

Transportation to Davis

By Air:

Use the Sacramento International Airport. You may have to transfer from the San Francisco International Airport. Rental car agencies are plentiful if you decide to rent a car either at the [airport](#) or in [Davis](#).

By Ground:

Yolo Bus #42B serves Davis from the Sacramento International Airport on an hourly basis. You can take a boxed bike on board. More information on schedules and fares is available at <http://www.yolobus.com>.

The Davis Airporter serves Sacramento International and San Francisco International airports. Advance reservations are required. Call (530) 756-6715 or (800) 565-5153 or <http://www.davisairporter.com>

Uber and Lyft are operating in the Sacramento-Davis area and would be an efficient choice but maybe more expensive.

By Train:

To plan your trip to Davis using Amtrak call 1-800-USA-RAIL or go to <http://www.amtrakcapitols.com> to see the Capitol Corridor Train Schedules.

By Auto:

Long-term parking in Davis is not well defined. Parking on the streets for a week is not disallowed, but may not be secure. Parking in the parking structures is expensive and time limited. If you have a friend who will watch out for your car, you are in luck.

We have made arrangements with the City of Davis Police Department to allow up to 1 week parking in the Mace Blvd. Park and Ride. The lot is patrolled by the beat officer and is normally secure. We will have placards to put on your dashboard that gives you the extra days of parking without ticketing. The drawback is the [distance](#) to the Start/Finish is about 4.5 miles. If you would like to drop off your bike and drop bags at the Start/Finish, we can shuttle you back from the Park and Ride. Just let us know in advance so we can plan. The last shuttle leaves the Start/Finish at 1600 hrs.

Motels in Davis:

Hallmark Inn	110 F Street	530-753-3600
Aggie Village Inn	245 1st Street	530-756-0352
Econo Lodge	221 D Street	530-756-1040
Days Inn	4100 Chiles Rd	530-298-6535
Holiday Inn Express Davis	1640 Research Park Dr.	530-297-1500
Motel 6	4835 Chiles Road	530-753-3777
Best Western Palm Court Hotel	234 D Street	530-753-7100
Best Western University Lodge	123 B Street	530-756-7890
University Park Inn & Suites	1111 Richards Blvd	530-756-0910

The Gold Rush does not have a host motel or hotel. The above list contains most of the reasonably priced lodging in Davis. It should be noted that the Motel 6 is the closest motel to the long-term parking at the Mace Blvd [Park and Ride](#).

Rider Services and Procedures

Check-In Procedures:

Report to the [Start/Finish](#) location at Tandem Properties 3500 Anderson Road between 1400-1600hr on July 5th for Check-in.

You must bring the following items:

1. Your Bicycle and Helmet
2. At least two separate front handlebar Lighting Systems, battery or generator, with spare bulbs if applicable. However if both are mounted a third separate system must be carried available un-mounted and it may be a helmet light. Each lighting system must have a main headlamp (minimum of 2.4 watt Cateye-type halogen or 350 lumen LED) as well as an independent back-up system (also with the same minimums) in case of failure of the first.
3. Two Red Lights mounted vertically to the rear of the bicycle capable of “solid” on. Blinking red taillights are a signal of distress for course monitors. Please do not torture your fellow riders with blinking red tail lights.
4. Two Reflective Ankle Bands
5. Reflective Vest or Sash (We strongly recommend that you wear an EN-1150 reflective vest or jacket that meets the 2011 PBP reflectivity standard when cycling at night or in low-light tunnels during the day. Please take a look at RUSA's [Guide to Reflective Gear](#). Examples of suitable vests can also be found at the [RUSA Store](#). Its reflective material must be readily visible on the front, back, and sides of the rider's torso/shoulders. If a hydration system or knapsack is worn over the vest/jacket, some method of having additional reflective material must be affixed to take the place of the reflective material of the vest that has been covered.
6. We highly recommended but do not require Reflective Tape affixed to crank arms and other side-facing parts of bicycle
7. Small cylindrical drop bags, no larger than 12”x 24” will be taken for transport to Taylorsville, Susanville and Adin. Marking tags and zip ties will be available for up to three bags.
8. Private support vehicles are not allowed.

Long-Term Parking:

There will be **no** long-term parking at the Tandem Properties parking lot! If you will be leaving your vehicle in Davis for the duration of the ride, we will provide you with long-term parking placards for the most desirable parking lot, the [Park and Ride](#) on Mace Blvd. This lot is a [few miles](#) from the Start but is monitored by the Davis Police Department. If you would like to drop off your bike and drop bags at the Start/Finish, we can shuttle you back from the Park and Ride. Just let us know in advance so we can plan. The last shuttle leaves the Start/Finish at 1600 hrs.

