UMCA Records

Setting a record requires dedicated training, careful organization, effective pacing, and management of logistics during the event. Further, setting a record is a team effort, requiring the cooperation of the rider(s), crew and official(s). Thus, setting a record is a significant ultra cycling achievement.

This packet provides all the information necessary for you to attempt a UMCA Record including all of the necessary forms and the rules. Read it all carefully and your attempt will only depend on your ability and desire. The packet has four sections:

I. Record Application

Must be received by the Records Chair at least 21 days prior to the record attempt.

- Record Attempt Application checklist
- Record Attempt Application Form
- Payment (PayPal, Check, Money Order) payable to the UltraMarathon Cycling Association
- Address Sheet for *all* Riders *and* Crew Chief

II. Pre-Attempt Agreements

Must be received by the Records Chair at least one day prior to the record attempt.

- Pre-Event Agreements checklist
- Signed Waivers for *all* Riders, Crew, and Officials
- Signed Official's Certification Sheets for all Officials

III. Record Attempt Report

M*ust be received by the Records Chair within 14 days after the conclusion of the record attempt.*

- Record Attempt Report checklist
- Record Attempt Summary and highlighted map or complete route sheet
- Official's Summary and Pre-Ride Checklist
- Official's Log Sheets (Road or Track)
- Rider's Narrative Summary of the event and photographs, to be used in reporting the event to the UMCA membership.

An important part of setting a UMCA Record is submitting the proper paperwork on time. The paperwork is divided into three parts with the due dates above. All forms must be sent by to:

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA
Forms may be sent electronically (scan and email) to drewclark1@comcast.net.

Forms may also be sent by regular mail or by Express mail, with no signature required by recipient.

IV. Record Attempt Rules

Questions

All questions regarding records and record attempts should be directed to the UMCA Records Chairs:

	Drew Clark, Chair	Marie Handrahan, Deputy Chair
E-mail:	records@ultracycling.com	records@ultracycling.com
	Phone: (303) 828-1356	cell: (602) 791-1527

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Record Attempt Application Checklist

The UMCA Records Chairperson must receive this sheet with the forms listed below at least 21 days prior to the proposed date of your attempt. Be sure to allow several days for delivery.

Rider Name(s):

1. _____

2. _____

3. _____

4. _____

Record being attempted _____

Checklist

__ Record Attempt Application Form
__ Copy of PayPal receipt or check or money order payable to Ultra-Marathon Cycling Association, Inc. (or UMCA)
__ Address Sheet for ***all*** Riders ***and*** Crew Chief
__ Staple all forms to this sheet

Submit to:

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA
drewclark1@comcast.net

Forms may be sent electronically (scan and email) to the above email address.

Forms may also be sent by regular mail or by Express mail, with no signature required by recipient.

Record Attempt Application Fees

Fees must be submitted at least 21 days prior to record attempt.

The fees for records are:

(circle amount enclosed)	(all fees are in US dollars)
Solo	$65
Tandem	$120
Two-Person Team	$120
Four-Person Team	$200
Eight-Person Team	$320

Fees are non-refundable, non-transferable, and cannot be applied toward other future record attempts. In other words, once you submit your fee, you are indicating your intention to make the attempt.

We prefer payment by credit card.
Go to www.paypal.com
Our account email is treasurer@ultracycling.com (UltraMarathon Cycling Association, Inc.)
Or make check or money order payable to UMCA, Inc.
Attach either the PayPal receipt or the check or money order to this sheet.

Record Attempt Application Form

This form must be submitted at least 21 days prior to record attempt.

Record Type

(circle one and fill in appropriate information)

Cross-State/Province Point to Point Cross-Country

Record to Challenge or Establish _____

Note: The UMCA is not sanctioning new point to point records but a rider may challenge an existing record.

Timed Time _____ Road Track (circle one)

Distance Distance _____ Road Track (circle one)

Location

Starting Point _____ Ending Point _____

or

Track/Circuit Location _____ Indoor Outdoor (circle one)

Estimated Mileage _____ miles or Time _____ hours

Proposed Start Date mm_____dd_____yy_____ Start Time: _____ am pm (circle one)

Rider may start at any time on the selected date. If extenuating circumstances necessitate a date change, approval must be obtained from the Records Chair or Deputy Chair.

Rider(s)

Configuration	Solo (circle one)	Tandem	2-Person (No gender distinction for 8-Person)	4-Person	8-Person
Gender	Male (circle one)	Female	Mixed		
Birth Year	_____ Age category is based on year of birth, not actual age at time of record attempt. All riders born in 1967 race as 40-year olds in 2007, regardless of birthday.				
Age	18-49	50-59	60-69	70+	
	(circle one. For teams use average age of team members)				
Bike Type	Standard (circle one)	Recumbent	Faired recumbent	Handcrank	

Signatures of All Riders

_____ _____

(rider signature) (date) (printed name)

_____ _____

(rider signature) (date) (printed name)

_____ _____

(rider signature) (date) (printed name)

_____ _____

(rider signature) (date) (printed name)

Address Sheet – Riders and Crew Chief

This form must be submitted at least *21 days prior to record attempt.*

Riders

Name _____

Address _____

_____

City _____

State/Prov. _____Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm___dd___yy___ Gender M F

Name _____

Address _____

_____

City _____

State/Prov. _____Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm___dd___yy___ Gender M F

Crew Chief

Name _____

Address _____

_____

City _____

State/Prov. _____Postal Code _____

Country _____

Phone _____

E-mail _____

Name _____

Address _____

_____

City _____

State/Prov. _____Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm___dd___yy___ Gender M F

Name _____

Address _____

_____

City _____

State/Prov. _____Postal Code _____

Country _____

Phone _____

E-mail _____

Birthdate mm___dd___yy___ Gender M F

Pre-Event Agreements Checklist

Due one day prior to date of record attempt.

The UMCA Records Chairperson must receive this sheet with the forms listed below at least one day prior to the proposed date of your attempt. Electronic submission is recommended. If sent by mail, be sure to allow several days for delivery. Overnight delivery is acceptable if it arrives on time.

Rider Name(s):

1. _____

2. _____

3. _____

4. _____

Record being attempted _____

Checklist:

__ Signed Waivers for ***all*** Riders, Crew, and Officials

__ Signed Official's Certification Sheet for ***all*** Officials

__ Confirm UMCA membership for all Riders and Officials (Crew need not be UMCA members.)

Submit to:

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA
drewclark1@comcast.net

Forms may be sent electronically (scan and email) to the above email address.

Forms may also be sent by regular mail or by Express mail, with no signature required by recipient.

UltraMarathon Cycling Association, Inc. (UMCA)

Release of Liability/Agreement to Terms and Condition

Due one day prior to date of record attempt. **(This form may be copied.)**

Each person involved in a UMCA record as rider, crew, or official must complete one form.

