



THE GREAT HIMALAYAN ULTRA

RQ and RAAM Style Team Relay

Guiding principles

- **Safety of all persons involved**
- **Running a Clean and Healthy race with a level playing field for all**
- **Creating a Race of International standards**
- **Protecting Race integrity and reputation**
(The guiding principles will dictate decision making by the Race Committee on any issue not specifically covered in these rules)

1:General

- A. All participants are responsible for reading and understanding the rules, event information and instructions given before and during the event.
- B. The Great Himalayan Ultra Race 600 km Solo is a RAAM Qualifier, Standard Race Across America, RAAM Style Event Rules apply (copied below), with exceptions detailed at the bottom.

- C. Safety is a primary concern. In an emergency, riders and their crews are expected to help, and will be given credit for any lost time, if necessary.
- D. This is a High Altitude Race and special mandatory requirements will be strictly followed as listed in Ref Rule #12 & #25
- E. All rules and regulations must be obeyed by all riders and support crew members at all times.
- F. Race Across America (RAAM) RULES may be referred to in the event that a situation is not covered in these rules. The race committee has the authority to override, modify or create rules based on extenuating circumstances.

2:Conduct

- A. Riders and support crew members must conduct themselves in a civil manner at all times during the race.
- B. Riders and support crew members may not act maliciously toward any other person for any reason. Riders and support crew members may not intentionally impede the progress of or misdirect any other person for any reason.
- C. Riders and support crew must at all times behave respectfully toward all Race officials and volunteers.
- D. Violation of the conduct rules and/or any other inappropriate behaviour by a rider or support crew member will result in the rider's immediate disqualification and possible suspension from future Inspire India events. This may include the suspension of crew members, from participation or supporting any Inspire India Races.

3:Traffic Laws and Law of the Land

- A. Riders, follow vehicles and support crew members must obey traffic laws at all times.
- B. This includes, but is not limited to: driving on the correct side of the road, stopping and waiting at red lights until they turn green, stopping at stop signs and checking for traffic before proceeding, using hand signals for all turns, keeping as far to the left as safety permits, using the shoulder whenever possible and obeying speed limits, dipping high beams to avoid blinding oncoming traffic.
- C. Support Vehicles must use indicator, and only pull out on the left of the road when stopping to leap frog the racers, give hand offs or do racer/vehicle exchanges. The only time you may pull off to the right of the road is if you are driving into a property/private compound like that of a hotel, shop, dhaba or petrol pump for example.
- D. Follow Vehicles must use their dipper as required when driving on roads without dividers so as not to blind oncoming traffic. Racers bike lights must be powerful enough that they are not dependent of the follow vehicles high beams!
- E. Racers and support crew members are expected to follow all pertinent laws, regulations and mandates.

4:Drafting

- A. Drafting another cyclist is not allowed in any category, except for teams (see rule # 9). Riders must maintain at least a 10 meter space cushion between each other and vehicles. When passing, riders may encroach on the 10 meter space cushion as necessary, but if they linger, they will be considered to be drafting.
- B. Drafting any motor vehicle is not allowed. Any violation of the drafting rules will result in a rider's immediate disqualification.

5:Mechanical Support

- A. All riders should be self-sufficient and properly equipped. Riders and/or their support crew should have everything necessary to repair or adjust the rider's bicycle and combat the elements. Race officials may help, but take no responsibility or make any guarantees to fix mechanical problems when and where they occur.
- B. Riders and support crew members may assist one another with mechanical or other problems, but no time credit will be given unless it is an emergency or extenuating situation.
- C. Outside assistance may be used, for example a bike shop on route. However if the racer is leaving the course for this or any reason, race officials have to be informed about the location from which the departure is made, prior to leaving the course, and the racer must return to the same location, inform race officials and then continue.

6:Bicycles

- A. All bicycles must be propelled solely by human force. There is no limit as to the number of bicycles a rider may use. Disc wheels, wheel covers and/or aero bars are allowed.
- B. There are no bicycle categories at this time. Special bikes will be considered and ruled upon by the Race Director. Solo Racers must have a road bike as a primary bike and may choose to have a hybrid/mtb as a spare bike for bad road sections.
- C. All bicycles must be deemed to be in race condition. If a bicycle is judged to be unfit or unsafe to ride, riders may NOT use it until the issue is resolved to the satisfaction of the Race Director.