Starting Procedures:

The ride will start at the [Tandem Properties](#) administration building at 3500 Anderson Road located near the corner of Anderson and F streets in north Davis. Please be present and prepared, with all your paperwork completed, bike inspected, rider numbers attached, and drop bags loaded into the transport truck. Gathering time is 1700-1730 on the lawn in front of the registration building. Final instructions and any last minute route conditions will be given and the ride will begin at exactly at 1800 from a starting line in the middle of Anderson Road.

Rider Services and Procedures

Route:

Much care was given to selecting a safe route with minimal car traffic. Some short sections of the route deserve special attention:

1. There is a slippery when wet, open-mesh metal [bridge in Knights Landing](#) at mile 28.5 and again at mile 725. Use caution here. It's very passable with no problem if it is not wet!
2. There are rumble strips on CA-113 north of Knights Landing after the metal bridge. Once on Reclamation Rd there are no rumble strips again until mile 247 near Susanville.
3. There are three (3) dangerous expansion gratings on a bridge near Oroville at mile 109 and mile 641 on the return. Be sure and [STAY](#) on the white fog line on this bridge and use the narrow, but rideable metal strip across each grate near the white fog line. Use extreme caution at night. Ride single file across this bridge.
4. Before the Tobin Resort control on Hwy 70 is a [series of 3 tunnels](#). You will need to use your lights both front and rear for safe daytime cycling through these tunnels. The second and third tunnels have "push buttons" that, when pushed, will indicate to cars that cyclists are in the tunnel. **Taillights are essential here!!!**
5. There are rumble strips on Hwy 395 near Susanville for 3 miles at mile 247 and mile 522 on the return.
6. Lastly, Centerville Rd from Canby to Alturas at mile 346 has some very irritating [cracks](#).
7. Though at first flat and easy, the GRR is definitely a mountainous randonnée. The GRR has somewhere around 26,000 to 29,000 feet of climbing, depending on whose altimeter you choose to believe. When compared to the 31,000 feet found at either PBP or BMB this may not seem so bad at first glance. However, keep in mind that most of the climbing is compressed in the middle 400 miles of the route. Make no mistake; all GRR finishers will need good climbing and descending ability. In addition, they will all need to bring low gears and good brakes! The steepest gradient will be found on the tough Janesville Grade on the return leg of your journey. The vast majority of climbing is more in the 4 to 6% range, with some sections of 8%. Overall, most of the GRR climbing tends to be on gentle to moderate slopes except for the aforementioned Janesville Grade, which climbs 2300 feet in five miles. The first three are a relentless 8-15% with no breaks and one short 0.1-mile stretch of 19%. The last two miles are 'stair-stepped' but also have 12% sections. Recommended gearing for this beast is 39x27 for the strongest riders. Others will need front triple chainrings and large rear sprockets that yield a 1:1 gear ratio or less. Even with triple chainrings, expect to walk your bike at times. There is no shame in walking your bike up this climb. In fact, riders have packed tennis shoes in their Susanville drop bag for the walking portion of this climb. These riders then dropped them off in their bag at the Taylorsville control. Walking the steeper section will not be significantly slower than trying to "gut it out" on the bike. If you insist on riding the whole way up, take frequent breaks to help your legs recover. Also, try to avoid climbing the Grade during the heat of the day. The good news is that once the summit of Janesville Grade is reached on the return leg, there is only one significant climb left (Jarbo Gap west of Tobin) between you and the finish.
8. Additionally, the climb out of Susanville up to Antelope Summit is very exposed. Be aware if the temperatures are high, avoid this climb during the hot part of the day. History is replete with examples of those who slept in Susanville on the way out only to DNF while trying this climb in the heat of mid-day.

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9. If you anticipate being close to the 90-hour time limit, we recommend that you do not plan to sleep until Adin on the outbound journey, then return to Susanville or Taylorsville for your next sleep stop.

Controls:

Please refer to the rider cue sheet for control locations, distances between controls, and opening/closing times. The major controls will be fully stocked with meals and fluids and many provide sleeping space for riders.

If you must abandon, our course monitors may be able to transport you backwards on the course to the nearest control. You will be responsible for your own transportation back to Davis. We suggest Greyhound or a rental car. Uber has not yet caught on in the hinterlands of California.

