



THE
JOEBARR
500

2024

RULES &
PROCEDURES

Sanctioned by the World Ultra-Cycling Association

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SECTION 1 - BEFORE YOU START

It is the **responsibility of every racer and crew member to read these rules carefully** before the pre-race briefing at:

6:00PM Friday May 17th, 2024

Best Western White Horse Hotel, 68 Clooney Rd, Derry/Londonderry BT47 3PA.

If you have any questions, please email jill@teamjoebarr.com before the pre-race briefing or ask during the pre-race briefing.

REMEMBER - *Ignorance of the rules is no excuse.*

DEFINITIONS

These definitions are used throughout the rules:

Auxiliary Vehicle - A Support Vehicle that is not a Follow Vehicle. An Auxiliary Vehicle may be used as a Follow Vehicle temporarily.

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

Crew - Any person supporting a racer throughout the race. This also includes media crew. Also, any person who actively assists the racer in any manner for any amount of time, physically or mentally.

Day Time - Day Time is from 07:00 to 20:00

Direct Follow - Following directly behind the racer with a properly equipped Follow Vehicle. Directly behind means within 10 meters (30 feet).

Exchange Site - the location where a racer exchange or a Follow Vehicle Exchange is executed.

Exchange Zone - An area 0.8 kilometres or 0.5 miles before and after the point where a racer exchange takes place.

Follow Vehicle - A Support Vehicle that is functioning as the primary support for the racer and nearest to the racer. Under night conditions, the Follow Vehicle will always follow directly behind the racer.

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 a period of time, then catches the racer and stops again. Leapfrog Support is not allowed during Nighttime Conditions.

Night Riding - Nighttime is from 20:00 to 07:00 OR any time when vehicles would normally have their night driving headlights on OR anytime visibility is less than 300m (100 feet). If you have any doubt about the visibility conditions, operate as if it is night riding.

Penalty - Punishment for violation of a Race Rule. A Penalty may be a Time Penalty (15 minutes) or disqualification. Race Officials may issue a Reminder, Warning or Penalty.

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

Briefing Meeting - Pre-race meeting to be attended by ALL solo riders and at least 1 member of a 2-person team and at least 1 crew member. It is the responsibility of the team or crew member in attendance to share information received at the briefing.

Registration Documentation - A series of forms which are available to download from the Race Joe Barr website. These forms must be printed and filled in by the racer/ crew member. They will then be signed off by a Race Official at Sign-on and scrutiny to participate in the race.

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

Route Book - The Official The Joe Barr 500 Route Book, which details the Race Route with detailed instructions.

Stationary Exchange - A Racer Exchange where the incoming racer stops, and the new racer starts.

Support Vehicle - A motorised vehicle with at least four wheels and is used to transport people and/or equipment necessary for use by a racer.

Time Station or TS - Designated points along the Race Route where each racer's GPS tracker records specific times for the leaderboard standings.

SECTION 2 – RULES OVERVIEW

GENERAL INFORMATION

There are no qualifying requirements for race entry.

Each rider must race on an upright bicycle. We do not have provision to allow recumbents.

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

The **Solo Supported** category is considered as one cyclist riding the entire distance from start to finish with at least one support vehicle and two crew members.

The **Solo Unsupported** category is considered as one cyclist with no crew or external assistance of any kind. Please note that the Race Joe Barr team will guarantee a bag drop facility in 2 designated timing stations, thereby giving the unsupported rider an opportunity to re-fuel and change clothing, etc.

Please note that both supported and unsupported riders and teams must read these rules. There will be information that pertain specifically to each category.

The Race will start at 7:30AM on Saturday May 18th, 2024, at Best Western White Horse Hotel, 68 Clooney Road, Co. Derry/Londonderry.

The numerical starting order and racer numbering will be finalized and released **by May 1st, 2024**, on the **racejoebarr.com** website. Racers and follow vehicles must be in position at the **White Horse Hotel in race order 30 mins prior to the start**. More details will be given at the Race Briefing.

A racer or team must finish within the allowed time to be considered an official Finisher or official Team Finisher.

The Joe Barr 500 cut-off will be 40 hours for Solo Supported males and 45 hours for Solo Supported females.

The cut off for Solo Unsupported males will be 42 hours, with Solo Unsupported females, 47 hours.

Cut off time for a 2-person team is 40 hours.

Race Management may decide to extend the time allowance for the race in light of exceptional weather or other unforeseen circumstances.

Riders may continue riding if they are DNF or outside the time cut-off however, they are not officially part of the race. If a racer wishes to proceed to the finish line after they are DNF or after the cut-off time has been reached, they must be aware of the following:

- They will not be classed as an Official Race Finisher.
- They will not receive WUCA World Cup standing.
- They will not be met by Race Officials at the finish.
- They will not receive a medal.

EMERGENCY NUMBERS

Northern Ireland

Emergency – Call **999** to request Police / Ambulance / Fire to your exact location as defined by the official Routebook. Please note that it is your responsibility to call emergency services if you deem it necessary.

Non-Emergency – Contact Police (PSNI) by calling **101**.

Republic of Ireland

Emergency – Call **112** to request Police / Ambulance / Fire to your exact location as defined by the official route book.

Non-Emergency – Contact Police (An Garda Síochána) **00353 74 932 054**

If the injury is non-life threatening, but should be checked out by a professional, treat and transport to the nearest Hospital Accident and Emergency Room (these are listed in the Route Book). All injuries and accidents must be reported to Race HQ as soon as possible.

RULES PROCEDURE

These rules represent the minimum interference with racer strategy and performance while effectively controlling the race and preventing hazardous situations. While the rules of the race help to ensure maximum safety and competitive fairness, the ultimate responsibility for both safety and fairness remains with the racer and crew.