7:Helmets

- A. Riders must wear an approved helmet, properly fastened, at all times when riding a bicycle. Riders without a helmet will not be permitted to start. Riding without a helmet, even briefly will result in immediate disqualification of the racer.

8:Lights and Reflective Gear

- A. Riders must use at least one steady white front light visible from 500' (150 lumens or more) mounted to the bicycle and a steady (not flashing) red rear light visible from 300' mounted to the bicycle. A second red rear light visible from 300' mounted to the bicycle or rider, may be kept on flashing or steady mode. Be warned however that the flashing mode can cause extreme irritation and/or hypnotic effect on the follow car driver.
- B. Riders must wear a reflective gear during the night hours, in the form of a vest or bandoleer. (Adhesive reflective material and jerseys with reflective material stitched to them, are not acceptable in lieu of reflective gear)
- C. Lights and reflective gear must be used during night hours from 6:00 PM – 7:00 AM, and switched on when passing through a tunnel. All lighting requirements must be met by all riders, during the night hours (mandatory direct follow hours). Any rider caught riding without lights and/or reflective gear during the night hours will be immediately penalized (no warnings) Ref 18A-18E.
- D. These are the minimal requirements we will accept, but are nowhere near optimal. For optimal lighting, we recommend using a front light of at least 600 lumens, with a secondary front light in use with the other light or to use as a backup. For the rear, we recommend using lights with visibility up to 500'.
- E. Support crew must wear Reflective gear during the night hours. It is recommended that they wear reflective gear during daylight hours when they are outside the vehicle during daylight hours as well.

9:Teams

- A. Teams may be comprised of 2,3 or 4 members riding in a relay. The same rules and regulations that apply to individual riders, apply to teams and their support crews.
- B. Rider exchanges may take place anywhere on the course and at any frequency depending on team strategy. Any number of teammates may ride at the same time. A team's official time is calculated when the first rider crosses the finish line.
- C. As a relay running race requires a passing of a baton, Team Relay Racer Exchanges mandatorily require wheels to overlap between retiring racer and fresh racer, to ensure that there is no gap in time or space in the teams' race. This rule will be strictly imposed. Teams will be issued a time penalty for first offense and be disqualified on second offense.

- D. In the day time rolling exchanges may take place, with support vehicles going ahead to place the fresh racer and waiting in readiness for retiring racer to arrive and overlap wheels. At night, due to mandatory direct follow rules, both racer and vehicle have to stop and remain in vehicle headlights. Teams with more than one follow vehicle may do rolling exchanges at night, provide no racer continues on the course unless in the headlights of the follow vehicle.
- E. Drafting is allowed between teammates, but not between rival teams, solo racers or any other rider.
- F. Each Team must have a team leader, who should be a member of the team. Any decision regarding penalties or disqualification will be conveyed to the team leader or the crew chief.
- G. Team members may support their team when they are not riding, but must obey all rules regarding support crew members, with the exception of the rule banning support crew members from riding on the course (14.G).

10: Sleep

- A. Being a high altitude race, a mandatory rest break of 3 hours is imposed on all racers and crew in Kargil at designated hotel. This timing is included in the overall cutoff timings.
- B. Additional sleep/rest breaks are not mandatory, but is recommended that when a rider (or support crew member) need it, they take a short power nap, however keeping the high altitude and high exposure in mind it is not recommended to take breaks on the high mountain pass roads. It would be safer to do so in the valleys however the Kargil Dras section though at lower altitude is extremely cold and long breaks at night are not at all recommended.
- C. Race officials reserve the right to pull a rider and/or support crew member off the course and order them to rest if that person is suffering from sleep deprivation and/or riding/driving or acting in an unsafe manner. Depending on the situation racers may be officially disqualified from the race and ordered to use a vehicle to retreat to a low point on the race course immediately.
- D. Long breaks for any reason are not recommended on the high passes and the approach to the high passes. Stopping here for any length of time is highly dangerous. Long breaks on the Kargil-Dras- Kargil section of the route, which is covered at night will expose crew and racers to extreme cold. If a racer, team or crew are found to be dysfunctional due to fatigue or sleep deprivation officials have the right to disqualify a racer, and order racers and crew to retreat using crew vehicle, to a lower altitude or shelter.