In consideration of the acceptance of my participation as a rider, support crew member, film crew, media person, or official in _____ (record attempt description) starting at _____ (location) on _____(date) and sanctioned by Ultra-Marathon Cycling, Inc., I hereby waive, release, and forever discharge any and all rights and claims for damages, for death, personal injury, or property damage which I may incur, or which may hereafter accrue to me as a result of my participation. This release is intended to discharge in advance the promoters, the sponsors, the officials, any involved municipalities or other public entities (and their respective agents and employees), the Board of Directors and Officers of the UltraMarathon Cycling Association, Inc, and the following individuals: Records Chairman and Deputy Records Chairman, from and against any and all liability arising out of or connected in any way with my participation in said event, even though that liability may arise out of negligence or carelessness on the part of the persons or entities mentioned above.

I further understand that it is possible for serious accidents to occur during bicycle racing to anyone connected or not connected with the event, and that a rider, support crew member, official, or anyone could conceivably be injured by a cyclist, person, or criminal action, other vehicle, or acts of nature like tornadoes, rain, heat, cold, or any other injury-producing situation, and sustain mortal or serious personal injuries, and/or property damage, as a consequence thereof. Knowing the risks of ultra-marathon bicycle racing, nevertheless, I hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who (through negligence or carelessness) might otherwise be liable to me (or my heirs or assigns) for damages. I have read, understood, and agree to abide by the rules of event as published by the UltraMarathon Cycling Association, Inc. It is further understood and agreed that if I violate any of the rules of the event, I, or the rider I am supporting, can be disqualified. I understand that all motorized vehicles used in the event must have the minimum legal requirements of property damage and bodily injury liability automobile insurance for the state of registration. I also understand and agree that any record of my participation in this event, be it photographic, electronic, or otherwise, can be used to promote the UMCA, Inc. and/or appear on merchandise to be sold. I agree to cooperate with any testing for banned substances.

I further understand that in the process of cycling in this event on public highways in a competitive situation, it is possible that some traffic conditions can become very congested and dangerous for driving or cycling. I realize that I am ultimately responsible for my own safety and I will not hold the UMCA, Inc. or any of the individuals or entities listed above responsible for anything that could happen to me or a member of my support crew.

Signature _____ Date _____

Printed Name _____ Birthdate mm ____dd____yy____

Address _____

City _____ State/Prov. _____ Postal Code _____

Country _____

Phone _____ E-mail _____

Signature of Parent (if under 18) _____

Your role in record attempt (circle one) Rider Crew Official Media

Name of Rider you are supporting _____

Certification of Official

Due one day prior to date of record attempt. **(This form may be copied.)**

Each person involved in a UMCA record as an official must complete one form for each record attempt officiated.

I, _____ (official's name), hereby certify that I have read and understand the UMCA Record Attempt Rules (*rules)*, and further, that I can honestly and impartially administer these rules in UltraMarathon Record Attempts (*record attempts*).

I further certify that should I witness an infraction of any of the rules or public laws during any event that I am officiating, I will immediately make a written note of the infraction and notify the crew chief. After the conclusion of the record attempt I will also notify the UMCA Records Chairperson of all rules infractions.

I understand that, while I am the event official and, as such, responsible for the integrity of the record attempt, nevertheless except in the most blatant case of rule infraction and cheating, I will confer with the UMCA Records Chairperson before disqualifying any rider from any record attempt.

I further understand that my capacity as an official of a UMCA record attempt precludes my being in any sense of the word a crew member. My sole function is that of an official. I may, at my discretion, offer limited help to the rider or crew from time to time, but that help cannot be crucial to the success or failure of the record attempt, as neither I nor the UMCA can assume any responsibility for the success or failure of any rider.

I will make no public statements regarding the success or failure of any record attempt which I judge, until the UMCA Records Chairperson notifies me that the record has been certified.

I will keep a time and distance log during the record attempt I officiate. After the event, I will write a summary of the record attempt which will include any rule infractions, comments and recommendations. The summary and the log will be submitted as part of the Record Attempt Report to the UMCA Records Chairperson within 14 days of the conclusion of the event.

I recognize that when officiating an event, I am representing the UMCA.

Signature _____ Date _____

Printed Name _____

Record Attempt _____

Name of Rider(s) _____

_____

_____

_____

Record Attempt Report Checklist

Due within 14 days after the completion of record attempt.

The UMCA Records Chairperson must receive this sheet with the forms listed below within 14 days after the completion of your attempt. Be sure to allow several days for delivery. Overnight delivery is acceptable if it arrives on time.

Rider Name(s)

1. _____

2. _____

3. _____

4. _____

Record being attempted _____

Checklist:

__ Record Attempt Summary Form and Rider Signature(s)
__ Map with route highlighted or complete route sheet
__ Summary by Official(s) and Official Signature(s)
__ Official's Pre-Ride Checklist
__ Road Log Sheets, Number of Pages _____
__ Track Log Sheets, Number of Pages _____
__ Rider's Narrative Summary by e-mail (preferred) or written summary of the event to be used in reporting the event to the UMCA membership.
__ (Optional) Digital photographs of the start & finish (and along the way)
__ Submit this form with the above. Please indicate if items are being sent separately.

Submit to:

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA
drewclark1@comcast.net

Forms may be sent electronically (scan and email) to the above email address.

Forms may also be sent by regular mail or by Express mail, with no signature required by recipient.

Record Attempt Summary

This form must be submitted within 14 days of the completion of the record attempt with an attached map showing the record route.

General Information

Date of Start ____mm____dd____yy Time of Start: ____hh ____mm a.m. p.m. (circle one)

Date of End ____mm____dd____yy Time of End ____hh ____mm a.m. p.m. (circle one)

Total Elapsed Time ____dd____hh ____mm

For Road Attempts

Describe starting and ending point *exactly,* so that the UMCA Records Chair or another rider may locate the starting and ending points correctly.

Starting Point: _____

Ending Point: _____

Total Miles _____ miles Number of Road Log Sheets: ____

Attach map with route highlighted or a complete route sheet.

For Track Attempts

Track Location_____ Track Name _____

Track Circumference (one lap) _____ miles kilometers (circle one)

Number of Laps Ridden _____ laps

Total distance _____ miles kilometers (circle one)

Number of Track Log Sheets _____

Signatures of All Riders

I/We the **riders** declare that I/we have ridden this record attempt fairly and in accordance with the Rules governing UMCA Record Attempts and that the above Record Attempt Summary is correct.

_____ _____
(rider signature) (date) (printed name)

_____ _____
(rider signature) (date) (printed name)

_____ _____
(rider signature) (date) (printed name)

_____ _____
(rider signature) (date) (printed name)

Signatures of All Officials

_____ _____
(official signature) (date) (printed name)

_____ _____
(official signature) (date) (printed name)

Official's Summary

(This form may be copied or a typed, signed report may be substituted)

This form must be submitted within 14 days of the completion of the record attempt.

