.
- c. For 12- and 24-hour road records, which are generally done on 10- to 20-mile loops, the rider is allowed to seek written permission from local law enforcement agencies to be allowed to roll through stop signs.

- e. The traffic laws do not pertain to track record attempts.

V. Police

- a. Nothing in these rules supersedes the authority of local police and state patrol in exacting compliance to the vehicle code for all users of the public highways. State and local laws take precedence over UMCA Record Attempt Rules.
- b. It is the responsibility of the rider to notify local law enforcement agencies of the record attempt. If you do not do so and are detained for any reason by the police you will lose time on your record attempt. However, notifying local law enforcement agencies is not a requirement of the UMCA.
- c. Riders are not allowed to request or accept police escorts. An escort can only be used if the officer insists that it be done. This rule is to prevent future record attempts from being dependent on police escorts.

VI. Bicycles

- a. Bicycles must be propelled solely by human force.
- b. There are no restrictions on the number of bicycles or replacement parts that any competitor may use during the event.
- c. Recumbent bicycles, tandems bicycles, and hand-cycles are permitted, but the type of bike must be listed on the Record Application Form.
- d. The rider(s) must specify in advance what type of bike the rider will be using and must remain with that type of bike throughout the event. For example, a rider cannot start on a conventional road bike and later switch to a recumbent.
- e. Windscreens, fairings and airfoils are prohibited except on faired recumbents.
- f. Disk wheels, composite spoke wheels and wheel covers are allowed.
- g. Fixed gear bicycles are allowed. However, the UMCA does not recognize a separate category for fixed gear bikes.

- h. There is no restriction on gearing.
- i. There are no restrictions on wheel or tire size.
- j. All bicycles ridden at night must be equipped with a front light visible from 300 feet and a rear strobe or incandescent red light (solid or flashing permissible) visible from 500 feet. Both lights must be on during night conditions.
- k. A helmet mounted light may not be used as a primary light.
- l. Reflective tape or plastic reflectors must be installed on all bikes to be used for night riding on highways. The reflective material must be visible from the front, rear and both sides. Reflective material should be placed on crank arms, seat stays, fork, rims and spokes.

VII. Personal Support Vehicles

- a. A personal support vehicle (PSV) is any motorized vehicle with two or more wheels which is used to transport people and/or equipment for use in the record attempt.
- b. All PSVs must be properly registered and carry at least the minimum insurance required by law by the state of registration.
- c. Every PSV operator must possess a valid driver's license appropriate for the vehicle being operated.
- d. If motorcycles or motor-driven cycles are used as PSVs, appropriate legal helmets must be worn at all times by the driver and any passengers, regardless of state or local regulations. Bicycle helmets are not legal when riding a motorcycle. Motorcycle operators must have motorcycle endorsements (special licenses), if required in the state where they are licensed.
- e. There is no limitation on the number of PSVs a rider may have.

VIII. Follow Vehicle

- a. A follow vehicle is the vehicle that is functioning as the primary support vehicle for the rider. Generally, the follow vehicle shadows the rider. However, this may not always be the case. Designation as the follow

vehicle may change as different vehicles assume this role.

- b. The Follow Vehicle must be no more than 80 inches wide, measured at three feet from the ground. The width across this point is the width of the vehicle, not including side mirrors. Mini-vans are best because most are less than 72" wide.
- c. The windshield, driver's side window, and front passenger's side window must be clear of all obstructions. Moreover, the driver must have a clear view along both sides of the follow vehicle through the side mirrors.
- d. In addition to standard emergency flashers, the follow vehicle must have two amber roof-mounted flashing lights (one on the left rear and one on the right rear). These must be visible only from the rear, not from the front. These lights must be on only when shadowing the rider. They must be powered by the vehicle's electrical system (direct battery hook-up or auxiliary outlet) and must be controllable without affecting the usage of the vehicle's factory-installed emergency lights and tail lights. Amber revolving lights (available at auto parts stores and discount stores) are allowable, provided they are visible from the rear only. The riders is responsible for determining if revolving lights are legal in the location of the record attempt. The roof-mounted amber lights must not be so bright as to temporarily blind motorists. If so, replace the bulbs with those of lower wattage or cover the lens with filament tape or some other covering that will reduce the glare.
- e. A "Caution Bicycles Ahead" sign must be mounted on the rear of the follow vehicle at all times. These signs may be purchased or riders can construct their own. These must be visible to motorists overtaking from the rear.
- f. Whenever the follow vehicle is shadowing its rider, it must also display a "slow-moving vehicle" triangle, which is orange with a red border. These may be purchased at farm supply stores. This triangle must be visible

from the rear. Whenever the follow vehicle is not shadowing a rider, the triangle must either be removed or covered.