11:Route

- A. All riders and teams must ride (or walk with their bicycle) every inch of the route.
- B. The route is not marked, but is easy to follow with the cue sheets that you will be provided. No credit will be given for navigational errors or for leaving the course.
- C. If for any reason racers are forced off route by road construction, diversion due to accidents or by traffic police for any reason, crew must immediately contact one of the Race Officials and report exact details of diversion. Racers may continue to race. If for any reason they are unable to establish a telephone call, they must send a text/WhatsApp message, giving coordinates or location pin of start of diversion. They must do the same at the time of re-joining the race route.
- D. Race Committee will assess whether a time penalty is to be added to Racer/Team time or whether a time deduction is required. This decision will be conveyed to the crew if possible, so that they can re-calculate race cut-off time for the racer/team. However, communication is not guaranteed, and the decision stands even if it is not communicated and racers miss their cut offs.

12:Checkpoints, Cut Offs

- A. At a manned checkpoint, Riders or crew must report their arrival with the Race Card to the official when they arrive, and sign the checkpoint log. Time will be recorded as of when they report, (provided the racer has also passed the checkpoint) not when they arrive, if there is a lapse on their part. At an unmanned checkpoint Riders or crew must report their arrival in the manner prescribed.
- B. Support crew can report instead of the rider during daylight hours. Rider may continue riding, except at the finish of their event, at which time the rider must check in. At night it is mandatory for the racer to stop until the checkpoint procedure is completed unless the racer has another support vehicle in direct follow.
- C. It is solely the rider's and crews responsibility to make sure their time is recorded, when they pass through a manned checkpoint. Failure to do so will result in penalties and/or disqualification. The support crew may not report before a rider has physically crossed that particular time control.

- D. The Great Himalayan Ultra has Hard Cut offs to ensure safety. The cut offs give a reasonable amount of time to complete the course but given the high altitude of the race and the harsh terrain, no leeway can be given that may impact safety of all involved.
- E. All Racers who are unable to meet the timings of the first cut off at Lamayuru will be immediately disqualified from both RQ and Inspire India timings. They will have to remove all race signage, and may not continue riding the course. This cut off is for safety reasons, to ensure all racers make the long descent from Fotu La before dark, and will be strictly enforced.
- F. The second hard cut off is at Kargil on way to Dras. Racers who reach late will be disqualified from the race. They will not be permitted to continue to Dras. They may rest for a minimum of 3 hours and return to Leh.
- G. The third hard cut off is at Dras. Racers will be disqualified from the race and must return to Kargil by vehicle.
- H. The fourth cut off is at Kargil, while returning from Dras and there is a 3 hour mandatory rest for racers and crew. Racers may continue riding the course after this, but will be disqualified from RQ timings. Ref Appendix C Control Point Details for cut off timings. Racers wanting to finish within RQ timings must also leave in time as described in Appendix C
- I. The fifth cut off is at Lamayuru on the return, after which time racers may continue but will be disqualified from RQ timings.
- J. Riders will not be eligible for Finishers awards if they reach a manned checkpoint after it has closed and officials have departed. Ref Appendix C

13: Support Crews

- A. For the 600 Km race 1 primary support vehicle with a minimum of 2 licensed drivers, is Mandatory for both Solo and 2 person team. For safety it is advised that there be 3 crew in the vehicle for the Solo rider.
- B. Motorcycle support crew if used must rest at night.
- C. Support vehicles may leap frog their rider during the day (and provide support only via pedestrian hand offs. No vehicle hand offs are allowed) but because of the remoteness and harshness of this region, we advise close and direct follow as much as possible. Direct follow by (primary vehicle only) is mandatory at night, ie the vehicle must follow directly behind their

rider at all times. It is mandatory for the Racer to be within the headlights of the support vehicle during night time hours.