Water Stops and Information Controls and Receipt Control:

Because of the remote nature of the course, there will be additional water stops at mile 60 Sutter Youth Organization Park, outbound only, and at Boulder Creek Work Station at Antelope Lake and also at Grasshopper near Eagle Lake after Susanville. These will not be full-service controls, so only water and minimal food will be available. There may also be a **secret control somewhere on the course** with water, since we always prepare for hot weather in the Central Valley. No sleeping accommodations will be available at these special stops unless you don't mind sleeping in the back of a Ryder Truck. There will be two information controls on the ride. Both of these will be on the outbound leg because the inbound leg skips the extra mileage and routes you straight back to Davis.

Info Control #1 is at the corner of CA-89 and Main St, a 4-way stop sign in [downtown Greenville](#). Info Control #2 is at the corner of Lights Creek Ln and [North Arm Rd](#).

You will have a question in the GRR passbook to answer about these two places that are only 14.9 miles apart in the beautiful Indian Valley.

Additionally, there is one Receipt Control near the end of the ride at mile 692.4 on the inbound route in the town of Sutter where you experienced a "water stop" as the first outbound control. A Union 76 Mini-Mart is open 24 hours and you can purchase an item to get a timed receipt. Sign the receipt and keep it in your passbook!

The GRR is a "camelbak" ride. Even two large frame-mounted water bottles may be insufficient. All riders should carry emergency food at all times during the ride. The small town markets do not provide 24-hour service. The 132 miles from Susanville to the turn-around traverse high desert, which is very sparsely populated. The Adin and Alturas controls are in two of the three towns along this part of the route. During the day the temperatures often ascend into the 80's and 90's and the dry air can quickly lead to dehydration with neither shade nor water available for many miles. High Sierra afternoon thunder storms can be cold and wet for brief periods and nighttime temperatures often descend into the 40's to 50's, so carry warm clothes or have them available in one of your drop bags.

Rider Services and Procedures

Bag-Drops:

Bag drop service will be provided at Taylorsville, Susanville and Adin. Procedures for marking your [small duffels](#) for transport will be available at rider check-in. Required sizes are no larger than a 12"x 24" cylindrical [canvas or nylon duffel bag](#). You may also send a sleeping bag to Adin, if you wish, but it **must** be contained within you Adin drop bag. The Adin control, while providing cots inside has a history of rather noisy atmosphere. If you carry you own sleeping bag with a bivvy-bag you will be very comfortable outside the control on the expansive lawn. We want you to have everything you need, but please be considerate of the volunteer workers who will be loading and unloading your bags. Leave your rock collection at home. Duffel identification will be color-coded luggage tags; your bag must have carrying handles for this to work. **Plastic or paper bags with open tops and no carrying handles will not be transported! Also, we cannot absolutely guarantee safe return of your bags. Please do not include items that you love with all your heart or cannot live without if they are lost.**

We will make every attempt to return bags to Start/Finish by 11 PM Saturday night. If you plan on finishing and leaving Davis before then, please understand it may take some time to get your bags returned to you. Be sure to allow enough time at Start/Finish to label your drop bags properly and put an extra address label inside your bag in case the one we give you comes off!

Rider Numbers:

Rider numbers for your jersey and bicycle will be provided at bike inspection. The bike and jersey number are required! The jersey number will have a tear-off stub for filling in emergency information. **Please fill this in!** If you are going to carry a cell phone on the ride, indicate so and put the number on the tear-off stub of the rider number. Leave enough time to securely attach both numbers. Helmet numbers will not be provided.

Cell Phone Service:

Cell phone service will be limited in the remote areas of the ride, especially the Feather River Canyon. There is no cell phone service beyond Yankee Hill on CA-70, except for Belden just 9 miles east of Tobin Resort. Remember, if you are going to be carrying a cell phone on the ride, please give us the number before you start.

Bicycle Shops:

There are several full-service bicycle shops in [Davis](#). Most towns on the route do not have bicycle shops, except for Oroville and Susanville, so please be sure your bicycle is in good mechanical condition. There may not be a mechanic on duty at the start for any last minute fixes. We do plan to have a mechanic on the course north of Susanville.

Post-Ride Celebration:

There will be a post-ride celebration and awards ceremony shortly after the finish at 12:00 PM on Sunday at [Bistro 33](#) in downtown Davis. The caterer will provide a delicious meal free of charge to all riders. It's all you can eat too! However, spouses and friends that did not ride will pay a small fee. Please make sure we have the correct number of attendees in your group so no one will be shorted.