Safety is of paramount importance for everyone involved - Racers, Crew, Race Officials, and all others using the roads the race travels on.

You are responsible for your own safety and will be required to fill out a waiver releasing liability for any damage you may suffer because of the event and its organisation, thereby waiving any recourse against the organiser.

The chain of command in The Joe Barr 500 is as follows:

1. Race Director - Joe Barr
2. Headquarters Director - Jillian Mooney - +44 (0) 75 548 85155
3. Race Officials

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

The interpretation of any rule will be primarily governed by these two principles:

1. Safety is always followed.
2. Any action of a racer or crew which results in either an unfair advantage to the racer or an unfair disadvantage to another racer will result in a penalty.

If a new rule is created or a rule is clarified all racers or crews will be notified within 2 hours. Notification will be via group WhatsApp or phone. It is the responsibility of whoever received the message on a crew to pass the information along to the rest of the crew and racers.

Mobile phones are MANDATORY. Support Vehicles for supported riders and all unsupported solo riders must have a **mobile phone which should always remain on**. The numbers of these phones must be supplied as part of the Registration Documentation and will be checked at sign-on.

RACE OFFICIALS

Race Officials are instructed to keep interaction with crew and racers to a minimum. They will be friendly but cannot give aid or favour to any one racer except in the case of emergency.

Their role is to ensure rider and crew adhere to the RULES as set out. They are not present on course to direct the race in any form.

If a crew or racer needs to confer with a Race Official, the crew may signal a Race Official vehicle by blinking headlights several times and waving an arm up and down out a side window or a request for a Race Official may be made via text or phone.

PENALTIES

Violation of any rule may result in a penalty being issued.

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

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

If you receive a warning, a Race Official will notify one of the racers or one of the crew as soon as possible. It is the responsibility of the person notified to notify the rest of the crew.

Warnings may be given at the discretion of Race Officials or Race Director.

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

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

IMMEDIATE DISQUALIFICATION

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

1. Refusal to agree and abide by the contractual requirements necessary to participate in the race. Racers and crew must conduct themselves in a positive and professional manner, provide release of liability waiver and insurance waiver, and satisfy racer conditions to race, etc.
2. Use of illegal drugs or intake of alcohol of any kind by a racer or crew.
3. Use of banned substances by a racer.
4. Use of a motor or any other form of technological fraud.
5. Racer advancing along the Race Route without a bike or in any vehicle with the intent of not riding a section of the race route.
6. Illegal drafting of any vehicle.
7. Holding onto another vehicle (motorised or non-motorised) to aid or augment forward travel.
8. Refusing to take a sleep (off bike) break, as requested by a Race Official.
9. Behaviour on the part of a racer or crew that is deemed inappropriate and that might cause safety, legal, or reputation problems for the race or other racers and their crew.
10. Willfully altering road signs to misdirect other racers or for any other reason.
11. Illegal dumping or littering of any kind, including human waste.
12. A Racer in the Supported category proceeding at night without a Follow Vehicle

POLICE POLICY

The Race is conducted over public roads and is subject to national and local rules and law. Prior to The Race the P.S.N.I and the Gardaí have been contacted and any concerns brought up by them regarding The Race will have been addressed. We trust that you will receive cooperation from these authorities, however, note the following points:

- The authority of police officers in exacting compliance to the rules of the road for all users of the public roads supersedes all race rules.
- On occasion, an officer fails to be informed of the race and takes action to interfere with a racer's progress or the operation of a pacing vehicle. A racer must comply with any officer requests.
- The Race is conducted on public roads. At all times, be polite and courteous to other road users.
- Racers must obey all traffic laws including stops at stop signs and red lights. Violation of any Traffic law by racers or crew may result in a penalty. A legal Race stop is defined as follows: Just short of a track stand, slow enough to theoretically turn the handlebars to the side without falling. The spokes of a wheel should be individually visible or graphics on a disc wheel should be readable. A racer does not actually have to remove a foot from the pedal and touch the ground.
- In the event a traffic signal light sensor fails to detect a racer or Follow Vehicle and display a green light, the racer or event vehicle must wait for a minimum of three (3) minutes for the signal to change. If the signal has not changed after three minutes, the racer or Follow Vehicle may continue forward progress only in AN EXTREMELY SAFE MANNER to advance past the defective traffic signal. If there is a sign which states a longer wait is necessary, then the time stated on the sign is the minimum time to wait.

UNPLANNED EVENTS

During the race, racers and crew are likely to experience one or more unplanned events. Team Joe Barr cannot be held accountable for such events and will not issue time credits, deduct time off a racer's overall time, or move a racer up the course due to unplanned events such as traffic light malfunctions, traffic jams, trains, winds, storms and other 'force majeure', detours, road construction, and any other similar occurrences or unplanned events over which Team Joe Barr had no control.

It is possible that one racer may have to follow longer, detour options during daylight road construction, and then, the direct route is open at night for the following racers. These routine inconveniences are all part of endurance racing and part of the challenge.

SECTION 3 – GETTING READY PRE-RACE

DOCUMENT PREPARATION

To race, you must **turn in your Registration Documentation Package** with all tasks signed-off by a Race Official. Refer to the Registration Documentation checklist for the full list of requirements. The Registration Documentation Package is available for download from the Race Joe Barr website.

VEHICLE PREPARATION AND RULES

To participate in The Joe Barr 500 as a Supported Solo or 2-person team you must have a minimum of 1 vehicle and 2 licensed drivers. There is no maximum number of support vehicles or crew that a racer or team may have.

SUPPORT VEHICLES

YOUR SUPPORT VEHICLES **MUST**:

- be properly registered and carry at least the minimum insurance required by law by the start of registration.
- pass an Inspection prior to the race start.
- display official Race signage, which is provided in the race package at sign-on and adhere to all the Vehicle Signage rules (see below).
- adhere to all the Vehicle Lighting rules (see below) such as using their headlights whenever the vehicle is in operation, day, or night.