- D. Support crew members must obey all of the rules and regulations. If a support crew member violates a rule, it will result in their expulsion from the race and penalties and/or disqualification for their rider.
- E. Support crew members must be considerate of the surrounding area in which the course travels. They should not behave in a disruptive manner, and pay all bills of purchases made on the course.
- F. Support crew members are not allowed to ride a bicycle on the course at any time during the race.

14: Support Vehicle Requirements

- A. Only 4 wheeled support vehicles are permitted as primary support vehicle.
- B. Special conditions apply for the region of Ladhak with respect to the use of hired vehicles and local drivers. Please discuss in detail with Race Officials.
- C. Motorcycle support is permitted in the Great Himalayan Race because of the challenge of the terrain, to relieve the primary support vehicle during daytime hours and to resupply the primary vehicle. Motorcycle support may not be used to give direct follow support at night.
- D. All support vehicles to be used during the race must pass inspection Ref Appendix C and be registered with the Race organization. In case of a breakdown or if a vehicle is being changed in the course of the race, for any other reason, race officials have to be informed. You will be instructed on document and inspection process.
- E. Any 4 wheeled vehicle may be used as primary support vehicle. Please ensure that it is well maintained and in proper condition before start of race. The same applies to the Motorcycle support.
- F. Rear emergency flashers (Parking lights/Hazard lights) must be used while supporting a rider, driving slowly or whenever pulled over.
- G. All 4 wheel support vehicles must display a "SLOW-MOVING VEHICLE TRIANGLE". "Slow-moving vehicle triangles" may be purchased at most auto parts or hardware stores. In the absence of a "Slow-moving vehicle triangle", the support vehicle must prominently display, a reflective sticker not less than 2 feet in length.
- H. Support vehicle with a Bike rack mounted at rear must use a rear red flashing light mounted on the bike rack.

- I. Support vehicle must display Race signage in the manner instructed at time of briefing. Race signage may not be removed for the entire duration of the race, except if the rider/s drop out of the race or are disqualified.
- J. Each Racer or Team must have their own support vehicle. Support vehicle may not be shared.

15:Following The Rider/Hand-off's/Passing

- A. Support crews may leap frog their rider during the day and provide support via pedestrian hand off's, and at night they must follow directly behind their rider. Hand offs from the vehicle are strictly not permitted in any Inspire India Races and liable for a penalty ref rule #18
- B. Follow vehicles must stay as far to the left as safety permits while driving behind their rider. If the shoulder is wide enough for the vehicle to use, they must use it. If it's not, they must drive as close to the left edge of the pavement as possible.
- C. Support vehicles must halt off the shoulder line whenever possible.
- D. Follow vehicles should never block traffic to the rear. If traffic builds up behind them, they must pull off the road and allow it to pass. Then, when it is clear, they may continue to follow their rider. If there is a lot of traffic, or if the road is narrow, follow vehicles must pull over and leapfrog their rider. Except at night, when the racer must also pull over and allow traffic to clear.
- E. Follow vehicles may not impede the progress of another rider or their follow vehicle.
- F. When a rider with a follow vehicle passes another rider, use this procedure: rider A passes rider B and gets clear. When a gap of 30 meters forms between the two riders, rider A's follow vehicle may pass rider B (and their follow vehicle) and continue to follow their rider. Rider B (and their follow vehicle) may not impede the progress of rider A or their follow vehicle.
- G. It is strongly recommended that support crew follow their riders closely, but at a safe distance during the night. It is mandatory to keep them in their headlights at all times. This will provide protection and light to their rider.
- H. Riders may not be pushed, pulled, towed or otherwise assisted by their follow vehicle. This will result in immediate disqualification.

- I. Make sure that crew and the racer plan ahead and refuel and restock before 6:00 pm to avoid wasting the race time at night. Before 11 PM make certain you have enough supplies and fuel to make it through the entire night. On this route, there are very limited Petrol pumps and food options even at day. Route book will provide an appendix detailing re-fuelling points, medical aid etc.