2017 Gold Rush Randonnée Control Summary

Control	Location	Menu	Bag Drop	Showers	Sleeping facilities
Davis	Tandem Properties 3500 Anderson Road Davis, CA	Drinks at start; hot dogs, soup, sodas, ice cream at finish.	No	No	No
Sutter Youth Org @ Community Park water stop (outbound only)	Corner of Acacia and Butte House Rds. Sutter, CA	Water, energy drinks and light snacks.	No	No	No
Oroville Control	Oroville YMCA. Corner of Oak St and Robinson St. Oroville	Classic rest stop food, hot food. We're working on a portable buffet. Stay tuned.	No	Yes	Yes. Sleeping area on mats or cots in fitness center yoga room.
Tobin Control	Tobin Resort, Highway 70 (SR70) Feather River Canyon	Hot breakfast of egg dishes, oatmeal, coffee & hot coco Pasta marinara w/chicken	No	Yes. Shower available in riders' cabin.	4 cabins reserved for sleeping. Normally for inbound riders.
Greenville Information Control (outbound only)	Downtown Greenville	Information control only! No food	No	No	No
North Arm Road Information Control (outbound only)	Fire Station	Information control only! No food	No	No	No
Taylorsville Control	Indian Valley Museum Corner of Main St and Cemetery St	Pancakes, eggs, sandwiches, soup, pasta, potatoes, ice cream	Yes.	At nearby campground. Needs quarters to run	Small area with carpeted floor and cots and blankets. No motels in town.
Boulder Creek Work Center water stop at Antelope Lake	Boulder Creek Work Center	Water, hot chocolate, coffee, cup-o-soups	No	No	No
Susanville Control	Best Western Trailside Inn 2785 Main St	Free breakfast at the Lumberjack if you have a room. Evening: Pasta or rice salads, sandwiches, soup	Yes	Yes	Yes Shared rooms available for free. Rent your own at \$80.00
Grasshopper water stop	Grasshopper CDF Station Near Eagle Lake on SR139	Water, hot chocolate, coffee, cup-o-soups.	No.	No.	Sleeping arrangements for 1 or 2 riders in back of U-Haul truck for the desperately tired.
Adin Control	Adin Community Center	Waffles, fruit eggs, breakfast burritos, tacos Minestrone, pasta alfredo	Yes.	No, but maybe showers at nearby motel.	Room designated for sleeping; Cots and floor space. Nice lawn outside. Put a bivi-bag or space blanket in your drop bag.
Alturas Control	Elks Club (B.P.O.E.) 619 N. Main St.	Breads, soup, cookies, Oatmeal.	No.	No	No. Nice lawn for short naps. Motels in town.
Davis Creek Turnaround	Davis Creek Mercantile Parking lot	Sandwiches, potato chips, sodas provided by the store.	No	No.	No.
Sutter Receipt Control (inbound only)	Sutter Food and Gas Highway CA-12 and Acacia Ave, Sutter, CA	Mini Market style. Microwaved hot snacks. Sodas and coffee.	No	No	No
Kirkville Farm Control (inbound only)	Corner of Kirkville Rd and Cranmore Rd (THE LAST CONTROL)	Hot soups during the evening hours. Breads and cakes for breakfast. Campfire meals.	No	No	Cots under the canopies or under the stars.

Note: Hammer Nutrition products will be available at all controls! Ver 6/21/17

Gold Rush Randonnée

The California 1200Km

Vital Information

Weather. Can vary considerably depending on where you are. Plan to pack cold weather clothing in drop bags.

- **Davis to Tobin:** Temps can reach 100+ degrees with low humidity during midday. Delta breeze often blows in from the coast during evening and nighttime hours and result in temps as low as 55 degrees. It seldom rains here in summer, but the 2013 GRR started in the rain!
- **Tobin to Susanville:** Occasional localized afternoon thunderstorm activity. Early morning temps before sunrise over Janesville summit can be as low as 40 degrees...be prepared!
- **Susanville to Davis Creek turn-around:** Occasional localized thunderstorms can hit anywhere in the high desert after 12 noon up till sunset. If you ride through the middle of one these thunderstorms, expect brief intense rain and hail. Predictably, the sun is bright again in 2 hours.