- g. Additional vehicle driving lights are allowed as long as they are not higher than 48" above the pavement or above the windshield. State laws prohibit the use of roof-mounted lights while driving. Driving lights must be able to be extinguished without affecting the regular headlights of the vehicle. These lights must be extinguished whenever there is an oncoming or overtaking vehicle within 500 feet.
- h. Bumper-mounted lights may be used provided the local police allow them. Bumper lights must not shine toward oncoming traffic. A combination of low fog lights to reduce shadows and directional spot lights or vehicle lights to see down the road work best.
- j. Directional spot-lights, whether vehicle mounted or hand-held are not allowed.
- k. Music and public address systems may be installed, but their use must be curtailed in residential areas (which may or may not be within city limits).
- l. A rider may have several PSVs, but only one can serve as the follow vehicle at any time.
- m. The follow vehicle must not tow a trailer.
- n. A motorcycle must not be a follow vehicle.

IX. Auxiliary Vehicles

- a. An auxiliary vehicle is any PSV that is not shadowing the rider. Auxiliary vehicles may ferry supplies and/or personnel, scout routes, mark turns, etc.
- b. All auxiliary vehicles must display a "Caution Bicycles Ahead" sign at all times.
- c. An auxiliary vehicle may be any size. An RV used in a record attempt is an auxiliary vehicle.
- d. An auxiliary vehicle may become the follow vehicle if the primary follow vehicle breaks down or pulls off the course for any reason. The auxiliary vehicle must then abide by all rules pertaining to follow vehicles. It must meet all the requirements of the primary follow

vehicle (flashing amber lights on roof, vehicle signage, etc.).

- e. If the primary follow vehicle is unable to continue, only vehicles less than 80 inches wide may become follow vehicles. An RV may not assume the role of follow vehicle, except if *all other vehicles* are unable to continue *at night*. Poor planning (out of gas, bathroom stop, etc.) does not constitute a valid reason for being unable to continue. The use of an RV as a follow vehicle under these circumstances must be temporary and is left to the discretion of the UMCA official.

X. Recreational Vehicles

- a. Recreational vehicles (RVs) include motor homes, pick-ups with campers and related vehicles. RVs are generally larger than vans and typically equipped with cooking facilities, toilet facilities, sleeping accommodations, etc.
- b. RVs can never act as a follow vehicle during daylight hours, even if the primary follow vehicle breaks down.

XI. Caravanning

- a. PSVs are not allowed to follow one another at less than highway speed. Only the primary follow vehicle is allowed to shadow the rider. All other vehicles must leap-frog the rider and stay out of the way as much as possible.

XII. Riders

- a. A rider may not receive any type of push-off from another person or vehicle.
- b. A rider may ride with a flat tire or with other mechanical problems, unless the UMCA official deems it unsafe, at which time the rider must stop or proceed on foot with the bike until the bicycle is replaced or repaired.
- c. A rider may proceed on foot along the route as long as the bicycle is present (carried, dragged or pushed). A rider separated from his/her bicycle may not proceed along the race route. However, the rider may travel back by any means along the route.
- d. If the rider leaves the course for breaks or

