



Rules/Regulations

Start, Checkpoints (CP), Transitional Areas (TA) & Finish

- 3, 2 person and Solo male, female and coed teams
- Checkpoints are pre-plotted on maps given out at race start
- Each team will carry a Checkpoint (CP) punch recorder that will track each checkpoint (both manned and unmanned). Checkpoints must be obtained in the manner that is set forth in the Race Directions.
 - CP/Discipline cut off time – if CP/discipline is not obtained by a certain time, there will be an alternate course that is taken. This is to ensure safety and expediency on the course.
- **Personal/team transitional gear must be organized & labeled with team name/#.**
- All teams must finish the race as a team (together and within arms length of each other).

This is an un-supported race

Your teams gear will be staged at the start of the race. You must plan your race accordingly.

Gear Drops

Once your team has checked in, you will be instructed where to take your gear. Boats will be pre-placed before the race and those directions will be given out in a pre-race Racer Update.

Mandatory personal & team gear

An honor system mandatory gear check will be given at check-in. Gear will be checked on course. Have all your gear!

- Non-emergency use of cell phone will be a DQ. Emergency use of phone may constitute the following decision(s): Search and rescue, a review of team health, 30min – 1hr in the penalty box and/or being pulled off the course. At all times the teams health and well being of the team will be at the forefront of the decision made by the Race Management Team.

Environmental ethics

The YMCA Adventure Race is at the forefront of creating and educating sound environmental stewardship through Leave No Trace practices. At all times teams must uphold the environment before themselves. It is more honorable to lose and be an environmental leader than to win and deface it. Time defaults will be instituted, if needed, to encourage positive environmental practices. **Trekking/Orienteering** – when bushwacking try not to wack the bushes, try not to create a trail by spreading out and when on the mandatory trail sections, stay on it. **Canoeing** – When entering or leaving the lake, unless there is an obvious beach/landing area, try to spread the wear and tear over a broader area. **Mountain Biking** – Stay on the trail and practice good bike ethics. **Refuse** – Garbage, trash, litter, etc. must be removed from the course. If you pack it in, you must pack it out!

Race time clock

There will be an **official “race time clock” that teams will start to.** At various CP/TA's the race time clock will be recorded on the team passport. Each team is encouraged to wear a watch to keep up with their personal time. Cut off times will be established for each CP. If the cut off time is not met the team will not be eligible for race ranking and may continue the race under the discretion of the race director.

Team separation

Once the race begins each team must be **within sight and/or 100 feet of each other.** Each team must enter and exit the CP/TA's together. Teams are responsible for their accountability at each CP/TA. Teams must cross the finish line together.

Team emergencies

Time Penalties

CP/TA Cut-off

If a team has not reached a specific pre-determined CP/TA, then they will be redirected. These pre-determined cut-offs may be amended at anytime during the course, but will effect all teams, to ensure a level playing field, safety and timeliness of team progress.

Finishing after race cut-off

1 CP will automatically be deducted and then deduct 1 CP for every 10 minutes.

30 min hour penalty

CP out of order, not adhering to mandatory routes and not finishing as a team.

1 hour penalty

Race numbers not visible, not adhering to night time travel and swimming rules. Aid in TAs from spectators.

0.5-1 hour penalty

Littering, missing mandatory gear, team separation, unorganized/consolidated gear at pre-race gear drops

DQ

Losing map/directions/CP recorder. Transportation from anyone outside of Race Officials. Not adhering to directions given by Race officials. Disregarding of fellow teams in need. Not wearing bike helmet or PFD during their respective disciplines. Possession of GPS or device to aid in tracking team progress while on course. Use of unauthorized road/trail. Disrespect of private property

If a team has an emergency while on the course and between CP's, notify the next available team to get help. There will be a safety sweep team, with radio that will follow all teams to aid in an emergency. At any time 911 can be called through out the course by Race Ambassador/Leadership.

Canoe

A canoe/paddle/PFD can be obtained from the Race Organization. There is no canoe material requirement for this race. The length limit is 18.5 ft. All team members must wear a Coast Guard approved PFD while in the water and canoeing. Portaging is not allowed on this course. All canoes, paddles and PFD's will be inspected by the race staff and may revoke the ability to use any or all based on certification, visible wear and tear or equipment malfunctions. An emergency whistle must be attached to PFD and easily accessible as well, at all times.