Course Distance. It is 387 miles to the turnaround in Davis Creek; only 361 miles on the return leg. Total distance is 747 miles. The longer distance on the outbound leg is mostly due to the extra mileage gain on a tour through beautiful Indian Valley near Greenville. On the return leg, randonneurs will ride straight west out of the Taylorsville control and pass up this section of road. A direct route between Knights Landing and Davis also reduces the mileage significantly on the return leg.

Course Markings and Missed Turns. Route will be marked with differently [colored](#) arrows on the road.



Yellow for outbound and Red for inbound.



Few, if any,

arrows will be at locations where the direction of travel is straight ahead. Turns are our concern. We will have at least one arrow at every turn. Be aware that these arrows may be very difficult to see at night! Crucial turns missed at night by riders in 2013 were generally between Knights Landing and Oroville and between Antelope Lake and Susanville. Please be aware of turns coming up in these areas by always checking your cue sheet.

Checkpoints. All major control checkpoints have bathrooms, refreshments, food and indoor rest/eating areas. Controls with sleeping areas are first-come, first-serve; most have cots or mats. Packing a blanket in your drop bags may be helpful. The Adin control is impacted with sleeping riders. Inside can get a little noisy so bring your bivi-bag and sleep out on the nice soft lawn. Inside there will be cots. Bring ear plugs as they don't weigh much!

Water Stops/Secret Controls. Most of the water stops are outdoors and have limited food and beverages, and no shower facilities. Some may have limited sleeping facilities. One or more of the water stops may be a secret control, so please check/sign in. We're keeping track of you all the time. There may be a secret control somewhere on the route between Oroville and Knight's Landing, but that's all we are going to tell you!

Info Controls. There are two info controls on the outbound route, located in Greenville and North Arm Road. Bring a pencil and read your brevet cards to find out what to look for and what you need to write down at these locations. **Note: Late breaking news! We have been alerted to curb and sidewalk installation construction on CA-89 in Greenville!**

Receipt Controls. There is one receipt control on the inbound route at the 24hr Union 76 Mini-mart in Sutter, CA. Please purchase a food or drink item, sign and keep the receipt inside your brevet card.

Food. In addition to the menus listed on the control summary, a supply of Endurolytes, Hammergel, Sustained Energy/Perpetuem and Heed will be available at the controls. However, if you use a different brand of performance drinks, make sure you have a supply of your type in your own drop bags.

Rules for Participants

- 1) Riders behaving in variance to any of the following rules during GRR will be subject to a one-hour time penalty for any infraction; multiple infractions can result in immediate disqualification by the GRR Event Director. Roving GRR officials will be enforcing all rules.
- 2) All cyclists and GRR officials are bound by the laws specified in the California Vehicle Code. Local law enforcement agencies will enforce the rules of the road. GRR riders MUST obey, without objection, any instruction from local law enforcement--even if they feel the officer is in error. Don't jeopardize the GRR by riding or driving in an illegal or unsafe manner.
- 3) Each entrant must be in excellent physical condition and possess his/her own medical insurance.
- 4) Each entrant must appear at rider check-in between 2 PM and 4 PM the starting day for bike inspection, packet pickup, sign-in, and drop bag loading.
- 5) Each entrant's bicycle must be in excellent mechanical condition.
- 6) An approved bicycle helmet shall be worn whenever the bicycle is being ridden during GRR.
- 7) GRR riders may only cycle during the event with other GRR entrants. They cannot accept the draft, or other help, of bicycling non-entrants along the way.
- 8) All GRR riders must have their rider number on their jersey and bicycle. The jersey number must be visible from the rear at all times. In case of switching a bicycle during the event, the replacement bicycle must have the rider's number on it in some fashion.
- 9) All riders will follow the instructions or requests of roving GRR route officials and checkpoint officials. Failure to fulfill a request or instruction by a GRR official will be noted in the GRR route book carried by each rider; failure to surrender one's route book to a GRR official can result in immediate disqualification. All GRR riders are expected to conduct themselves in a friendly,

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civilized manner toward their fellow entrants, GRR officials, and any other persons they encounter along the way. Bring your best manners to the ride. Fatigue and hunger can severely tax you, but they cannot excuse improper, thoughtless, or poor behavior towards volunteers or fellow riders.

