

### **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,

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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.