Record Attempt _____

Name of Rider(s) _____

_____

Please write a short summary of the ride below, particularly noting any rules infractions or dangerous actions or situations. Use additional sheets if necessary.

I/We the **officials** of this UMCA Record Attempt declare, to the best of our knowledge, that the preceding Record Attempt Summary is accurate and that the named riders have ridden this Record Attempt fairly and in accordance with the Rules governing UMCA Record Attempts.

I/We the **officials** of this UMCA Record Attempt declare that the following Summary by Officials(s) and the attached Road or Track log sheets are true and accurate.

Signatures of All Officials

_____ _____

(official signature) (date) (printed name)

_____ _____

(official signature) (date) (printed name)

Official's Pre-Ride Checklist (This form may be copied.)

This form must be submitted within 14 days of the completion of the record attempt.

Record Attempt _____ Date of Event mm___dd___yy____

Name of Official _____ Names of Crew _____

Name(s) of Rider(s) _____ _____

_____ _____

_____ _____

_____ _____

Vehicle Inspection

Vehicle #1

Model _____

License # _____

(Circle Yes or No for each choice below.)

Documents? Yes No
Insurance and Registration?

Working Lights? Yes No
(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No
Caution, Bikes Ahead; Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Vehicle #2

Model _____

License # _____

Documents? Yes No
Insurance and Registration?

Working Lights? Yes No
(Headlights, Taillights, Turn Signals, Emergency Flashers)

Signs? Yes No
Caution, Bikes Ahead; Slow Moving Vehicle Triangle

Rooftop amber flashers? Yes No

Drivers

Driver #1

Name _____

Driver's License? Yes No

Driver #2

Name _____

Driver's License? Yes No

Bike Inspection

Bike #1

Brand _____

Head and taillight? Yes No

Reflectors or tape? Yes No
(All four directions)

Bike #2

Brand _____

Head and taillight? Yes No

Reflectors or tape? Yes No
(All four directions)

Official's Road Log Sheet

(This form may be copied; riders/officials may also generate their own computer spreadsheet.)

This form must be submitted within 14 days of the completion of the record attempt.

A UMCA Official must update this log at the start, approximately every hour or every 10-15 miles / 16-24 kilometers (more waypoints are better) and at the finish. Use cross streets, city signs, landmarks, or other visible features as reference points — please be as specific as possible. Use the odometer reading from the pace vehicle if available, otherwise use map mileage.

Record Attempt _____ Date of Event mm___dd___yy___

Name of Official _____ Page ____ of ____

Name of Rider(s) _____ _____

_____ _____

Date & Time	Distance mi km circle	Location	Comments

Official's Track Log Sheet

(This form may be copied; Riders/officials may also generate their own computer spreadsheet.)

This form must be submitted within 14 days of the completion of the record attempt.

A UMCA Official must update this log at the start, every lap and at the finish.

Record Attempt _____ Date of Event mm__dd__yy___

Name of Official _____ Page ____ of ____

Name of Rider(s) _____ _____

_____ _____

Lap #	Time	Comments

Lap #	Time	Comments

Rider's Narrative Summary

The rider's summary should be sent promptly and must be submitted within 14 days of the completion of the record attempt.

So that the report can be posted at ultracycling.com, please e-mail the report and digital photos of the start, the attempt and the finish to the Records Chairman (at the email address on page 1). The report should include:

- Record attempt, e.g., Hawaii E-W
- Name of rider(s)
- Start date and exact start time to the nearest minute
- Exact start location described so that someone else could find the same spot.
- What were conditions like?
- Why did you want to do a record?
- What equipment did you use? Anything special?
- What did you eat & drink?
- What was the best part?
- What was the hardest part?
- Did anything particularly unusual happen?
- Exact finish location described so that someone else could find the same spot.
- Exact finish time

Rules for Setting UMCA Records

Last updated January 2012

General Information

The record rules must be observed when attempting to set a UMCA record. The rules are designed to ensure the validity of your record and those of others.

Due to the nature of records and record attempts, it may be necessary to change or update rules. In order to preserve the integrity of the records and record attempts, the UMCA reserves the right to define the "intent of the rules" or to append or modify these rules at any time.

You should read the UMCA Record Attempt Packet carefully. You will be required to use the forms provided and follow the rules and procedures described in the Packet.

Electronic submission of forms is recommended (sign where needed, scan, and email). When submitting paperwork via Express Mail (or overnight courier such as FEDEX or DHL), make sure to sign the release, which allows delivery without obtaining a signature. Failure to do so may result in a delay in processing the record attempt information.

The ride will become a UMCA record only after a full evaluation and certification by the UMCA Records Chair. Sometimes several weeks may pass before the record is certified. A certificate of recognition will be mailed following certification. A plaque commemorating the record will be mailed at the end of the calendar year in which the record was set.

The UMCA certifies these road and track records:

- timed records (12-hour and 24-hour)
- distance records (100-mile, 200-mile and 1000-kilometer) on surveyed road courses or track (indoor or outdoor)
- point-to-point records (cross-state, cross-province, cross-country and other point-to-point)

Records are recorded in the following categories:

- gender: male and female
- age (see below)
- bicycle type: standard (includes mountain bike), tandem, recumbent (unfaired), faired recumbent, and handcrank
- rider configuration: solo; tandem (male, female and mixed); two-person team (male, female and mixed); and four-person team(male, female and mixed), eight-person team(no gender distinction)

Age categories are:

- Senior: 18-49
- Master: 50-59
- Grand Master: 60-69
- Great Grand Master: 70 and over

Rider age is determined by birth year, not actual age at the time of the record attempt. Attempts by riders under 18 will require permission of Records Chairman.

If challenging an existing record, the rider must beat the time in the applicable category.

Questions

All questions regarding record attempts, records, courses, etc., should be directed to the, UMCA Records Chairs

Drew Clark, UMCA Records Chair
1707 Carlson Avenue
Erie, CO 80516, USA
records@ultracycling.com
(303) 828-1356
cell: (720) 470-2558

Marie Handrahan
records@ultracycling.com
cell: (602) 791-1527

I) Procedures and Forms

a) The UMCA Record Attempt Application (Record Attempt Application Checklist, Record Attempt Application Form, Rider and Crew Chief Contact Information and fee) must be received by the UMCA Records Chair at least 21 days prior to the proposed date of the record attempt.

b) The Pre-Event Agreements (Pre-Event Agreements Checklist, Liability Releases and Certification of Official) must be received by the UMCA Records Chair at least 24 hours prior to the proposed date of the record attempt.

c) The Record Attempt Report (Record Attempt Summary, Summary by Officials, Log Sheets and other information) must be received by the UMCA Records Chair not more than 14 days after the record attempt.

d) All riders and crew must read, be familiar with, and follow the rules and procedures as described herein.

e) If extenuating circumstances necessitate a date change for the attempt, approval must be obtained from the Records Chairman or Deputy Chair.

f) A rider/team attempting a double-crossing will be deemed to have declared their start direction on their application. For example, North-South-North (N-S-N) must begin N-S, while S-N-S must begin with S-N.