YOUR SUPPORT VEHICLES **MUST NOT**:

- block or impede the progress of another racer.
- not pass the racer more than 4 times per hour (to prevent a regular wind “push” from it as it passes) and must do so at normal traffic speed.
- stop in the roadway.
- park in driveways of private residential property at any time.
- be motorcycles. (Note: motorcycles may be used by media crews, however this is at the discretion of the Race Management and permission must be sought beforehand.)

FOLLOW VEHICLES

Each Supported racer must be supported by at least one primary Follow Vehicle intended to accompany the racer.

- The Support Vehicle designated as the Follow Vehicle may change during the race.
- 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”.
- Follow vehicles must always have the required number of crew members with driver’s licences when following a racer (see General Information above)

YOUR FOLLOW VEHICLES **MUST NOT BE:**

- more than 2 metres (80 inches) in width, measured at 1 metre (3.3 feet) from the ground. The width across this point is the width of the vehicle, not including side mirrors.
- more than 2.3 metres (90 inches) in height. Measurements are of the vehicle only and not racks, lights, or other attachments.
- more than 6.2 metres (244 inches) in length. Measurements are of the vehicle only and not racks, lights, or other attachments.
- towing any kind of vehicle, trailer, motorcycle, or motor scooter.
- a campervan.
- an emergency vehicle

People carriers are recommended for follow vehicles because most are less than 1.8 metres (72 inches) wide. Large passenger vans are allowed if they meet the width requirement.

AUXILIARY VEHICLES

Auxiliary vehicles may TEMPORARILY (no more than six hours) follow a racer during darkness in emergency and unexpected situations only (e.g., breakdown).

YOU MUST notify Race Headquarters or a Race Official prior to following a racer with an Auxiliary Vehicle at night.

YOUR AUXILIARY VEHICLES **MUST HAVE:**

- operational factory emergency flashers.
- an amber roof mounted flashing light visible from 360 degrees.

CARAVANNING IS PROHIBITED FOR:

- all Support Vehicles, except when waiting to pass under normal traffic circumstances.
- all Support Vehicles, regardless of which Solo/Team the vehicles are supporting.
- all vehicles behind the Follow Vehicle, which is behind a racer, who will be penalised.
- team exchanges, and when two racers are riding together during their allotted 15 minutes per day.

VEHICLE LIGHTING AND SIGNAGE CHECK

Lighting and signage requirements for all support vehicles will be checked during Inspection.

Review the Vehicle Inspection Form Registration Documentation, as well as the rules below, to see what a Race Official will check.

USE OF VEHICLE LIGHTS

	HEADLIGHTS	HAZARD WARNING LIGHTS	ROOF MOUNTED BEACON
FOLLOW VEHICLE	ALWAYS ON	Only when stationary at roadside	Only to be used during direct follow and during night-time hours.
SUPPORT VEHICLE	ALWAYS ON	Only when stationary at roadside	Only if being used as a replacement follow vehicle and in direct follow.
BIKE	Front and Rear ALWAYS ON (Strobe or Constant)	N/A	N/A

VEHICLE LIGHTS

All Support Vehicle lights must be operational. This includes head lights, rear lights, indicator lights, reverse lights, fog lights, and parking lights.

Additional vehicle driving lights such as bumper mounted lights are allowed if they:

- do not shine in a manner to project undue glare toward oncoming traffic.
- do not exceed the height of the original car headlights.
- are wired to be able to be dimmed or turned off when approaching oncoming traffic.

High-beam and auxiliary headlights MUST:

- be dimmed when overtaking traffic as well as for on-coming traffic.
- be dimmed if following slow moving traffic closer than 100 meters (300 ft.).

Hazard warning lights are only permitted to be used when a vehicle is stationary.

They MUST NOT be used when performing direct follow (8PM to 7AM). In direct follow the amber light is to be used.

AMBER ROOF LIGHTS

In addition to standard emergency flashers built into the vehicle, the Follow Vehicle must have:

- 1 Amber flashing light mounted on the roof or roof-rack, that is:
 - visible from 360 degrees.
 - not too bright as to momentarily blind or create excessive glare to a passing motorist.
 - be switched on when following the rider in direct follow (8PM to 7AM).
- At least 1 spare amber light (this will be checked).

NOTE: If the lights are too bright or too dim modify or replace accordingly by adding higher intensity bulbs.

VEHICLE SIGNAGE

ALL SUPPORT VEHICLES MUST:

- display their racer number on all four sides with easily visible numbers (race numbers provided at sign-on by Team Joe Barr).
- display a bright sign, which says '**CAUTION CYCLIST AHEAD**' (signage provided at sign-on by Team Joe Barr).
- ensure that the windscreen and left and right front side windows are clear of all solid obstructions. Other windows may display signs or racer numbers.
- ensure that bike racks mounted to the rear bumper do not obstruct the required the race vehicle signage including racer.
- not display number signage from another event at any point during the race.