16: Timings and RAAM Qualification

- A. Finish Cut off timings according to categories/distance/Age and Gender are detailed in Appendix C
- B. Solo racers who successfully complete the entire course in accordance with the RQ (RAAM Qualification) timings for their respective distance and category will be qualified for Race Across America (RAAM).
- C. Solo racers who finish within Inspire India timings will be acknowledged as Inspire India Finishers and eligible for the finishers Medal.
- D. Teams finishing within their respective time cut-offs will be eligible for the Finishers Medals. Teams that finish Outside of Time Limit will be listed as OTL in the results.

17: Cheating

- A. Drafting of any motorized vehicle is strictly forbidden. Any rider seen attempting to gain advantage by drafting a motorized vehicle will be immediately disqualified.
- B. Towing any vehicle is strictly forbidden. A violation will lead to immediate disqualification and a ban from future races.
- C. Any Racer seen using a motorized vehicle to move ahead on the course will be disqualified. If for any reason a racer decides to withdraw from the race, she/he or their crew must inform a race official before moving ahead on the course in a vehicle. If telephonic contact cannot be established, a text message/sms or WhatsApp message must be sent.
- D. Any deliberate act of taking advantage over others is considered cheating and will lead to immediate disqualification.
- E. A very serious view is taken of any manner of cheating. If found cheating Race officials WILL immediately disqualify a rider and/or support crew members and ban them from future races.

18: Warning/Penalties

- A. Riders and support crew members must obey all rules and regulations at all times. There will be no exceptions. It is the rider's responsibility to ensure and s/he or her/his support crew do not give any cause for doubt.

- B. Race officials and volunteers may issue warnings to riders and support crew for minor violations not including willful cheating. In the situation of a race such as this, race marshals may take spot decisions that will be conveyed to the Race Committee. Every attempt will be made to convey it to the racer's crew and racer, but Race Officials may not be held responsible if contact is not made with the crew for this purpose.
- C. Repeating an offense will result in a penalty, regardless of whether the racer or crew has been notified or warned about the first offence.
- D. Race officials reserve the right to immediately disqualify a rider and/or support crew member and ban them from future races for inappropriate behavior or if the situation warrants it. It is within the discretionary powers of Race officials to make a decision about warnings, penalties or disqualifications, based on their judgement and observations.
- E. Penalties will be meted out in accordance with RAAM RQ rule no. 13. But are not limited to those offenses.

19: Race Officials

- A. The Race Committee has the authority to override, modify or create rules based on unfolding circumstances during the course of the event. Race officials have complete authority and the decision of the Race committee is the final word on all matters.
- B. Race officials may be stationed along the route as well as at checkpoints, and will be marshaling the route marked or unmarked vehicles. If deemed necessary, the Race committee may take a decision to embed an official in a racers support vehicle at any time for any reason.

20: Appeals/Protesting/Complaints

- A. During the course of the race, a racer may make a verbal protest to any Race Official or the Race Director, but it must be made privately and respectfully. Any public protest or display of disgust with the contents of the Rules, their application or to a Race Official may result in a penalty.
- B. Any rider wishing to make an official protest must do so in writing and submit it to the Race Director along with a Complaint Fee of Rs. 5000/- no later than two hours after their race's respective time limit has expired. The Race committee will rule on all protests after due deliberation, as time permits.

Please refer RAAM RULES – Appendix A – Cheating and Accusations of Cheating

(quoted below) “RAAM is first and foremost a competitive event – it is the Race Across America. It is also an event characterized by camaraderie, shared experience and personal achievement. You will have a better experience if you are supportive of all Racers. Your priority is racing, not officiating.

Concentrate on your race, the Race Officials will focus on rules. Invariably, becoming fixated on what may be perceived as violations of rules by others and/or what you believe to be officiating mistakes, will generally cause both Racers and Crew to lose focus on racing and negatively impact performance.

Cheating versus Mistakes - Mistakes happen. Racers and Crew get tired and forget and rules are broken. In most cases it is not intentional. Cheating is a flagrant and purposeful violation of the rules.”