II. UMCA Official(s)

a) The rider is responsible for locating and securing the UMCA official(s). The UMCA and UMCA Records Chair are not responsible for providing the UMCA official(s).

b) All officials must be UMCA members at least 21 years of age as defined by birth year. To locate potential UMCA officials, see the UMCA Membership Directory (usually published in the January-February issue of UltraCycling). Non-members, who are otherwise qualified to serve as officials, may become members simply by joining the UMCA. An Officials Membership is available.

c) All UMCA officials must be approved by the UMCA Records Chair before the record attempt. The UMCA Records Chair may request that the proposed UMCA official take a short test to demonstrate knowledge of the record attempt rules. Riders are encouraged to avoid officials who are in a dependent relationship to the rider (e.g. employee, spouse, etc.).

d) Prior to a record attempt, the UMCA official will inspect all vehicles (for proper lighting, signage, license plates, registration and insurance coverage) and bicycles (for proper lighting and reflective tape). In addition, crew members who will be driving the vehicles will be required to show valid driver's licenses. Failure to comply with this rule may result in immediate disqualification. A record of the inspections will be submitted with the Official's Report.

e) Prior to a record attempt the UMCA official will record the names of all the crew members, which will be submitted with the Official's Report. If the Chair later determines that the record attempt took place without the rider or anyone on the crew having signed the UMCA Liability Release, the record may be disallowed.

f) At least one UMCA official must be present at all times during the record attempt, except that the follow vehicle containing the official is allowed to

make short pit stops for crew/official comfort.

g) The UMCA official must be in the follow vehicle. When a follow vehicle is not shadowing the rider, the UMCA official may ride in the follow vehicle or may travel in a separate vehicle, but must still observe the rider and crew as often as possible.

h) The UMCA official cannot be an active member of the crew, i.e., cannot drive the follow vehicle, navigate, hand supplies to the rider, etc. The official may offer limited help to the rider or crew from time to time, but that help cannot be crucial to the success or failure of the record attempt.

i) If the record attempt will last more than 24 hours, at least two UMCA officials are required.

j) The rider must negotiate a satisfactory fee for the UMCA official's service and expenses. The UMCA and UMCA Records Chair are not responsible for the expenses of UMCA officials, nor in determining the value of payments for services.

k) Immediately before the start of any record attempt the UMCA official must complete the Official's Pre-Event Checklist.

l) For road attempts, the UMCA official must record rider progress every 10-15 miles, or every 45-60 minutes, whichever comes first. The log sheet should indicate time, mileage, and sufficient road or landmark detail to determine the location on a map.

m) For track events, the UMCA official must record data on every lap.

n) The UMCA official must write and sign the UMCA Official's Report, the Record Attempt Summary form and Log Sheets before they are submitted as part of the Record Attempt Report to the UMCA Records Chair following the attempt.

o) Times for all point-to-point records are rounded to the nearest minute.

p) Times for all timed (12- and 24-hour) and distance (100-mile, 200-mile and 1000-kilometer) events are recorded to the nearest tenth of a second.

q) All record attempts must begin from a standing start.

III. Assessment of Penalties

a) Violation of any public highway law or UMCA record attempt rule can result in a penalty.

b) Penalties can be assessed for actions by riders or crew. All riders, crew and UMCA officials must read these rules and know the material herein before the record attempt. Not knowing the rules is not an excuse for non-compliance.

c) On the first offense a UMCA official may choose to issue a warning or a time penalty. The decision is discretionary on the part of the UMCA official. The UMCA official's decision will depend upon the nature and severity of the violation.

d) Penalties, which are cumulative, will be assessed as follows:

i)	1st offense	15 minutes
ii)	2nd offense	30 + 15 minutes for the first penalty
iii)	3rd offense	45 + 30 + 15 minutes
iv)	4th offense	60 + 45 + 30 + 15 minutes
v)	5th offense	75 + 60 + 45 + 30 + 15 minutes
vi)	6th offense	disqualification

e) A UMCA official may disqualify the rider under certain circumstances. The rider who is disqualified under these circumstances may also receive either a

temporary or permanent suspension from UMCA activities. The following circumstances will result in disqualification:

i) Drafting any vehicle. Drafting occurs when the cyclist follows a vehicle at less than 100 feet distance, or receives hand-ups from the vehicle for over one minute at a time.

ii) Riding with or drafting any other cyclist who is not one of the team riders listed on the event application form.

iii) Anyone involved in the record attempt using illegal substances or alcoholic beverages during the attempt.

iv) Riding in any vehicle in order to gain a time advantage. The rider is allowed to ride in a personal support vehicle to cross a bridge or other such obstacle that is off-limits to cyclists.

v) Hanging onto any portion of any vehicle for the purposes of gaining a time advantage.

vi) Assaulting any competitor, crew person, UMCA official or other person. Behavior on the part of the rider or crew that is deemed inappropriate and that might cause safety, legal, or reputation problems for UMCA or for other riders and their crew.

vii) Accumulating more than five penalties.

viii) Use of vehicle(s) or driver(s) other than the personal support vehicle(s) approved by the UMCA official prior to the start of the record attempt.

ix) Use of any vehicle or driver improperly insured or licensed.

x) Failure to comply with the UMCA official's decisions regarding any aspect of the event.

xi) Riding under night conditions without bicycle lights on as specified in section VI.

xii) Riding under night conditions without a vehicle shadowing the rider, except when the cyclist is using a bike path on which motorized traffic is not allowed.

f) The UMCA Records Chair may assess additional penalties after reviewing the Record Attempt Report.

g) Administrative penalties may be assessed as follows: For late/incomplete/incorrect forms: Five minute penalty per form, reduced to a two minute penalty per form if corrected within five days, except that the record attempt might not be permitted to begin unless all parties have submitted a valid Liability Release form.

IV. Public Roads

a) For all record attempts utilizing public roads, the laws pertaining to vehicular travel in that state must be obeyed. The UMCA official will pay particular attention to stop signs and traffic lights, although all traffic laws must be followed at all times. Each violation will result in a penalty.

b) Riders are not allowed to bypass a red light by turning right, making an immediate U-turn and turning right once more.

c) For 12- and 24-hour road records, which are generally done on 5-20-mile loops, the rider is allowed to seek written permission from local law enforcement agencies to be allowed to roll through stop signs.

d) The traffic laws do not pertain to track record attempts.