- emergencies, the official must note exactly where the rider left the course. Upon continuation of riding, the rider must re-enter the course at or before the point of exit.
- e. Riders may use one or two-way radios for coaching or entertainment, though such systems should not obstruct natural hearing (earpieces shall only be used in one ear).
 - f. Crew members may not cycle, run, walk or skate within sight of their supported rider unless for safety reasons, and then only with the prior authorization of the UMCA official. This rule is to prevent non-competitors from pacing or motivating the rider. If any crew member wants to work out during the record attempt, a specific work out plan should be discussed with the UMCA official prior to the start of the event.
 - g. Riders must obey all traffic laws, including stop signs and stop lights. A legal stop is defined as just short of a track stand, slow enough to theoretically turn the handlebars to the side without falling. The bars do not actually have to be turned; however, the UMCA official will base the determination on the rider's potential to turn the bars. A rider does not have to remove a foot from the pedal and step down to the ground.
 - h. At stop lights and stop signs, riders may not hold onto any moving or stationary vehicle or person. The rider may use a permanent object (post, mailbox, etc.) to balance without having to remove a foot from the pedal.
 - i. A pedestrian or person in the follow vehicle may execute hand-to-hand hand-offs to the rider while the rider is moving or stopped. While the rider is moving a crew person is not allowed to put objects on the bike, put items in the rider's pockets, or perform repairs on the bike. All exchanges must be from hand to hand. The rider may discard items not needed, by either handing them to a crew member or dropping them on the roadside (as long as they are retrieved and no littering takes place).
 - j. Moving riders may not be tethered by wiring, feeding tubes, oxygen tubes or other attachments either to a vehicle or a pedestrian.
 - k. Riding alongside the follow vehicle for hand-offs is allowed only four times per hour and for only one minute per occasion. A single hand-off may take place in more than one stage. For example, the rider may drop back beside the follow vehicle first to make a request of the crew (clothing, food, drink, etc.), ride back out in front and then drop back again to receive the item requested. However, in order to count as a single exchange, they must not take more than one minute cumulatively. Anything more than this is considered drafting.
- ### XIII. Support Crew Members
- a. The rider must have a support crew and support vehicle. No unsupported efforts will be recognized by the UMCA. A minimum of one adult crew person (at least 18 years old) is required for all events of 12 hours or less. For longer events, a minimum of two adult crew members is required.
 - b. A support crew member is anyone who actively assists the rider in any manner for any amount of time during the record attempt. A person who does not travel in the PSVs, but who eats and associates with the crew members, or who aids the rider physically or mentally, without the opposition of the crew captain and/or the rider(s), may be considered to be a crew member. The UMCA official will determine whether or not such a person is a crew member under these rules.
 - c. All crew members must sign and agree to the terms in the UMCA Liability Release prior to participating in the record attempt.
 - d. The rider is accountable for the behavior of the crew. A crew member's misconduct may result in the penalization or disqualification of the rider. There are no penalties assessed to crew members; only the rider receives penalties.
 - e. One crew member will be designated as the crew chief and will speak for the crew and

rider in reporting problems, suggestions or other information to UMCA official or the UMCA Records Chair. Other crew members should not speak in an official capacity to the UMCA official or the Records Chair. The crew chief may designate another person to speak on behalf of the crew when necessary.

- f. Each crew must be self-sufficient, locating food, water, fuel, supplies, motels, medical facilities, etc. along the route.

XIV. Controlled Substances

- a. The use of alcohol, drugs or controlled substances (except as prescribed by physician) is prohibited. This applies to riders, crew and UMCA officials.

XV. Sleep Considerations

- a. It is the responsibility of the rider and crew to make sure they are rested well enough to proceed safely.
- b. If a rider refuses to comply with the demands of the crew to rest, and the crew feels the rider is in danger, the UMCA official must decide if the rider should proceed, or take a sleep break.
- c. It is ultimately the rider's responsibility to ensure that the crew is receiving adequate rest for safe operation of support vehicles. If no adequately rested drivers are available for safe operation of vehicles, the rider must voluntarily stop, or be officially detained until an adequately rested driver is available.
- d. If a crew member operating a motor vehicle, or a rider riding a bicycle, exhibits unsafe driving practices at any time, the UMCA official may impose an on-the-spot sleep break of up to four hours. The time is not subtracted from the rider's overall time; the clock continues to run. Failure to comply with the UMCA official will result in immediate disqualification.
- e. Be alert for signs of rider and crew sleep deprivation problems. Driving the follow vehicle at night carries greater responsibility for rider safety and at the same time requires quicker reactions due to limited visibility outside the rider's lighted field. Follow

vehicle crew members must be prepared for the rigors of the night by getting what rest they need during the preceding day.