BICYCLE PREPARATION AND RULES

- Bicycles must be propelled solely by human force.
- Maximum length is 200 cm (79in), maximum width, 75cm (30in). The specifications as stated in the UCI rules for time trial equipment are the general guide used for equipment approval.
- Any number of bicycles or replacement parts may be used during the race.
- Windscreens, fairings, and air foils are prohibited. Aerobars and their accessories are allowed. A “wind scoop” under or around the handlebars or aerobars is prohibited because it is too close to being a fairing.
- Disk wheels, composite spoke wheels, and wheel covers are allowed.
- Team Joe Barr reserves the right to disallow, either before the race or when observed in use during the race, any bicycle or component that the Race Director determines to be unacceptable for use in the race competition.
- It is the obligation of the racer to bring any non-standard or custom equipment to the attention of the Race Director before the race for an acceptability determination.
- All bicycles for a racer must be of the same type (standard)
- There are no restrictions on gearing, wheel, or tyre size.
- All bicycles must have reflective material on the rear seat stays, fork blades, crank arms, and pedals.
- All bicycles must have a front and rear light.
- All wheels must have reflective material.
- All bicycles used in nighttime conditions must have a headlight that provides at least 6 metres (20 feet) of illumination on the roadway in front of the handlebars of the bicycle and visible from 100 metres.
- The headlight on the bicycle must be always on, day and night.
- All bicycles must always have a rear light on, day and night.
- Rear lights must be red and visible from at least 150m (500 feet).
- Rear lights must have at least 3 LED bulbs or one bright incandescent bulb.
- The rear light may be steady or flashing.
- Belt clip rear lights on the Racer or back of the helmet can be used in addition to the bicycle frame rear light but not in place of a bicycle rear light.
- All **Solo Unsupported** riders **MUST** use an additional light on the back of the helmet light during nighttime hours. This should be flashing.

REFLECTIVE MATERIAL

- All bicycles must have reflective material on the rear seat stays at least 15cm x 1cm long. Reflective material should be as wide as possible.
- All bicycles must have reflective material on the outside of both fork blades at least 15cm x 1cm. Reflective material should be as wide as possible.
- All bicycles must have reflective material on the crank arms that is visible from the rear of the bike that is at least 3cm x 1cm. Reflective material should be as wide as possible.
- All wheels must have reflective material on the rims in 3 places and should be 3cm x 1cm in size. This only applies if the wheel is not a standard box rim wheel. NEVER put reflective tape on the braking surface.
- **Solo Unsupported** riders must apply reflective material on the back full length of their seat post.

NOTES:

- The lighting requirements here will be checked during Bicycle Inspection.
- 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 of it.

HELMETS & CLOTHING

- All helmets must be EN 1078:1997 or CPSC approved.
- Clothing intended for cycling use or to decrease wind resistance (skinsuits) is allowed. The attachment of fairings to clothing is not allowed.
- Please note that all **Solo Unsupported** riders MUST use an additional light on the back of the helmet light during nighttime hours. This should be flashing.
- Please note that all **Solo Unsupported** riders must always ride in a high-vis vest or other suitable reflective jersey/jacket.

SECTION 4 - DURING THE RACE

RIDER RULES

- Racers must complete the full Race Route as described in The Joe Barr 500 route book or as modified from time to time by Police, Local Authorities or Race HQ.
- Racers must not be driven up the course under any conditions except to hotels or in emergencies and in such a case a Race Official must be notified as soon as possible, preferably before doing so.
- 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 the Support Vehicle to pick them up.
- Racers must wear a properly fastened EN 1078:1997 or CPSC approved helmet always. THE HELMET MUST BE PROPERLY FASTENED AND NOT JUST SITTING ATOP THE HEAD.
- A Racer may not receive any type of push-off from another person or vehicle.
- A Racer may not receive pacing of any kind (on foot, by bicycle, roller skates, or anything else) from a crew member or other person. Roadside cheering is allowed from crew members and race fans.
- A racer may ride a bicycle with a flat tyre or other mechanical problems. If a Race Official deems the problem unsafe, the racer must stop or proceed on foot with the bike until the bicycle is replaced or repaired.
- A racer may proceed on foot along the Race Route if the bicycle is present (carried, dragged, or pushed). A racer separated from their bicycle may not proceed along the Race Route.
- Racers may ride alongside each other for 15 minutes per 24-hour period, and no more. Example: Racer A rides with Racer B for 15 minutes. These two Racers cannot repeat this until at least 24 hours passes; Racer A, however, can ride with Racer C for 15 minutes within 24 hours, but A and C cannot repeat this for 24 hours, etc.
- Racers may not block or impede the progress of another racer.
- There are no restrictions on how many hours a racer may ride without off-bike rest, or a crew member can go without a sleep break. However, if in the opinion of a Race Official sleep deprivation in any participant is compromising safety, the Race Official may assess a penalty against the racer. In addition, if a suitably rested replacement racer or crew member is not available, the Race Official may impose an immediate mandatory rest break of up to 4 hours.

- It is the responsibility of each crew and racer to make sure they are rested, well and fit enough to proceed safely. The Follow Vehicle crew must be prepared for the rigours of the night 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 Headquarters must be notified immediately.
- Racers may not draft any vehicle and must maintain a spacing of at least 100 meters from other racers and Support Vehicles.
- At traffic stop signs/lights, racers may not hold onto or receive balance support from any vehicle or person. The racer may use a permanent object (post, mailbox, etc.) commonly located at traffic lights to assist in balance without having to remove a foot from the pedal.
 - Racers must accommodate Race Media/Film Crews as much as possible. Intentionally drafting off a Media/Film Vehicle is prohibited. Racers must ride to the left of Media/Film Vehicles during interviews, not directly behind them, unless the Media/Film Vehicle is far enough ahead as not to create a wind draft - 5 meter minimum.
 - If a Media/Film Crew is causing problems for the racer, politely ask them to leave or notify Race Officials of problems. If the problem continues, immediately notify a Race Official, the Race Director, or Race Headquarters.
- Pocket-size stereos such as MP3 players and smartphones are permitted though the volume must be kept low enough to hear sirens and/or voices from passing Support Vehicle or Race Official's vehicles AND, PROVIDED that only one speaker be used in one ear. The other earpiece may be tucked into the jersey collar and must be disabled by being wrapped semi permanently in tape or cut off entirely and available for inspection by Race Officials at any time. Infraction of this rule will result in a penalty- no exception. One ear must be always clear of obstructions during the race.

