



500-Mile Rules (Updated December 8, 2017)

1. Open to solo riders as well as 2- and 4-person teams.
2. Teams may ride with any number of riders on the road at a time, although riding relay style is recommended.
3. Drafting is not allowed. However, teammates may draft among themselves when there is more than one rider on the road.
4. Participants must race with a support crew (required for RAAM qualification).
5. There will be a “Time Trial Start” - riders will be started at one-minute intervals.
6. Course is not marked. Participants must navigate for themselves. In order to be an official finisher participants must ride the entire course within the allotted time.
7. All participants – riders and support crews - must obey all applicable traffic laws.
8. Support must be “leapfrog” during the day and “direct-follow” at night. 500-mile racers with support vehicles cannot advance at night without a follow-vehicle. Nighttime is defined as 7 pm-7 am.
9. Riders and crew must not impede traffic. If two or more motorists and/or a single motorist is backed up behind a support vehicle for more than 2 minutes, that support vehicle must pull over as soon as possible to allow other motor vehicles to pass. Remember, those riders with support vehicles cannot advance at night without their support vehicles.
10. Support vehicle must be completely off the road when providing leapfrog support or exchanging riders. Rolling exchanges are allowed during the day. At night all exchanges must be made after coming to a full stop.

11. Bicycles ridden at night must be fully visible. Lighting must meet the following requirements: white light in front and red light in rear; both front and rear lights must be mounted on the bicycle, although additional lights may be attached to the rider: both front and rear lights must be visible from 500 feet; rear light must be visible day and night; lights may be solid or flashing. Bicycles ridden at night must have reflective tape as follows: both wheels (placed at the cardinal directions), outside of front fork legs, rear of seat stays and rear of crank arms (or rear of pedals or heels of shoes). We strongly recommend reflective clothing for racers during nighttime hours.
12. A maximum of 2 support vehicles is permitted per entry, solo or team. Support vehicles must be equipped with the following: Two roof-mounted amber flashing lights clearly visible from the back only; Slow-moving vehicle triangle; reflective “Caution Bicycles Ahead” sign; and, race numbers on front, rear and both sides. RVs are not recommended. Should you want to use an RV, please contact us at info@raceacrossamerica.org

Note: Self-supported riders must wear reflective vests. The racer may not have people “meet” and provide support along the course. In the case of abandoning the race, the racer is responsible for safely getting themselves off the course.
13. Approved cycling helmet must be worn at all times.
14. Participants (rider or support crew) must text race headquarters from each time station and report rider’s time of arrival. Riders need not stop at the time station. If a rider is racing self-supported, the rider must text in. If a rider abandons the race, the race director must be notified.
15. Violations of these rules will result in the issuance of time penalties. Each violation will result in a 15-minute time penalty. The fifth penalty will result in disqualification.

Notes:

(1) Event management will supply race numbers and signage - 1 set for solo and 2-person teams, 2 sets for 4-person teams. If additional signage is required, it is available for purchase. Please email - info@raceacrossamerica.org . Racers and crew must provide their own flashing amber lights and slow-moving vehicle triangles. We do have a limited number of rental units available. Please email – info@raceacrossamerica.org , if you would like to reserve a set.

(2) These rules will apply to all RAAM Cycling Challenge series events. However, circumstances may dictate individual events have somewhat differing and/or additional rules. Event directors may modify rules as required and are the final authority with respect to the interpretation of all rules.