V. Police

a) Nothing in these rules supersedes the authority of local police and state patrol in exacting compliance to the vehicle code for all users of the public highways. State and local laws take precedence over UMCA Record Attempt Rules.

b) It is the responsibility of the rider to notify local law enforcement agencies of the record attempt. If you do not do so and are detained for any reason by the police you will lose time on your record attempt. However, notifying local law enforcement agencies is not a requirement of the UMCA.

c) Riders are not allowed to request or accept police escorts. An escort can only be used if the officer insists that it be done. This rule is to prevent future record attempts from being dependent on police escorts.

VI. Bicycles

a) Bicycles must be propelled solely by human force.

b) There are no restrictions on the number of bicycles or replacement parts that any competitor may use during the event.

c) Recumbent bicycles, tandems bicycles, and hand-cycles are permitted, but the type of bike must be listed on the Record Application Form. Recumbent tricycles will be permitted but not as a separate class. A Recumbent tricycle will be classed as a faired or unfaired recumbent, depending on configuration. A faired recumbent includes any recumbent that has any attachment that is on the bike for the sole purpose of aerodynamic aid. That includes, but is not limited to, front fairing, rear fairing (tail boxes), body sock (soft and hard), and splitter.

d) The rider(s) must specify in advance what type of bike the rider will be using and must remain with that type of bike throughout the event. For example, a rider cannot start on a conventional road bike and later switch to a recumbent.

e) Windscreens, fairings and airfoils are prohibited except on faired recumbents.

f) Disk wheels, composite spoke wheels and wheel covers are allowed.

g) Fixed gear bicycles are allowed. However, the UMCA does not recognize a separate category for fixed gear bikes.

h) There is no restriction on gearing.

i) There are no restrictions on wheel or tire size.

j) All bicycles ridden at night must be equipped with a front light visible from 300 feet and a rear strobe or incandescent red light (solid or flashing permissible) visible from 500 feet. Both lights must be on during night conditions.

k) A helmet mounted light may not be used as a primary light.

l) Reflective tape or plastic reflectors must be installed on all bikes to be used for night riding on highways. The reflective material must be visible from the front, rear and both sides. Reflective material should be placed on crank arms, seat stays, fork, rims and spokes. Bikes ridden only during daylight do not need reflective tape, reflectors, or lights, but rider should be aware that weather conditions can cause the official to invoke Night rules.

m) All bikes, including fixed gear bikes, must have working front and rear brakes, except that a fixed gear bike without brakes may be used for a track attempt.

VII. Personal Support Vehicles

a) A personal support vehicle (PSV) is any motorized vehicle with two or more wheels which is used to transport people and/or equipment for use in the record attempt.

b) All PSVs must be properly registered and carry at least the minimum insurance required by law by the state of registration.

c) Every PSV operator must possess a valid driver's license appropriate for the vehicle being operated.

d) If motorcycles or motor-driven cycles are used as PSVs, appropriate legal helmets must be worn at all times by the driver and any passengers, regardless of state or local regulations. Bicycle helmets are not legal when riding a motorcycle. Motorcycle operators must have motorcycle endorsements (special licenses), if required in the state where they are licensed.

e) There is no limitation on the number of PSVs a rider may have.

VIII. Follow Vehicle

a) A follow vehicle is the vehicle that is functioning as the primary support vehicle for the rider. Generally, the follow vehicle shadows the rider. However, this may not always be the case. Designation as the follow vehicle may change as different vehicles assume this role.

b) The Follow Vehicle must be no more than 80 inches wide, measured at three feet from the ground. The width across this point is the width of the vehicle, not including side mirrors. Mini-vans are best because most are less than 72" wide.

c) The windshield, driver's side window, and front passenger's side window must be clear of all obstructions. Moreover, the driver must have a clear view along both sides of the follow vehicle through the side mirrors.

d) In addition to standard emergency flashers, the follow vehicle must have two amber roof-mounted flashing lights (one on the left rear and one on the right rear). These must be visible only from the rear, not from the front. These lights must be on only when shadowing the rider. They must be powered by the vehicle's electrical system (direct battery hook-up or auxiliary outlet) and must be controllable without affecting the usage of the vehicle's factory-installed emergency lights and tail lights. Amber revolving lights (available at auto parts stores and discount stores) are allowable, provided they are visible from the rear only. The rider(s) is responsible for determining if revolving lights are legal in the location of the record attempt. The roof-mounted amber lights must not be as bright as to temporarily blind motorists. If so, replace the bulbs with those of lower wattage or cover the lens with filament tape or some other covering that will reduce the glare.

e) A "Caution Bicycles Ahead" sign must be mounted on the rear of the follow vehicle at all times. These signs may be purchased or riders can construct their own. These must be visible to motorists overtaking from the rear.

f) Whenever the follow vehicle is shadowing its rider, it must also display a "slow-moving vehicle" triangle, which is orange with a red border. These may be purchased at farm supply stores. This triangle must be visible from the rear. Whenever the follow vehicle is not shadowing a rider, the triangle must either be removed or covered.

g) Additional vehicle driving lights are

allowed as long as they are not higher than 48" above the pavement or above the windshield. State laws may prohibit the use of roof-mounted lights while driving. Driving lights must be able to be extinguished without affecting the regular headlights of the vehicle. These lights must be extinguished whenever there is an oncoming or overtaking vehicle within 500 feet.

h) Bumper-mounted lights may be used provided the local police allow them. Bumper lights must not shine toward oncoming traffic.

i) Directional spot-lights, whether vehicle mounted or hand-held, are not allowed.

j) Music and public address systems may be installed, but their use must be curtailed in residential areas (which may or may not be within city limits).

k) A rider may have several PSVs, but only one can serve as the follow vehicle at any time.

l) The follow vehicle must not tow a trailer.

m) A motorcycle must not be a follow vehicle.

IX. Auxiliary Vehicles

a) An auxiliary vehicle is any PSV that is not shadowing the rider. Auxiliary vehicles may ferry supplies and/or personnel, scout routes, mark turns, etc.

b) All auxiliary vehicles must display a "Caution Bicycles Ahead" sign at all times.

c) An auxiliary vehicle may be any size. An RV used in a record attempt is an auxiliary vehicle.

d) An auxiliary vehicle may become the follow vehicle if the primary follow vehicle breaks down or pulls off the course for any reason. The auxiliary vehicle must then abide by all rules pertaining to follow vehicles. It must meet all the requirements of the primary follow vehicle (flashing amber lights on roof, vehicle signage, etc.).

e) If the primary follow vehicle is unable to continue, only vehicles less than 80 inches wide may become follow vehicles. An RV may not assume the role of follow vehicle, except if *all other vehicles* are unable to continue *at night.* Poor planning (out of gas, bathroom stop, etc.) does not constitute a valid reason for being unable to continue. The use of an RV as a follow vehicle under these circumstances must be temporary and is left to the discretion of the UMCA official.