CREW RULES

- All crew must have signed and agreed to the terms in the release of liability waiver prior to being permitted to participate in the race.
- The racer is accountable for the behaviour of the crew. A crew's misconduct may result in the penalisation or disqualification of a race entrant.
- A racer may add crew members at any time during the race provided the new members(s) agree (by signing) to all the terms explained in the release of liability waiver and Race Headquarters must be immediately notified and a copy of the signed agreement delivered to the nearest Race Official.
- 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.
- A crew member 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, hotels, medical facilities, and any other requirements along the Race Route. Race Officials are not allowed to assist crew members unless there is an emergency.
- One crew may service two racers as an act of "good sportsmanship".
- A racer or crew member may switch to another racer's crew during the race only after the first racer has officially finished or abandoned.
- 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 due to responding to an injury-related situation, wherein the racer's or crew's assistance is warranted, the Race Director will determine a proper time adjustment for the racer if appropriate. If the intercession of the racer/crew was not warranted in the injury situation, the Race Director may determine that no time adjustment be given.
- Crew members must wear reflective hi-vis vests during night hours.
- Crew must notify Race Headquarters or a Race Official in the following situations:
 - A Solo Racer is, or plans to be, off course or hidden from view longer than 30 minutes. This information is for Race Headquarters use only to track racers and to ensure safety.
 - A casual non-race rider continues riding within 10 meters (30 ft.) of a racer and is a nuisance.

- If the primary Follow Vehicle has broken down and the racer is being supported by another Support Vehicle.
- To obtain permission for crew additions or changes. A racer may have more than one Follow Vehicle meeting the requirements noted above, however only one Follow Vehicle may provide support to the racer at any one time.

ROAD MANAGEMENT

- It is paramount that The Race does not impede the flow of normal traffic on open roads therefore **during daylight hours the Follow Vehicle must adhere to Leapfrog rules where possible.** Leapfrog is a type of support where the Follow vehicle is not directly behind the racer but instead drives or jumps ahead of the racer at the speed of traffic. The Follow vehicle stops off the road, waits for the racer to pass and continue the route for a short time before the Follow Vehicle catches up to them again only to leapfrog forward.
- No Follow vehicle may lead the racer through fog or traffic.
- When travelling alongside a racer, the Follow Vehicle **MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION** or delay to provide their racer an advantage over the prevailing wind.
- The Follow Vehicle must pull off the road and let traffic pass when three or more vehicles are waiting to pass. During the day the racer may proceed alone, with the Follow Vehicle catching up once traffic is clear.
- Follow Vehicles should follow their racer as far to the left of the lane as possible or on the hard shoulder.
- During daylight, the racer may proceed unescorted. The Follow Vehicle may stop, allowing the racer to continue alone for a short time even when out of sight. The Follow Vehicle may then drive at **NORMAL TRAFFIC SPEED** to catch up to the racer. Racer protection and safety is a primary job of the Follow Vehicle and therefore it is recommended that you follow your racer whenever possible in accordance with these rules.
- Under no circumstances will the following Follow Vehicle pull ahead of a racer for the purpose of proceeding to an intersection to cause the traffic signal to change to the racer's benefit. If two or more Follow Vehicles are used during the event, these extra vehicles and crew may attempt this manoeuvre if they do so safely without interfering with the normal flow of traffic.
- When **directly following a racer**, the Follow Vehicle must have the Amber Roof Lights on.

- Music systems may not be used during Night conditions. All other public address systems or megaphones must have the volume reduced during Night conditions.
- You may use a PA system or other communication devices to communicate safety factors and turns to your racer.
- All stopped Support Vehicles must have all 4 wheels to the left of the yellow line or when no yellow line in place, must have all 4 wheels completely off the roadway. Do not park in driveways of residences or businesses without permission.
- When a Follow Vehicle stops with their rider the Hazard Warning Lights must be turned on to advise other road users of a stationary hazard (rider and vehicle MUST be positioned safely off the carriageway) Once on the move vehicles Hazard Warning lights MUST be switched off.

HANDOFFS

- Travel alongside a racer, when safe to do so and not crossing the white line, is permitted for handing off food and supplies to the racer and exchanging information and is limited to 1 minute per exchange and 4 times per hour. Penalties will be issued for driving on or over the white line or for travelling alongside a racer for extended periods of time, which, in the sole judgement of the Race Official constitutes a hazard.
- If traffic conditions do not allow driving alongside the racer for handoffs, the Follow vehicle should proceed ahead, stop safely, and use a pedestrian handoff as the racer passes.
- Inserting something into the racer's pocket, water bottle cage or any bike or clothing adjustments between racer and moving Support Vehicle are prohibited.
- A moving racer may toss discarded items to a crew provided this is done in a safe manner and no littering takes place.
- Giving mechanical assistance to the racer while moving is prohibited.

PASSING

- If another Racer is approaching you, you must either race ahead, increase your speed, and maintain the 100-metre separation OR you must yield, move to the left, slow down, allow the pass, and again maintain the 100-metre separation.
- Special attention by the Follow Vehicle drivers must be taken in passing situations when one racer overtakes another. The racer and Follow Vehicle being passed must yield by slowly moving to the left. The following racer must accelerate and pass on the right. Do not pass on the left. 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 (for up to 15 minutes), one of the Follow Vehicles follows both racers while the other remains parked on the side of the road or drives up ahead and stops. Under no circumstances should two or more Follow Vehicles of different racers caravan down the road or travel side by side at the speed of the racer. Both racers will be penalised.
- After a pass, both racers **MUST** pace themselves appropriately to maintain the 100-metre separation between racers.