XVI. Vehicle Following Rider(s)

- a. Any PSV following the rider must be equipped with and use the vehicle's factory emergency flashers, headlights (day and night), the "Caution Bicycles Ahead" sign, a slow-moving vehicle triangle and roof-mounted amber flashing lights.
- b. PSVs are not allowed within 100 yards of the front of the rider unless forced into that position by traffic.
- c. The follow vehicle may lead the rider when visibility is very limited (fog, smoke or haze). The follow vehicle must remain at least 100 feet in front of the rider during these times to prevent drafting. If the UMCA official feels leading is unnecessary or the rider is too close, a penalty may be assessed.
- d. The follow vehicle crew must request that any accompanying cyclists (other riders not affiliated with the record attempt) ride behind the follow vehicle.
- e. Traveling alongside a rider, contingent upon not interfering with the normal flow of traffic in either direction, is permitted for handing off food and supplies to the rider and exchanging information. If daytime traffic conditions do not allow driving alongside the rider for hand-offs, the follow vehicle should proceed ahead, stop off the pavement and the crew member makes a pedestrian hand-off as the rider passes. All hand-offs must comply with the rules in section XII.
- f. During night conditions, if traffic does not permit safe hand-offs from the moving follow vehicle, then both the cyclist and the follow vehicle must pull safely off the road to exchange food, clothing, information, etc.
- g. If traffic, road or shoulder conditions are such that traffic cannot safely pass the follow vehicle, or would be required to drive illegally (crossing a double-yellow line), when three or

more vehicles build up behind the follow vehicle, the follow vehicle must pull off the road and let traffic pass. During the day, the rider may proceed alone; at night, the rider must wait for the follow vehicle to follow directly behind.

- h. It may not be possible to safely follow directly behind a rider while climbing long mountain grades or navigating through city traffic. Under these conditions it may be preferable to “leap frog” a short distance ahead of the rider, stop before the rider is lost from sight, and let the rider pass until almost out of sight ahead, then leap-frog ahead again. This procedure is only allowable during daylight hours.
- i. Under no circumstances will the follow vehicle pull ahead of the rider to an intersection to cause the traffic signal to change for the rider’s benefit. An auxiliary vehicle may attempt this maneuver as long as it is safe and does not interfere with the normal flow of traffic.

XVII. Night Riding

- a. “Night” is defined as beginning 15 minutes after sunset and ending 15 minutes before sunrise, or whenever visibility is less than 1,000 feet.
- b. All bicycles ridden at night must be equipped with lights and reflective tape as described in section VI. The lights must be turned on during night conditions.
- c. During night conditions the rider may not proceed, under any circumstances, without the follow vehicle directly behind the rider. Directly behind means less than 50 feet behind the rider, with no other vehicles between the rider and the follow vehicle. The only exception is when the follow vehicle pulls alongside the rider for hand-offs
- d. The follow vehicle must display all appropriate signage and lighting when operating during night conditions.
- e. Auxiliary driving lights and high beams must be extinguished whenever within 500 feet of an oncoming or overtaking car.

- f. Under night conditions, the follow vehicle may pull alongside the rider while stopped at stop lights for the purposes of servicing the rider and passing over the “in-pavement loop detector” which causes the traffic light to change. This does not count as one of the four allowable hourly moving hand-offs from the follow vehicle. When the traffic light turns green, the rider must proceed in front of the follow vehicle; the follow vehicle must immediately resume following directly behind the rider. This same procedure is allowable if the rider and follow vehicle are stopped at a railroad grade crossing during night conditions.
- g. There is only one situation in which a rider may proceed under night conditions without a follow vehicle - when the rider is riding on a bike path on which motorized vehicular traffic is prohibited.