X. Recreational Vehicles

a) Recreational vehicles (RVs) include motor homes, pick-ups with campers and related vehicles. RVs are generally larger than vans and typically equipped with cooking facilities, toilet facilities, sleeping accommodations, etc.

b) RVs can never act as a follow vehicle during daylight hours, even if the primary follow vehicle breaks down.

XI. Caravanning

a) PSVs are not allowed to follow one another at less than highway speed. Only the primary follow vehicle is allowed to shadow the rider. All other vehicles must leap-frog the rider and stay out of the way as much as possible.

XII. Riders

a) A rider may not receive any type of push-off from another person or vehicle. This includes members of relay teams; team riders may not sling a teammate on the exchange.

b) A rider may ride with a flat tire or with

other mechanical problems, unless the UMCA official deems it unsafe, at which time the rider must stop or proceed on foot with the bike until the bicycle is replaced or repaired.

c) A rider may proceed on foot along the route as long as the bicycle is present (carried, dragged or pushed). A rider separated from his/her bicycle may not proceed along the race route. However, the rider may travel back by any means along the route, except that the rider may not ride against opposing traffic.

d) If the rider leaves the course for breaks or emergencies, the official must note exactly where the rider left the course. Upon continuation of riding, the rider must re-enter the course at or before the point of exit.

e) Riders may use one or two-way radios for coaching or entertainment, though such systems should not obstruct natural hearing (earpieces shall only be used in one ear).

f) Crew members may not cycle, run, walk or skate within sight of their supported rider unless for safety reasons, and then only with the prior authorization of the UMCA official. This rule is to prevent non-competitors from pacing or motivating the rider. If any crew member wants to work out during the record attempt, a specific work out plan should be discussed with the UMCA official prior to the start of the event.

g) Riders must obey all traffic laws, including stop signs and stop lights. A legal stop is defined as just short of a track stand, slow enough to theoretically turn the handlebars to the side without falling. The bars do not actually have to be turned; however, the UMCA official will base the determination on the rider's potential to turn the bars. A rider does not have to remove a foot from the pedal and step down to the ground.

h) At stop lights and stop signs, riders may not hold onto any moving or stationary vehicle or person. The rider may use a permanent object (post, mailbox, etc.) to balance without having to remove a foot from the pedal.

i) A pedestrian or person in the follow vehicle may execute hand-to-hand hand-offs to the rider while the rider is moving or stopped. While the rider is moving a crew person is not allowed to put objects on the bike, put items in the rider's pockets, or perform repairs on the bike. All exchanges must be from hand to hand. The rider may discard items not needed, by either handing them to a crew member or dropping them on the roadside (as long as they are retrieved and no littering takes place).

j) Moving riders may not be tethered by wiring, feeding tubes, oxygen tubes or other attachments either to a vehicle or a pedestrian.

k) Riding alongside the follow vehicle for hand-offs is allowed only four times per hour and for only one minute per occasion. A single hand-off may take place in more than one stage. For example, the rider may drop back beside the follow vehicle first to make a request of the crew (clothing, food, drink, etc.), ride back out in front and then drop back again to receive the item requested. However, in order to count as a single exchange, they must not take more than one minute cumulatively. Anything more than this is considered drafting.

XIII. Support Crew Members

a) The rider must have a support crew and support vehicle. No unsupported efforts will be recognized by the UMCA. A minimum of one adult crew person (at least 18 years old) is required for all

events of 12 hours or less. For longer events, a minimum of two adult crew members is required. For relay team record attempts, the riders may also act as crew.

b) A support crew member is anyone who actively assists the rider in any manner for any amount of time during the record attempt. A person who does not travel in the PSVs, but who eats and associates with the crew members, or who aids the rider physically or mentally, without the opposition of the crew captain and/or the rider(s), may be considered to be a crew member. The UMCA official will determine whether or not such a person is a crew member under these rules.

c) All crew members must sign and agree to the terms in the UMCA Liability Release prior to participating in the record attempt. Crew members may be added during an attempt only if unusual or extenuating circumstances occur and only if approval is received from the Records Chairman or the Deputy Records Chairman. If approval is received to add crew members during the attempt, the Liability Release must be given to an official.

d) The rider is accountable for the behavior of the crew. A crew member's misconduct may result in the penalization or disqualification of the rider. There are no penalties assessed to crew members; only the rider receives penalties.

e) One crew member will be designated as the crew chief and will speak for the crew and rider in reporting problems, suggestions or other information to UMCA official or the UMCA Records Chair. Other crew members should not speak in an official capacity to the UMCA official or the Records Chair. The crew chief may designate another person to speak on behalf of the crew when necessary.

f) Each crew must be self-sufficient, locating food, water, fuel, supplies, motels, medical facilities, etc. along the route.

XIV. Controlled Substances

a) The use of alcohol, drugs or controlled substances (except as prescribed by physician) is prohibited. This applies to riders, crew and UMCA officials.

XV. Sleep Considerations

a) It is the responsibility of the rider and crew to make sure they are rested well enough to proceed safely.

b) If a rider refuses to comply with the demands of the crew to rest, and the crew feels the rider is in danger, the UMCA official must decide if the rider should proceed, or take a sleep break.

c) It is ultimately the rider's responsibility to ensure that the crew is receiving adequate rest for safe operation of support vehicles. If no adequately rested drivers are available for safe operation of vehicles, the rider must voluntarily stop, or be officially detained until an adequately rested driver is available.

d) If a crew member operating a motor vehicle, or a rider riding a bicycle, exhibits unsafe driving practices at any time, the UMCA official may impose an on-the-spot sleep break of up to four hours. The time is not subtracted from the rider's overall time; the clock continues to run. Failure to comply with the UMCA official will result in immediate disqualification.

e) Be alert for signs of rider and crew sleep deprivation problems. Driving the follow vehicle at night carries greater responsibility for rider safety and at the same time requires quicker reactions due

to limited visibility outside the rider's lighted field. Follow vehicle crew members must be prepared for the rigors of the night by getting what rest they need during the preceding day.