- C. Riders and support crew may not make allegations of cheating in public or in social media of any kind. Racers may not make allegation of cheating to Race Officials without substantiating it with evidence. Protocol is to be observed. Riders must submit a formal letter of complaint to the Race committee along with eye-witness accounts, evidence and a complaint fee, for it to be taken seriously.
- D. Complaint fee will be refunded in full if the Race committee rules in favor of the complaint. In the absence of substantiating evidence, race committee will be unable to take action.
- E. Airing opinions, making allegations and complaints regarding Race and Race officials over Social or other Media before or after making a formal protest, that are considered harmful to the Race Reputation may result in a disqualification or a ban from future races.
- F. All Racers and Crew are encouraged to report suspicions (with or without evidence) if they see some infraction of rules by other teams or racers. These reports must be made during the course of the race, with details of racer/team no. and location, to enable race officials to check on the report. Any racer or crew, Witnessing a cheating or rule infraction and not reporting it to race officials immediately, will lead to witnesses being held complicit in the act itself.

21:Media, Race Publicity and PR

- A. Riders and support crew agree to the use of their images for the purpose of Race Promotion in all Media.
- B. Riders and support crew must not through their actions on any media (print, social, internet, FB, twitter, etc) harm Race Reputation. The continuation of the Race is dependent on

maintaining its integrity and reputation and any action that is considered harmful to the Race Reputation may result in a disqualification or a ban from future races.

22: Embedded Official

- A. Inspire India reserves the right to assign an official to observe a racer/team from within his/her support vehicle, at any time before or during the race. Racer and crew will accommodate the official within his/her vehicle and will be responsible for the safety and well being of the official.

23: Support and Resources

- B. Inspire India provides resources in the form of information on technical support, accommodation and enroute restaurants, as also support personal in the form of volunteers to crew. This is undertaken on request from racers, to ease racers logistical burden. Inspire India cannot be held responsible for any disappointment to the Racers, or any disagreement that may arise.
- C. Racers and all crew are expected to behave respectfully toward all resources and support that is made possible through the goodwill of Inspire India.
- D. All expenses towards any resources are to be borne in full by the Racer. All expenses of crew members for the duration of the race, including accommodation as required at start, and accommodation at finish point.

24: Communication Protocol

- A. In addition to conduct during the race (ref rules and regulations #2: Conduct) that pertain mostly, but are not limited to face to face conduct during the race, all communication between participants and Race organisation, through any and all means, must be respectful and polite in nature.
- B. In addition to any appeal/protest/complaint covered in Rules and Regulations #22 Appeals/Protesting/Complaints, all communication between Participant and Race Officials must be private and respectful.
- C. The objective of the communication must clearly be to receive clarity and resolution, on race related issues or information from Race officials.
- D. Acceptable means of communication are via email for any official communication that need to be kept on record, and via phone call, text to phone or whatsapp for any inquiries during race days.
- E. Posts on social media are not acceptable means of communication about race inquiries or addressing of issues. These are public forum that are critical to the well-being and growth of this race, and we will use our discretion in judging whether a racer is being disrespectful.
- F. A social media post deemed disrespectful, and harmful to the race reputation (guiding principal #4) may result in a disqualification or a ban from future races.

25: Compliance

- A. All racers have to pass inspection of mandatory requirements before being cleared to race. This will include documentation, Bicycle inspection and vehicle inspection as described in Appendix C. No additional vehicles, that have not been inspected, may be used to give support during the route.
- B. It is the responsibility of the racers and the crew to ensure that compliance is strictly adhered to for the entire duration of the race.
- C. In case a change of vehicle/bicycle is necessitated, between inspections and race start, Race officials have to be informed, new vehicle documents submitted and vehicle/bicycle inspected.

26: Littering

- A. Racers and Crew may not litter, throw garbage, plastic etc at any point during the course of the race.
- B. All waste must be disposed off at private or public garbage bins on waste collection sites only. If disposed within a private property on the course like a hotel, restaurant or petrol pump, it must be with the permission of the property managers.
- C. This includes but is not limited to the finish line at Bogmalo where it is forbidden to throw any waste out of the vehicles into the public parking or the streets at the end of the race. Crew must only do this activity at their own respective hotels and dispose off the garbage as recommended at their hotels.
- D. It is the responsibility of the racers and the crew to ensure that compliance is strictly adhered to for the entire duration of the race.
- E. Any breach of this will result in a penalty without warnings.