NIGHT RIDING AND SAFETY

- Night riding shall be considered:
 - From 20.00 until 07:00am. (approx. 2 hour each side of sunset and sunrise)
 - Any time when vehicles would normally have their night driving headlights on
 - Anytime visibility is less than 300m (1000 feet).
- If you have any doubt about the visibility conditions, operate as if it is nighttime.
- Supported racers may not proceed beyond the Follow Vehicle lights during nighttime, even when displaying legal required bike lights. Racers must be no more than 15m (50 feet) in front of the Follow Vehicle at Night with no other vehicles between the racer and Follow Vehicle.
- The Follow Vehicle and supported racer become a single entity under Night riding conditions. Follow Vehicles may temporarily pull alongside the racer when conditions safely permit to conduct a handoff of food, water & normal supplies. The racer must always be able to safely see the roadway in front of the follow vehicle lighted by the Follow Vehicle lights.
- Each crew member **MUST** wear a reflective safety vest at night when outside the vehicle. These vests should not have “Marshal” or “Official” written on them and should be made available for inspection before the start.
- Please note that all **Solo Unsupported** riders **MUST** use an additional light on the back of the helmet light during nighttime hours. This should be flashing.
- Please note that all **Solo Unsupported** riders must always ride in a high-vis vest or other suitable reflective jersey/jacket.

NAVIGATION

The Race Route is **unmarked**, however certain points may be marked if deemed necessary. **Electronic Mapping** - Electronic course files for various mapping software and GPS devices will be available through the Race Joe Barr website. In the event of a discrepancy between a supplemental navigational aid (described above) and the Route Book, the Route Book shall be considered the correct route. Only modifications sanctioned by a Race Official or the Race Director will authorise deviation from the Route Book as printed.

GPS tracking will be provided during the race, it is the responsibility of each racer and crew to ensure that their tracking device is:

- always on the racer, or team member riding at any given time as per instructions at Inspection.
- always turned on.
- kept safe and damage free.

In the event of a DNF, it is the responsibility of the rider or crew to return the tracker to Race HQ, otherwise a fine will be imposed.

There is no need for Racers or their crews to contact Race Headquarters when you pass a timing station. The GPS tracker will automatically record and update your data as you ride past the timing station.

TAKING A WRONG TURN

- If a racer makes a wrong turn and rides off the course regardless of the reason, the racer may safely and legally cycle or be driven back to the spot where the course deviation was made, then continue riding.
- If a wrong turn is made by a Team Racer, then a new team member may begin riding at the point where the wrong turn was made. This is the only time Team members do not have to overlap wheels during an exchange.
- If the wrong turn was due to a racer/crew error, no time credit will be given to the racer.
- If the wrong turn was due to an error in the Route Book (mistaken turn instruction), Team Joe Barr will compensate the racer in time accordingly, providing an accurate time, distance, and location record is written down and provided as evidence associated with the route error. Any errors in the electronic version of the Race Route will not be considered a basis for time compensation.
- “Unclear” as a cause of a routing error is established only if a significant number of racers have similar problems with a particular set of routing instructions. Any time compensation allowed will be granted at the sole discretion of the Race Director.

- Solo racers cannot be shuttled up the course for any reason except for going to a hotel or emergency situations. They must then return to the point where they last left the Race Route to begin riding again.

TEAM RACERS

The Rules for Solo racers apply to Team Racers. Additional team rules include:

- One or any combination of a team's registered racers may cycle at any one time (subject to further rules below). Drafting is permitted within the same Team, but not between rival Teams.
- If the police prohibit drafting, abide by their commands. Team Joe Barr has no control over the authority of the police. If you fail to abide by their commands, you are doing so at your own risk.
- 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 kilometres each Racer can ride.
- No switching divisions once the race starts.
- Penalties for rule violations will be imposed to the entire Team, not just to 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 both Teams must maintain or exceed spacing of 100 meters.

SECTION 5 - EXCHANGES

GENERAL

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

What makes Racer and Vehicle Exchanges hazardous is that all other traffic and racers on the road do not know what is happening. Your Team will know what's happening - other road users may not.

You must remember this fact.

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

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

Here are the dangers:

- Traffic behind the Retiring Follow Vehicle will have no indication the Retiring Follow Vehicle is pulling off the roadway.
- Traffic behind the Retiring Follow Vehicle may not be able to see either racer.
- Traffic behind the Retiring Follow Vehicle may not be able to see the New Follow Vehicle.
- Traffic behind the Retiring Follow Vehicle will have no indication the New Follow Vehicle will be entering the roadway quickly.
- The New Follow Vehicle will have difficulty seeing Traffic behind the Retiring Follow Vehicle.
- The New Follow Vehicle may hit either racer while trying to re-enter the roadway while watching traffic. This is compounded at night or in poor visibility conditions (fog, low light, storms).

Below are the Rules for Racer Exchanges and Vehicle Exchanges. DO NOT deviate from these rules, you will be penalized immediately. These rules have the intention of safety, and we will enforce the intention of the rule. Failure to read these rules and ask questions before the race is no excuse.

Read all the rules before asking questions.

The safest Racer Exchanges are regarded as being the ones where the teams use one full time Follow Vehicle that doesn't leave the roadway. Racer Exchanges are made at naturally slow riding locations such as stop signs or gradual uphill. The Racer Exchanges can be made at 15 mph in less than 50 meters even at night within the car headlights.

EXCHANGE SITE

These rules apply to Racer Exchanges AND Follow Vehicle Exchanges.