XVIII. Vehicles Not Following Rider(a)

- a. Any PSV not following the rider must not display a slow-moving vehicle triangle. and must not display flashing amber roof lights. Emergency flashers may be used as called for under normal circumstances. Even the follow vehicle, when not following the rider, must turn off the flashing amber roof lights and remove (or cover) the slow-moving vehicle triangle.
- b. The “Caution Bicycles Ahead” sign must remain on all PSVs at all times.
- c. PSVs not following the rider must proceed at normal driving speed, so as to not create a traffic hazard.
- d. Auxiliary vehicles must not follow the follow vehicle. This is caravanning and is prohibited.
- e. Auxiliary vehicles should leap-frog the rider and follow vehicle and pull completely off the pavement when not proceeding along the route.

XIX. Emergencies

- a. If the rider and/or crew encounter a situation in which they need to provide emergency care for some other person or persons along the route,

they should do so. The UMCA official will allow a time credit for such actions.

- b. The rider must not abuse this rule for the purpose of gaining rest time. The UMCA official's decision regarding emergencies will be final. A four-hour time penalty will be assessed if the rider abuses this rule.

XX. Rider Clothing

- a. The rider must wear an ANSI-approved helmet and it must be properly secured at all times while riding.
- b. The rider must wear at least shorts and a jersey whenever riding. Cycling clothing intended to decrease wind resistance (skin suit) is allowed.
- c. Clothing cannot bear the name of any alcoholic beverage (except beer), any tobacco product or any slogan or phrase deemed offensive by the UMCA official.

XXI. Tandem Record Attempts

- a. In addition to all of the rules contained herein, the following rules apply to tandem record attempts.
- b. Both tandem riders together must ride or walk the bike; one member may not rest in a vehicle while the other proceeds along the course.
- c. Tandem riders may not be replaced or changed during the event.
- d. There are no restrictions on captaining or stoking. Either or both tandem riders may assume these positions. Riders may change positions during the record attempt.

XXII. Relay Team Record Attempts

- a. In addition to all of the rules contained herein, the following rules apply to team record attempts.
- b. The UMCA recognizes two-person and four-person relay teams. A three-person team may compete in the four-person division. No other size teams are allowed.
- c. Teams compete in the men's division only if all four of the team members are men. Teams compete in the women's division only if all

four of the team members are women. All other teams are mixed division teams.

- d. Relay team members cannot be replaced once the record attempt starts.
- e. If one or more teammates drops out from the attempt, the team can continue with fewer members, but cannot replace those who drop out.
- f. There are no requirements on how to divide the riding responsibilities among the teammates. The team determines the amount of riding done by each teammate.
- g. The team may function with as few as one rider on the road or up to all riders simultaneously. This strategy is left to the team to determine.
- h. The finishing time will be determined by the first teammate to cross the finish line.
- i. Exchanges between teammates may be conducted from a rolling start. A legal exchange is when the front of the front wheel of the incoming rider breaks the plane perpendicular to the back of the rear wheel of the new rider.
- j. If a team is riding at night and has only one PSV, then the vehicle and new rider must stop after an exchange to load other riders and equipment.

XXIII. Cross-state and Cross-province Records

- a. In addition to all of the rules contained herein, the following rules apply to cross-province and cross-state record attempts.
- b. Generally, for each state (or province), the UMCA recognizes four directional cross-state records: West-to-East, East-to-West, North-to-South and South-to-North. In addition, for each state, the UMCA recognizes two double-crossing records, one with a North-South orientation and one with a West-East orientation. A double crossing record is crossing a state in one direction immediately followed by a crossing in the opposite direction. A double crossing record attempt

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may start at either end point.

- c. If a rider is challenging an existing record, the rider must use the same exact end points. The end points are available on ultracycling.com. However, the rider is free to choose any route between those end points. If the end points have been established through a successful record attempt in one direction, those same end points must be used for a record attempt in the opposite direction.
- d. If a record attempt is halted for reasons beyond the control of the rider, crew and UMCA official, the record attempt may still be certified by the UMCA Records Chair as a UMCA record. Legitimate reasons for halting a record attempt include, but are not limited to decisions by law enforcement officials and Force Majeure (or “greater force”). Force Majeure is an extraordinary event, such as war, riot or an act of God, such as flood, mudslide or avalanche. However, the following conditions must be met:
 - (i) 90% of the record attempt must have been completed;
 - (ii) The UMCA official must have determined the rider was in good shape and could have completed the record attempt were it not for the sudden termination of the attempt by law enforcement or Force Majeure; and
 - (iii) There was no viable alternative route at the time the record attempt was halted.