27: Substance Abuse

- A. Consumption of alcoholic beverages, **drugs, Narcotics, Opioids** or any other substance that may have an effect of intoxication or impediment to functionality is **STRICTLY PROHIBITED** for all Racers and Crew Members!
- B. This rule applies from the day before the race start till the participants finish. For Safety reasons, all crew or racers are expected to impose this restriction on themselves and each other.
- C. Race Officials will take the strictest action upon breach of rules, even in the case of suspicion or suspicious behaviour. In addition to a disqualification, Race Officials reserve the right to report offending person or team to local authorities.

28: Mandatory Rest

- A. In Recognition of the challenges that The Great Himalayan will exert on racers and their crew in this high altitude and terrain, a mandatory rest halt for crew and racers, has been designated at Kargil, the lowest point of this race route at 2670 Mts (8780 ft).
- B. The mandatory halt is on the return leg, @376 km into the race. Racers and crew will be checked in and only allowed to get back on course 3 hours from that time.

C. The 3 hours are included in the timings for RQ and Relay.

Appendix A

RAAM Qualifier – Race Rules

1. Approved cycling helmet must be worn at all times.
2. Bicycles ridden at night must be fully visible. Lighting must meet the following requirements: Red tail light with minimum three LED bulbs; headlight; Reflective tape on fork legs, rear triangle, cranks, either rear of pedals or heels of shoes, and wheels; tail light may be solid or flashing.
3. All racers must have a support vehicle (one for 600 and 2 for 1000 and 1750). Support vehicles must be equipped with the following: Two roof-mounted amber flashing lights clearly visible from the back only; Slow-moving vehicle triangle; “Caution Bicycles Ahead” sign; and race numbers on rear and both sides. No RVs will be allowed on the course. 200-mile racers may ride with a support vehicle or self-supported.
4. Support must be “leapfrog” during the day and “direct-follow” at night. Racers cannot advance at night without a follow-vehicle.
5. Participants and racers 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, the support vehicle must pull over as soon as possible to allow other motor vehicles to pass.
6. Drafting is not allowed. Any number of team racers can be on the road at any time. Teams may draft, but only their own team mates.
7. Racers must ride single file except when passing another competitor.
8. Support vehicle must be completely off the road when providing leap frog support or exchanging riders.
9. All participants must obey all applicable traffic laws.
10. Support crews must call race headquarters from each time station and report the racer’s time of arrival. Racers need not stop at the time station.
11. Racers must follow the exact course and racers must ride the entire course.
12. Racers must progress along the course entirely under their own power. Racers cannot hang onto vehicles, draft vehicles or be ferried along the route in any way.
13. Violation of rules 1 through 10 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.
14. Violation of Rules 11 or 12 will result in disqualification.

Exceptions To RAAM Qualifier Race Rules

Rule 3 – Support vehicles need not use roof mounted amber lights, and need not have 'Caution Bicycle Ahead' sign. They must observe Ref #13F of Rules and Regulations

Rule 4 – Support vehicles can direct-follow their riders during daylight hours also.

Rule 8 – Given off-shoulder road conditions in India, Rule 8 may be relaxed if there is no option to get off the road.

Appendix B

Mandatory Pre-Race Registration Requirements

PARTICIPATION WILL BE CANCELLED WITHOUT REFUND FOR

- NON COMPLETION OF PRE-RACE REGISTRATION FORMALITIES, VEHICLE AND BIKE INSPECTIONS OR
- NON ATTENDANCE OF PRE-RACE BRIEFING

You are required to pass a mandatory bike and vehicle inspection prior to the race. All Racers HAVE to pass all the inspection criteria listed below to be cleared for Racing the Great Himalayan Ultra Race.

You are advised to keep everything ready for inspection before your time slot, except Racer no.s and Race signage that will be handed to you at that time. Racer Briefing, all solo racers, crew chief and at least 1 other crew member must attend the briefing, however it is recommended that all attend.