- You must select an Exchange Site that does not interfere with road traffic. Safety is a main concern and if in doubt about the choice of the Exchange Site, it is best to have both racers stop for the Racer Exchange or move on to a different Exchange Site.
- Look for good visibility in both directions for your Exchange Site - minimum 100 meters/ yards rearward visibility of overtaking traffic and allow a greater distance if traffic speed is above 35 mph (55kph).
- Do not choose an Exchange Site on a curve or bend in the road or near the crest of a hill where visibility may be limited. Be careful on a downhill section of a hill so that you can see beyond the crest.
- Avoid an Exchange Site where a double line signifying no passing is present on the road unless you have a wide shoulder or good turnout space.
- Common sense and caution must rule. You will receive a penalty or be disqualified if, in the opinion of a Race Official, you follow dangerous procedures that put your racer, crew or other road users at risk.
- You must have sufficient and safe parking space for all Support Vehicles (1 or 2) involved in a Racer Exchange at a Racer Exchange Site.
- All stopped Support Vehicles must have all 4 wheels to the left of the yellow line or when no yellow line in place, must have all 4 wheels completely off the roadway. Do not park in driveways of private residential property. Hazard Warning lights must be switched on whilst stationary.
- A maximum of two (2) Support Vehicles from your team may be parked at an Exchange Site that is on the shoulder of a road. If you use a car park, side-street, or other off-road area for parking, you may have more than two (2) Support Vehicles present.

- Side-streets, car parks, etc. may be used as an Exchange Site. If you use one of these, all rules for Vehicle Parking and wait times must be observed. Do not use private driveways.
- The Exchange Site must be on the left side of the road for all major roads. On minor roads parking on the right is permitted if it is safe to do so.

EXCHANGE ZONES

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

- In the Exchange Zone only one Follow Vehicle per team may be in motion at cycling speeds on the roadway at any one time.
- If using two Support Vehicles and both stop at the Exchange Site, both vehicles must wait at least one (1) minute before the first Support Vehicle may continue. The second Support Vehicle must wait at least one (1) minute after the first Support Vehicle leaves.
- All other Support Vehicles must either be stopped off the roadway or travelling at traffic speed during a Racer Exchange in the Exchange Zone.

RACER EXCHANGES

- The new racer must overlap wheels with the racer they are replacing.
- There are two types of Exchanges - Rolling and Stationary.
- **Stationary Exchange** - The New Racer is stopped and waits until the Retiring Racer has passed before starting.
- **Rolling Exchange** - the New Racer begins riding and wheel overlap is done with both riders in motion. The Retiring Racer then stops.
- Follow Vehicles may not cross the road centreline during a Racer Exchange.
- If traffic conditions safely permit, racers may make a Rolling Exchange at cycling speed and ride side by side.
- It is illegal to do a Rolling Exchange AND change Follow Vehicles.
- If there are two Teams within 100 meters/yards of each other, the Team that is doing a Racer Exchange must yield to the Team that is not. Either slow down and do the Racer Exchange before you are within 100 meters/yards or pass the other Team Racer and do the Racer Exchange when you are 100 meters/yards beyond the Team Racer.
- No Racer may RIDE the course in the REVERSE direction at any time.

NIGHT EXCHANGES

- Nighttime exchanges must happen within the headlights of the Follow Vehicle.
- At night, the retiring racer must stop within the headlight of the stopped Support Vehicle picking him/her up and may not ride back to the vehicle. The racer must walk the bicycle back along the shoulder.
- During a nighttime Racer Exchange, the New Racer must be waiting and start within the headlights of a stopped Support Vehicle.

DIRECT SUPPORT

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

STATIONARY RIDER EXCHANGE

Exchange 1 - Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and stops off the roadway during the Racer Exchange. The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.
- The Follow Vehicle may re-enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind.
- At night, the New Racer must wait for the Follow Vehicle.
- If there is a second Support Vehicle, it must be parked for at least one (1) minute before the Racer Exchange happens and must remain parked for at least one (1) minute after the Follow Vehicle leaves.
- This is the ONLY way to do an Exchange under Night conditions with just one Support Vehicle. With just one Support Vehicle, the Retiring Racer must stop with the Follow Vehicle and the New Racer may not begin until the Follow Vehicle is ready.

Exchange 2 - Switch Follow Vehicle

- The Retiring Follow Vehicle approaches Exchange Site and stops off the roadway behind a waiting New Follow Vehicle, which is also parked completely off the roadway or on the left side of the yellow line.
- The New Follow Vehicle may enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind.
- At night, the New Racer must wait for the Follow Vehicle.

- The Retiring Follow Vehicle must wait at least one (1) minute after the New Follow Vehicle leaves.

ROLLING RACER EXCHANGE

Exchange 3 - Same Follow Vehicle

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

Exchange 4 - Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and remains moving (never stops) in the traffic lane. The New Racer, waiting in the headlights of a stopped Support Vehicle, accelerates and rides with the Retiring Racer in front of the Follow Vehicle
- The Follow Vehicle and Support Vehicles may not caravan together waiting for the retiring Racer to find a safe place to stop.
- The Support Vehicle that was stopped proceeds ahead around the Follow Vehicle (with both racers) and finds a safe spot to stop. The Support Vehicle waiting to pick up the Retiring Racer must wait off the roadway while both Racers are riding together.
- This secondary Support Vehicle must be parked for at least one (1) minute before the Retiring Racer approaches and must remain parked for at least one (1) minute after the Follow Vehicle (with racer) passes.
- This strategy will work for fast rolling exchanges, but the Retiring Racer might have to ride for an extra few minutes.
- See Rules above regarding how Retiring Racers must stop.

LEAPFROG SUPPORT

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

FOLLOW VEHICLE EXCHANGE

- Exchange No. 2 above is the only legal way of switching Follow Vehicles during a Racer Exchange.
- The procedure in Exchange No. 2 may also be used to switch Follow Vehicles between Racer Exchanges.
- The following is the only other legal way to switch Follow Vehicles. This is a ROLLING Follow Vehicle Exchange.
- All rules for determining an Exchange Site must be followed.
- The New Follow Vehicle approaches the Retiring Follow Vehicle from behind on the roadway. The New Follow Vehicle signals to the Retiring Follow Vehicle they are ready. The Retiring Follow Vehicle will then safely pass the Racer and accelerate to traffic speed or pull safely off to the shoulder. The New Follow Vehicle comes in behind the Racer.
- From the time the New Follow Vehicle is in place, this must be executed within 15 seconds.