Mountain Bike

Teams must utilize the upright mountain type bikes (no road bikes allowed). All teams **must wear a certified bicycle helmet** while in the mountain bike portion of the race. Bikes will be inspected by race staff and may revoke the ability to use any or all based on certification, visible wear & tear or equipment malfunctions

Trekking/orienteering

Tread lightly on the terrain by spreading your team out in the cross-country sections and walking single filed in the trail sections. NO GPS's are allowed, only a compass (maps may be given out at the team captain meeting). Pay very close attention to Waypoints while on course.

Swimming

Swimming is strictly against the rules for this years race. However you must have your PFD on while on the water in case of any unforeseen circumstances. If there is an opportunity to wade, you must have your PFD on while in water over 3ft in depth. DQ if you do not adhere to this ruling.

Traveling on Course

If lost and an opportunity to gain knowledge about the terrain presents itself to individuals outside the scope of this race, teams can ask for "local" knowledge. Outside the scope of this course means: Anyone that does not have prior knowledge pertaining to any of the course (Road travel, CP/TA location, time trial grunts, law enforcement, etc.), there is no way to list them all. Honesty is the best policy. It is the philosophy of the Race Director to use your resources. This is a broad area and one that must be given the utmost respect. When in doubt take the safe and more respectable way. It is not the Goal, but the Journey where we gain Knowledge.

Ultimate Goal

- The ultimate goal is to collect all CP's, in the stated order, and cross the finish line **within the allotted time**. A high standard of racing may produce these results, so....It is to the teams' advantage to have great time management. It is better to skip a CP or 2 and finish before race deadline than to get all and finish after race deadline. Finishing places are awarded by total CPs collected then by time. Note that if you finish after the race cutoff you will have 1 CP deducted from your team total at 8:00.01 and 1 CP deducted for every ten minutes you are late (8:00.01 PM = 1 CP deduction, 8:10 = 2 CP deduction, 8:20 = 3 CP deduction, etc). You are responsible as a team for understanding finishing rules and for managing the course and your team accordingly. Teams finishing after the deadline will be considered official race finishers and will be ranked according to CPs acquired less penalty CPs.

Cut-off Times

Cut-off times are in place to ensure that all teams are moving at a pace that is both motivating and fostering good time management. Due to unforeseeable circumstances a cut-off time may be altered or thrown out. If a cut-off time is changed/disregarded it will be done so that it affects all teams to ensure a level playing field.

Finishing after allotted time

Don't fret, if you finish after deadline you will still be considered an official race finisher.

- Team finishes after race deadline; there will be 1 CP deducted at the cutoff time and another CP deducted for every 10 minutes thereafter. Example: 10 minutes over will be a deduction of 2 CPs.

Rankings

Rankings are in place to help paint a clear picture of the teams and how they raced.

- Teams will be ranked in order of the most CP's collected, in the fastest time and including time penalties.

Checkpoints

The control points in a race are what actually make the racecourse. If these points are missing, stolen, or misplaced, the entire course and the participants can be thrown off. We strive to have every control point correctly placed and to keep people from interfering with them. However, adventure racing is not an exact science and from time to time a control point may come

up missing or be accidentally misplaced by the race staff. If you encounter such an instance, please use the following guidelines to assess the situation and act accordingly. Each checkpoint will have a standard orienteering hanging bag with a surveyors tape within 10ft that has a code. In the event a Checkpoint is missing you can locate the back-up control and copy down the code, located on the surveyors tape, for documentation.