- 10) The GRR riders must stay on the official route since there may be unannounced “secret checkpoints” at any point. If a rider leaves the course to find needed services, they then must re-join the course at precisely the point they left it. No short-cuts are allowed. If unforeseen road conditions, such as road repairs, cause a change in course from the GRR route sheet and map, riders will follow GRR route markings or verbal advice from GRR officials.
- 11) Personal on-the-road support crews will not be allowed for any part of the GRR.
- 12) All riders may buy or borrow anything they might need from persons or stores along the route, or they can also obtain food, drinks, repairs, and other service from official GRR checkpoints or roving official GRR vehicles. They can also accept the assistance of their fellow GRR riders at any time. They can also accept any medical attention from the proper authorities. However, no individual cyclist support can be received from family, friends or acquaintances except within 100 meters of the official GRR checkpoints.
- 13) A working set of front and rear lights of sufficient power must be securely mounted on the bicycle throughout the entire GRR. The lights will be switched on, and remain on, during the hours between dusk and dawn anytime the bicycle is moving. Entrants may be asked by GRR officials to show their lights are working at any time during the ride, night or day. During night, the rear lights will be set to run in the steady, non-flashing mode. If assistance from a roving GRR official is needed, switch the rear light to flashing to show help is being requested. (During daytime, a raised arm will show the GRR official that assistance is needed.)
- 14) At the bicycle check-in prior to the ride, it is required that all entrants have two separate battery or generator lighting systems: a main headlamp (minimum of 2.4 watt Cat-eye-type halogen or 350 lumen LED) as well as an independent back-up system (also with the same minimums) in case of

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failure of the first. Similarly, two rear lamps, operated from independent power sources, will be mounted and used; if one fails, another will still be working. Rear lights must be mounted perpendicular to the ground, so that they may be easily seen from the rear, not aimed at the sky! If a total failure of one's lights occurs, borrow another rider's back-up system to get to the next checkpoint or store, or stop and wait for a roving GRR official to help. Any GRR entrant seen cycling without either front or rear lights, even if all required reflective gear is worn, is subject to immediate disqualification by roving GRR officials.

- 15) During the hours between dusk and dawn, all GRR entrants will wear a reflective ankle band on each leg (unless sleeping at a checkpoint or motel). They will also wear on their torso some sort of reflective vest, sash, or Sam Browne belt that clearly illuminates the rider's body from the front, rear and sides. It is also strongly recommended that all GRR riders use additional reflective stickers and clothing on their bicycles, bodies, and helmets. Be safe! We want you to arrive safely at the finish line!

- 16) Each GRR rider must sign-in when arriving and sign-out when leaving each checkpoint. All riders must arrive before the official closing time (published in the GRR route passbook and carried at all times by the rider). Failure to do so means disqualification. Similarly, no rider can check into a GRR checkpoint before its official opening time—they must wait without bothering the officials. In case of arrival beyond the official closing times, exceptions may be granted in the following cases, and notations will be made in the rider's route book by GRR officials only: One, lending assistance to a sick or injured GRR participant who is awaiting the arrival of GRR officials or an ambulance. Two, being a participant or witness in an incident or accident that involves the police or other public agencies. Three, a catastrophic bicycle failure, such as a broken frame, that renders the bicycle unusable. In the event of one or more of these conditions, GRR officials on the scene, or at the next checkpoint, will note the circumstances in the rider route book and will also transmit this information ahead to the next checkpoint and GRR HQ. The rider will have two or three checkpoints (depending on the seriousness of the situation) to get himself or herself back "in time" with respect to the established GRR closing times. In the case of helping another GRR rider who is ill or injured,

Rules for Participants

an extra time allowance will be given to compensate the Good Samaritan. However, bad weather, fatigue, getting lost, or common bicycle repairs are not conditions of this exemption, and in all cases, the GRR Event Director will have final authority to approve or disallow anyone's late arrival at a checkpoint. It is highly recommended that all GRR riders try to arrive at each checkpoint with a healthy time cushion to avoid any of these situations.

- 17) In case you abandon the ride, you must call a checkpoint or the GRR HQ (530-756-9266 or 530-219-0177) in Davis soon thereafter. This must be done so that others are not sent out to look for you. Important contact numbers will be in your GRR passbook! Failure to call can result in your entry not being accepted in any future Davis Bicycle Club events. GRR roving support crews will make every effort to transport the rider to the nearest checkpoint. Riders are responsible for arranging their own transportation back to Davis.

- 18) Natural disasters along the route can disrupt an event of this scope. Natural disasters could be wildfires, floods, snow or other public emergencies that might close roads and prevent the event from continuing as planned.
While the possibility of this type of disaster is minimal, it must be included in the list of considerations for this event. GRR officials will make every attempt to provide alternate routes or extra time allocations to assuage the effects of such an occurrence, but riders must realize that the event might well be cancelled by such occurrences.