XVI. Vehicle Following Rider(s)

a) Any PSV following the rider must be equipped with and use the vehicle's factory emergency flashers, headlights (day and night), the "Caution Bicycles Ahead" sign, a slow-moving vehicle triangle and roof-mounted amber flashing lights.

b) PSVs are not allowed within 100 yards of the front of the rider unless forced into that position by traffic.

c) The follow vehicle may lead the rider when visibility is very limited (fog, smoke or haze). The follow vehicle must remain at least 100 feet in front of the rider during these times to prevent drafting. If the UMCA official feels leading is unnecessary or the rider is too close, a penalty may be assessed.

d) The follow vehicle crew must request that any accompanying cyclists (other riders not affiliated with the record attempt) ride behind the follow vehicle.

e) Traveling alongside a rider, contingent upon not interfering with the normal flow of traffic in either direction, is permitted for handing off food and supplies to the rider and exchanging information. If daytime traffic conditions do not allow driving alongside the rider for hand-offs, the follow vehicle should proceed ahead, stop off the pavement and the crew member makes a pedestrian hand-off as the rider passes. All hand-offs must comply with the rules in section XII.

f) During night conditions, if traffic does not permit safe hand-offs from the moving follow vehicle, then both the cyclist and the follow vehicle must pull safely off the road to exchange food, clothing, information, etc.

g) If traffic, road or shoulder conditions are such that traffic cannot safely pass the follow vehicle, or would be required to drive illegally (crossing a double-yellow line), when three or more vehicles build up behind the follow vehicle, the follow vehicle must pull off the road and let traffic pass. During the day, the rider may proceed alone; at night, the rider must wait for the follow vehicle to follow directly behind.

h) It may not be possible to safely follow directly behind a rider while climbing long mountain grades or navigating through city traffic. Under these conditions it may be preferable to "leap frog" a short distance ahead of the rider, stop before the rider is lost from sight, and let the rider pass until almost out of sight ahead, then leap-frog ahead again. This procedure is only allowable during daylight hours.

i) Under no circumstances will the follow vehicle pull ahead of the rider to an intersection to cause the traffic signal to change for the rider's benefit. An auxiliary vehicle may attempt this maneuver as long as it is safe and does not interfere with the normal flow of traffic.

XVII. Night Riding

a) "Night" is defined as beginning at sunset and ending at sunrise, or whenever visibility is less than 1,000 feet, using the official times for sunrise/sunset for the location of the record attempt.

b) All bicycles ridden at night must be equipped with lights and reflective tape as described in section VI. The lights

must be turned on during night conditions.

c) During night conditions the rider may not proceed, under any circumstances, without the follow vehicle directly behind the rider. Directly behind means less than 50 feet behind the rider, with no other vehicles between the rider and the follow vehicle. The only exception is when the follow vehicle pulls alongside the rider for hand-offs.

d) The follow vehicle must display all appropriate signage and lighting when operating during night conditions.

e) Auxiliary driving lights and high beams must be extinguished whenever within 500 feet of an oncoming or overtaking car.

f) Under night conditions, the follow vehicle may pull alongside the rider while stopped at stop lights for the purposes of servicing the rider and passing over the "in-pavement loop detector" which causes the traffic light to change. This does not count as one of the four allowable hourly moving hand-offs from the follow vehicle. When the traffic light turns green, the rider must proceed in front of the follow vehicle; the follow vehicle must immediately resume following directly behind the rider. This same procedure is allowable if the rider and follow vehicle are stopped at a railroad grade crossing during night conditions.

g) There is only one situation in which a rider may proceed under night conditions without a follow vehicle - when the rider is riding on a bike path on which motorized vehicular traffic is prohibited.

XVIII. Vehicles Not Following Rider

a) Any PSV not following the rider must not display a slow-moving vehicle triangle. and must not display flashing amber roof lights. Emergency flashers may be used as called for under normal circumstances. Even the follow vehicle, when not following the rider, must turn off the flashing amber roof lights and remove (or cover) the slow-moving vehicle triangle.

b) The "Caution Bicycles Ahead" sign must remain on all PSVs at all times.

c) PSVs not following the rider must proceed at normal driving speed, so as to not create a traffic hazard.

d) Auxiliary vehicles must not follow the follow vehicle. This is caravanning and is prohibited.

e) Auxiliary vehicles should leap-frog the rider and follow vehicle and pull completely off the pavement when not proceeding along the route.

XIX. Emergencies

a) If the rider and/or crew encounter a situation in which they need to provide emergency care for some other person or persons along the route, they should do so. The UMCA official will allow a time credit for such actions.

b) The rider must not abuse this rule for the purpose of gaining rest time. The UMCA official's decision regarding emergencies will be final. A four-hour time penalty will be assessed if the rider abuses this rule.

XX. Rider Clothing

a) The rider must wear a helmet that is approved in compliance with an official security standard and the helmet must be properly secured at all times while the

rider is mounted on the bike.

b) The rider must wear at least shorts and a jersey whenever riding. Cycling clothing intended to decrease wind resistance (skin suit) is allowed.

c) Clothing cannot bear the name of any alcoholic beverage (except beer), any tobacco product or any slogan or phrase deemed offensive by the UMCA official.

XXI. Tandem Record Attempts

a) In addition to all of the rules contained herein, the following rules apply to tandem record attempts.

b) Both tandem riders together must ride or walk the bike; one member may not rest in a vehicle while the other proceeds along the course.

c) Tandem riders may not be replaced or changed during the event.

d) There are no restrictions on captaining or stoking. Either or both tandem riders may assume these positions. Riders may change positions during the record attempt.

XXII. Relay Team Record Attempts

a) In addition to all of the rules contained herein, the following rules apply to team record attempts.

b) The UMCA recognizes two-person, four-person, and eight-person relay teams. A three-person team may compete in the four-person division. A team with five, six, or seven members may compete in the eight-person division. No other size teams are allowed.

c) Teams compete in the men's division only if all four of the team members are men. Teams compete in the women's division only if all four of the team members are women. All other teams are mixed division teams.

d) Relay team members cannot be replaced once the record attempt starts.

e) If one or more teammates drops out from the attempt, the team can continue with fewer members, but cannot replace those who drop out.

f) There are no requirements on how to divide the riding responsibilities among the teammates. The team determines the amount of riding done by each teammate.

g) The team may function with as few as one rider on the road or up to all riders simultaneously. This strategy is left to the team to determine.

h) The finishing time will be determined by the first teammate to cross the finish line.

i) Exchanges between teammates may be conducted from a rolling start. A legal exchange is when the front of the front wheel of the incoming rider breaks the plane perpendicular to the back of the rear wheel of the new rider.

j) If a team is riding at night and has only one PSV, then the vehicle and new rider must stop after an exchange to load other riders and equipment.