- A. **Missing Control Point (missing for the entire race)** – A control point is considered missing if it was never placed by race staff or stolen by someone before the first team even reaches it. A control point missing for the entire race will be treated as if it is not part of the race. If you reach an area that you feel should be the correct location for the control point, yet no point is there, you must search within a 100-meter diameter of this location. If the control point still cannot be found within this 100-meter diameter of the area you believe to be correct, then we advise that you take as much time as you need to verify your location. If you feel confident that you are in the correct area and the control point is missing, then you should move along on the racecourse as if the point is no longer part of the race. If you are the one in error and the control point was correctly placed within a 100-meter diameter of the specified location, then you will be able to go back and get the control point as long as you have not cleared that specific section of the course. If you are the one in error and you do not go back to get the missed control point, then you will be subject to penalty if the control point is mandatory. As soon as you can, we ask that you would tell the race staff about the control point that you found to be missing. This scenario assumes that the control point is missing for the entire race and therefore each team encounters the same difficulty in searching for and making the determination that the control point is missing. No time bonus will be awarded based on the amount of time you may spend looking for the missing control point. Again, in this instance, the race staff will treat the control point as if it never existed.
- B. **Stolen or Moved Control Point (stolen or moved during the race after at least one team has checked through the control point, if no teams has checked through then it is treated as a missing control point)** – A control point is considered stolen or moved if it was placed by race staff and then correctly found by at least one team and then stolen or moved before the remaining teams have a chance to find it. In such a circumstance, race staff will make every effort to replace the stolen control quickly or get race staff on the course to notify teams of the missing control point. However, if you are one of the first teams to reach the newly stolen control point and are unaware that it is stolen you should still follow the same protocol for a missing control point as follows: If you reach an area that you feel should be the correct location for the control point, yet no point is there, you must search within a 100-meter diameter of this location. If the control point still cannot be found within this 100-meter diameter of the area you believe to be correct then we advise that you take as much time as needed to verify your location. If you feel confident that you are in the correct area and the control point is missing then you should move along on the racecourse as if the point is no longer part of the race. If you are the one in error and the control point was correctly placed within a 100-meter diameter of the specified location, then you will be able to go back and get the control point as long as you have not cleared that specific section of the course. If you are the one in error and you do not go back to get the missed control point, then you will be subject to penalty if the control point is mandatory. As soon as you can, we ask that you would tell the race staff about the control point that you found to be missing. This scenario assumes that the control point was NOT missing for the entire race and therefore each team does NOT encounter the same difficulty in searching for and making the determination that the control point is missing. In such an instance a time bonus may be awarded to those teams that unfortunately had to search for a stolen control. These types of scenarios are rare and can be very difficult for race staff to deal with since there is no exact clock that we can use to give back a time bonus to an unfortunate team. Please be honest and understanding in this situation and the race staff will work with you to hopefully put the race back on a level field of play.
- C. **Misplaced Control Point** – A control point is considered misplaced if it was placed by race staff, but was placed more the 100-meters in diameter from the location that is pre-marked on race maps or given in a coordinate position in the racer instructions. 100-meters in diameter may seem like a large search area, but it can be covered quickly if you know you are in the right area. Race staff will always strive to have the control points placed exactly as they are shown on a map, but errors can occur. If you approach an area and believe the control point may be misplaced you should still follow the same protocol for a missing control point as follows: If you reach an area that you feel should be the correct location for the control point, yet no point is there, you must search within a 100 meter diameter of this location. If the control point still cannot be found within this 100-meter diameter of the area you believe to be correct then we advise that you take as much time as needed to verify your location. If you feel confident that you are in the correct area and the control point is misplaced, then you should move along on the racecourse as if the point is no longer part of the race. If you are the one in error and the control point was correctly placed within a 100-meter diameter of the specified location, then you will be able to go back and get the control point as long as you have not cleared that specific section of the course. If you are the one in error and you do not go back to get the missed control point, then you will be subject to penalty if the control point is mandatory. As soon as you can, we ask that you would tell the race staff about the control point that you found to be missing. This scenario assumes that the control point was NOT missing, but actually misplaced outside the 100-meter diameter. In this instance, race staff will treat the control point as if it does not exist and it will no longer be part of the race. There will be NO bonus or advantage awarded to a team that finds a misplaced control point once that point is over 100-meters in diameter from the specified location. We do recommend that you follow the protocol and double and triple check the area, but by no means should you continue to search far out of the 100-meter diameter. This will only slow your team down and hurt your chances of finishing since even if you do find the control point it will mean nothing because it is now removed

from the race. Once you begin searching outside of a 100-meter diameter from the specified location, it can only be assumed that mere chance will lead you to the control point. This is why the race staff will not give credit to a team that may find a misplaced control point and also why you should move on along the course if you are 100% correct and the control is misplaced. This scenario also assumes that the control point is misplaced for the entire race and therefore each team encounters the same difficulty in searching for and making the determination that the control point is misplaced. Again, NO time bonus will be awarded based on the amount of time you may spend looking for the misplaced control point. The race staff will treat the control as if it never existed.

Disputes

If a team feels that the course was unfair (for example: CP not in right spot, a team not adhering to rules or a cut-off time was wrongly instituted) it must be in writing to Basecamp within 30 minutes of finishing. A ruling will be made within 1 and 36 hours. If this is not possible, all team captains will be kept abreast of the progress. It is not the intention of the Race Organizers for this to be a hurdle, but rather a way to cut through hearsay and allow for a flowing event.

....and as always, the Race Director can amend these rules at anytime based on safety and/or unforeseen circumstances.