Ordinary road construction is not an excuse for invoking this rule.

In the event the UMCA Record Chair decides to apply this rule, the rider’s average speed over the 10 miles immediately prior to the cessation of the record attempt to calculate the estimated time over the remaining distance. This information will be combined with the information up to the point of cessation to determine the overall distance, time and speed.

XXIV. Cross-Country Record Attempts

- a. In addition to all of the rules contained herein,

the following rules apply to Cross-country record attempts.

- b. The UMCA Records Chair must approve the end points.
- c. If the record attempt will take more than 24 hours then the rider must have at least two UMCA officials.
- d. The rider is responsible for securing UMCA officials.
- e. One UMCA official must be on duty at all times.
- f. No UMCA official can be on duty for more than 24 hours at a time. UMCA officials must be given sufficient time to rest in between shifts. Recommended shifts for UMCA officials should be no more than 12-18 hours.
- g. UMCA officials may drive any support vehicle; however, this is the only duty normally reserved for crew members, which UMCA officials may perform.
- h. The UMCA may appoint UMCA officials randomly to observe a rider during an attempt without notice to the rider.
- i. A rider may attempt a record in conjunction with an event (e.g. RAAM) subject to approval of the event organizer and the UMCA Records chair.
- j. For the United States and Canada the endpoints must be within 10 miles of the ocean. The ocean shall be determined by as straight a line as possible along the coast. In other words, 10 miles from the inner edge of a bay or inlet does not qualify.
- k. For the United States, all routes must cross the 38th Parallel at least once.

XXV. Routing and Directions

- a. If a rider is challenging an existing record, the rider must use the same exact start and finish locations as determined by previous record holders. This information is available on ultracycling.com.
- b. If a rider is establishing a new record, the rider

may select the start and finish locations. The UMCA Records Chair must approve the end points by prior to the record attempt.

- c. The rider may use any route between the start and finish end points. It is up to the first person establishing a record to find the best route, or else someone may beat the record in the future using a better route between the same two points.
- d. The rider(s) and crew are responsible for all navigation and navigation decisions.
- e. If the rider makes a wrong turn and rides off the course (regardless of the reason), the rider may be driven back to the spot where the course deviation was made and then continue riding. No time or distance credit will be given to the rider for navigation mistakes.
- f. The rider may use a bike path during some or all of the record attempt. If so, a UMCA official must accompany the rider on a bicycle for the duration of the ride on the bike path, following at a distance of 30-50 feet behind the rider. The UMCA official must accompany the rider under both day and night conditions on the bike path. Both the rider and the UMCA official must have appropriate lighting and reflective materials for night riding. The use of bike paths is discouraged because of potential conflicts with other users.

XXVI. Publicity

- a. The rider is encouraged to publicize his or her record promptly after completion of the record. For a press release to be effective it must be timely.
- b. The record attempt must be described as “pending certification by the UltraMarathon Cycling Association” until it has been certified by the UMCA Records Chair. This applies to press releases, resumés or other publicity material.
- c. Upon certification by the UMCA Records Chair, the record may be referred to publicly as a “UMCA Record”.
- d. After certification the UMCA will publish the record on ultracycling.com. The rider is encourage to submit by e-mail a write-up and photos for publication on ultracycling.com

XXVII. Conflicts

- a. Any conflict in rules should be described in detail in the Record Attempt Report. The UMCA Records Chair will review conflicts.

XXVIII. Appeals

- a. The UMCA has a separate process for resolving disagreements between a member of the UMCA and an officer or agent of the UMCA, including the UMCA Records Chair. The Appeal Policy may be downloaded from ultracycling.com; see the site index.

Due to the nature of records and record attempts, it may be necessary to change or update rules. In order to preserve the integrity of the records and record attempts, the UMCA reserves the right to define the “intent of the rules” or to append or modify these rules at any time.