SUMMARY OF MANDATORY REPORTS

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

- In the event of an emergency - medical or otherwise.
- If a racer is riding dangerously and refuses to rest or obey Race Rules.
- Prior to following a racer during nighttime hours with an auxiliary vehicle.
- If delayed, sent off course, or detained by police.
- If they lose a crew member or a Support Vehicle.
- When a solo racer (supported or unsupported) is, or plans to be, off the course hidden from view longer than 30 minutes.
- This information is for Race Headquarters use only to track racers.
- If a casual non-race rider continues riding within 10 meters (30 ft.) of a racer and is a nuisance.
- If the primary Follow Vehicle has broken down and the racer is being supported by another Support Vehicle.
- To obtain permission for crew additions or changes.

APPENDICES

APPENDIX A – APPEALING A RACE DECISION OR PENALTY

If a racer believes that a Race Official has made a decision that violated the event rules, was biased, or was unfair to the racer, the racer may appeal the decision to the Race Director.

Appeals

Appeals for Review of a Penalty

- Must be submitted in writing (text or email) as soon as possible, with as much information as possible, within 8 hours of receiving the Penalty.
- Must be submitted to the nearest Race Official who will relay the Appeal to the Race Director.
- The Race Director and Race Management will review your appeal and reply within 24 hours.
- For all appeals, the decision of the Race Director is final unless the decision also affects the Racer's finishing position, in which case the Racer may appeal to the World Ultra-Cycling Association (WUCA) using the Appeal Process with the WUCA.

Allowances

You are allowed a maximum of 2 Appeals in one race.

Field of Play Decisions

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

APPENDIX B – CHEATING AND ACCUSATIONS OF CHEATING

The Joe Barr 500 is first and foremost a competitive event. It is also an event full of personal challenge, camaraderie, and unique shared experience. You will have a better experience if you are supportive of all Racers.

Cheating versus Mistakes

Mistakes happen, Crew and Racers get tired, and rules are broken, and in most cases, it is not intentional. *Cheating is a flagrant and purposeful violation of the rules.*

Allegations of Cheating are Serious.

Allegations of cheating are a serious matter. An accusation of cheating can have a devastating effect on a racer and crew, regardless of any particular merits. Unsubstantiated allegations of cheating can be as injurious as actually cheating. If you believe you have seen a racer cheating, that is wilful and intentional violation of the rules, and you wish to file an accusation with Race Officials, you must follow the rules here. Failure to do so may result in penalties, including disqualification, against your racer.

Race Officials will follow the legal system doctrine of innocent until proven guilty. Race Officials will spend considerable time and evaluate all merits of an accusation. This may include reviewing tracker information with the tracking company or contacting the other racer. You must be sure you have solid evidence before you consider reporting cheating.

Allowances

You are allowed a maximum of 1 Accusation in one race.

Filing an Accusation

These rules must be followed to file an Accusation of Cheating.

- You must use the Accusation of Cheating Form and it must be filled out completely. You must discuss the situation with your racer or racers. The Crew Chief and at least one racer must sign the Form in addition to those that saw the incident.
- You must have evidence to substantiate your claim.
- You must provide the completed Form and all evidence to the nearest Race Official within 8 hours of observing the incident. Call Race Headquarters

immediately to help locate the nearest Race Official. You must talk with the Race Director.

- You must not discuss any allegations with anyone outside your racer and your crew except the Race Director, Headquarters Manager, and as few Race Officials as possible. Do not report anything to any media, any website, any family, or any supporters. Public announcements by a racer or the racer's crew regarding cheating, use of drugs or other serious negative information during the race, may lead to disqualification of the racer.
- A racer or the racer's crew may speak freely and frankly express their opinions to Race Officials, Race Headquarters, and the Race Director without fear of penalty or recrimination so long as they are considerate and respectful of Race Officials.

Review

Once Race Officials have received the Form:

- We will not report any allegations to the public or to the media during the race.
- Team Joe Barr has no intention of covering up any cheating or allegation of cheating; however incorrect negative information spreading prematurely can cause unfair consequences to the racers as well as to the endurance cycling community.
- The Race Director will make every reasonable effort possible to ensure that appropriate and effective action is taken to verify and act on any reported misconduct.
- A review of the presented evidence will be completed within 24 hours of the incident occurring. This may include verification by a third party tracking company.
- We will ensure a minimum number of people have information related to the accusation to protect all parties.

Final Decision

The decision of the Race Director, Joe Barr, is final.

Accusation of Cheating

This Form is to be used by racer or crew to report cheating and must be done in accordance with Appendix B - Cheating and Accusations of Cheating.

Accusation of Cheating Form

Racer/team name:	
Race number:	
Time & date of incident:	
Location of incident:	
Who observed the incident?	
Details (weather, light, conditions, what was observed etc):	
List of attached evidence:	

<i>Crew Chief Signature</i>	<i>Crew Chief Printed Name</i>	<i>Date & Time</i>
<i>Racer Signature</i>	<i>Racer Printed Name</i>	<i>Date & Time</i>
<i>Race Official Signature</i>	<i>Race Official Printed Name</i>	<i>Date & Time</i>

Form continued overleaf...

Signatures of Everyone Who Witnessed the Incident

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

--

STAFF INTERACTION

This form is to be used to file an account with the Race Director of an unpleasant experience with anyone of the Race Staff. This can include Race Officials, Headquarters Staff, Volunteers, or anyone else involved directly with the Team Joe Barr organisation.

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

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

Name:	
Name of Race Official or Team Joe Barr staff:	