Bike Check – Check List

- Rider Number on front and rear – will be provided at Inspection Venue.
- Rider No. on Helmet – will be provided at Inspection Venue.
- Front Bike Lights – 150 Lumens visible for 500 feet – minimum 2 with spare batteries and/or chargers
- Red tail lights – visible for 300 feet must have steady mode – minimum 2 with spare batteries and/or chargers
- Fully functional brakes, front and back
- Reflective Vest/Bandoleer, 1 each for racer and crew.
- Reflective tape (If you do not have Reflective tape, you may purchase some at the Inspection Venue) approx ¼ inch by 3 inches long strips to be affixed on.

1. Front fork legs,
2. Seat stays
3. Cranks,
4. either rear of pedals or heels of shoes,
5. wheels (3 strips of 2 inches on each side)

Support Vehicle Check – Check List

- Race Number on all 4 sides – will be provided at Inspection Venue.
 - “Slow-moving vehicle” Triangle OR 2 feet reflective tape prominently stuck on rear of vehicle or on bike rack at rear.
 - Red flashing light mounted on bike rack.
 - Car number plate to be visible at all times, as per traffic rules. If bike rack blocks the number plate even partially, Car number to be written / printed and pasted on a visible part of the back of the car.

Documentation Checklist

- Copy of Racer's ID proof.
- Copy of Racer's Age proof.
- Copy of Vehicle Registration and insurance papers.
- Copy of Drivers' Licenses of ALL the drivers.
- Waiver Form signed by Racer (will be provided at venue)
- Waiver Forms signed by all Crew (will be provided at venue)
- Adventure sports (high altitude) insurance for Racer – Mandatory
- Adventure sports (high altitude) insurance for crew – Mandatory

Appendix C

CONTROL POINT DETAILS – 600 KM

	RQ - 37 hrs race time + 3 hrs halt	Relay Team - 35 hrs race time + 3 hrs halt			
No	Control Point	Place	Total Distance	CP-CP Distance	Close of Controls
1	Start Sat 05:30:00	Leh, Rover's Den	0		Start 5:30-5:45 Time Trial style
2	CP1 - Manned	Thiksey Monastery parking	21	21	Sat 07:00:00
3	CP 2 – Manned Mandatory	Lamayuru, Lamayuru Restaurant	152	131	Sat 15:30:00 HARD CUT OFF FOR ALL Racers will be disqualified from race & will not be allowed to continue on race route.
4	CP3 - Manned	Kargil, Hotel The White Castle	255.5	103.5	Sat 21:30:00 HARD CUT OFF FOR ALL Close of Control. Racers arriving later will be disqualified from the race, asked to rest 3 hours min before returning to Leh

5	CP4 - Manned	Dras, J & K tourism hotel	319	63.5	Sun 1:30:00 HARD CUT OFF FOR ALL	Racers will be disqualified from race & must return to Kargil by vehicle.
6	CP5 - Manned	Kargil, Hotel The White Castle	381.5	62.5	Sun 5:00 HARD CUT OFF FOR ARRIVAL TIME for RQ	Last RQ departure is 8:00am. Racers arriving later than 5am will only qualify for Inspire India timings.
7	Mandatory 3 hour Rest Halt starting from time of arrival.					
8	CP6 - Manned for RQ, Self Check in for Inspire India	Lamayuru, Lamayuru Restaurant	485	103.5	Sun 17:00 CUT OFF FOR RQ	
9	Finish	Leh, Rover's Den	601	116	Sun 19:30 HARD CUT OFF Relay Team, Sun 21:30 HARD CUT OFF RQ	Mon 01:30 Inspire India Time

Hard Cut offs will be strictly enforced!

- Cut offs are designed to protect the interests of all involved and are not negotiable.
- The race is a high altitude race, we are keen to create difficult races... NOT DANGEROUS ones! Please bear in mind the consequences of high altitude sickness are severe. **We will take decisions based on Safety FIRST for all involved, that includes racers, crew and officials.**
- Please follow safe practice to ensure you are in good condition for the race, and this includes your crew. AMS (acute mountain sickness) is unpredictable, and could affect anyone at anytime, even those with previous experience at high altitude.

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