XXIII. Cross-state and Cross-province Records

a) In addition to all of the rules contained herein, the following rules apply to cross-province and cross-state record attempts.

b) Generally, for each state (or province), the UMCA recognizes four directional cross-state records: West-to-East, East-to-West, North-to-South and South-to-North. In addition, for each state, the UMCA recognizes two double-crossing records, one with a North-South

orientation and one with a West-East orientation. A double crossing record is crossing a state in one direction immediately followed by a crossing in the opposite direction. A double crossing record attempt may start at either end point.

c) If a rider is challenging an existing record, the rider must use the same exact end points. The end points are available on ultracycling.com However, the rider is free to choose any route between those end points. If the end points have been established through a successful record attempt in one direction, those same end points must be used for a record attempt in the opposite direction.

d) If a record attempt is halted for reasons beyond the control of the rider, crew and UMCA official, the record attempt may still be certified by the UMCA Records Chair as a UMCA record. Legitimate reasons for halting a record attempt include, but are not limited to decisions by law enforcement officials and Force Majeure (or "greater force"). Force Majeure is an extraordinary event, such as war, riot or an act of God, such as flood, mudslide or avalanche. However, the following conditions must be met:

   i) 90% of the record attempt must have been completed;

   ii) The UMCA official must have determined the rider was in good shape and could have completed the record attempt were it not for the sudden termination of the attempt by law enforcement or Force Majeure; and

   iii) There was no viable alternative route at the time the record attempt was halted. Ordinary road construction is not an excuse for invoking this rule. In the event the UMCA Record Chair decides to apply this rule, the rider's average speed over the 10 miles immediately prior to the cessation of the record attempt to calculate the estimated time over the remaining distance. This information will be combined with the information up to the point of cessation to determine the overall distance, time and speed.

XXIV. Cross-Country Record Attempts

a) In addition to all of the rules contained herein, the following rules apply to Cross-country record attempts.

b) The UMCA Records Chair must approve the end points.

c) If the record attempt will take more than 24 hours then the rider must have at least two UMCA officials.

d) The rider is responsible for securing UMCA officials.

e) One UMCA official must be on duty at all times.

f) No UMCA official can be on duty for more than 24 hours at a time. UMCA officials must be given sufficient time to rest in between shifts. Recommended shifts for UMCA officials should be no more than 12-18 hours.

g) UMCA officials may drive any support vehicle on any cross-country attempt exceeding 1,000 miles; however, this is the only duty normally reserved for crew members which UMCA officials may perform.

h) The UMCA may appoint UMCA officials randomly to observe a rider during an attempt without notice to the rider.

i) A rider may attempt a record in conjunction with an event (e.g. RAAM) subject to approval of the event organizer and the UMCA Records chair.

j) For the United States and Canada the endpoints must be within 10 miles of the ocean. The ocean shall be determined by as straight a line as possible along the coast. In other words, 10 miles from the inner edge of a bay or inlet does not qualify.

k) For the United States, all routes must cross the 38th Parallel at least once.

XXV. Routing and Directions

a) If a rider is challenging an existing record, the rider must use the same exact start and finish locations as determined by previous record holders. This information is available on ultracycling.com.

b) If a rider is establishing a new record, the rider may select the start and finish locations. The UMCA Records Chair must approve the end points prior to the record attempt.

c) The rider may use any route between the start and finish end points. It is up to the first person establishing a record to find the best route, or else someone may beat the record in the future using a better route between the same two points.

d) The rider(s) and crew are responsible for all navigation and navigation decisions.

e) If the rider makes a wrong turn and rides off the course (regardless of the reason), the rider may be driven back to the spot where the course deviation was made and then continue riding. No time or distance credit will be given to the rider for navigation mistakes.

f) The rider may use a bike path during some or all of the record attempt. If so, a UMCA official must accompany the rider on a bicycle for the duration of the ride on the bike path, following at a distance of 30-50 feet behind the rider. The UMCA official must accompany the rider under both day and night conditions on the bike path. Both the rider and the UMCA official must have appropriate lighting and reflective materials for night riding. The use of bike paths is discouraged because of potential conflicts with other users.

XXVI. Publicity

a) The rider is encouraged to publicize his or her record promptly after completion of the record. For a press release to be effective it must be timely.

b) The record attempt must be described as "pending certification by the UltraMarathon Cycling Association" until it has been certified by the UMCA Records Chair. This applies to press releases, résumés or other publicity material.

c) Upon certification by the UMCA Records Chair, the record may be referred to publicly as a "UMCA Record".

d) After certification the UMCA will publish the record on ultracycling.com. The rider is encourage to submit by e-mail a write-up and photos for publication on ultracycling.com

XXVII. Conflicts

a) Any conflict in rules should be described in detail in the Record Attempt Report. The UMCA Records Chair will review conflicts.

XXVIII. Appeals

a) The UMCA has a separate process for resolving disagreements between a member of the UMCA and an officer or agent of the UMCA, including the UMCA Records Chair. The Appeal Policy may be downloaded from ultracycling.com; see the site index.

Due to the nature of records and record attempts, it may be necessary to change or update rules. In order to preserve the integrity of the records and record attempts, the UMCA reserves the right to define the "intent of the rules" or to append or modify these rules at any time.

Appendix A: Timed or Distance Record Attempts on Tracks or Road Courses

In addition to all of the rules contained herein, the following rules apply to timed or distance record attempts on road courses or tracks. The UMCA sanctions 12- and 24-hour, 100- and 200-mile and 1,000 kilometer records on road courses and tracks.

A track is defined as a loop course less than five miles in length. A track may include ordinary cycling velodromes, auto racing ovals or road courses, motor speedways or auto test tracks.

There is no distinction between high or low altitude road and track records; all road and track records are considered to be equal attempts regardless of location.

I. Measurements and Accuracy

a) All records are recorded and published in English measurements (miles, feet and inches). Surveys and intermediate calculations may have metric measurements with the final result converted to English measurements.

b) All measurements must be measured to at least two decimal places.

c) All calculations must be calculated to at least three decimal places.

d) All surveys must be accurate to 1:10,000.

e) All timing devices must be accurate to within two seconds per 24 hours.

f) All times are to be kept to the nearest tenth of a second.

g) To convert from metric to English, use the following conversion: 1609.344 meters equals 1 mile. This is the worldwide conversion supplied by the International Bureau of Weights and Measures from NIST Special Publication 811 (http://www.bipm.fr/enus/7_Practical/conversions.html).

II. Courses and Surveys

a) A Registered Land Surveyor must survey the course. In the United States, certification of the course length by USATF will also be allowed.

b) Riders may use a new course or an existing surveyed course. Consult with the UMCA Records Chair about existing courses.

c) If the course has been previously surveyed and the course has not changed since that survey (change in paving, marking, etc.), a new survey is not required. However, the UMCA Records Chair may request a re-survey or updated survey.

d) If the course has been previously surveyed and the course has changed since that survey (change in paving, marking, etc.), a new survey is required.

e) All surveys or re-surveys must be submitted within six months of completion of the attempt for certification.

f) Contact information for the surveyor must be submitted with all surveys or re-surveys.

g) All surveys or re-surveys must be signed by the surveyor and stamped with the surveyor's official registration seal.

h) Records will not be certified until a survey or re-survey is submitted.

i) The survey should measure the shortest possible distance of travel (regardless of where it's legal for a bike to travel).

j) The survey must be accurate to within one foot (or nearest decimeter) rounded down per lap.

III. Survey Costs

a) The rider is responsible for all costs of the survey, re-survey, or measurement of partial laps.

b) If a rider establishes a new course, the rider is responsible for all costs of the survey. A rider who submits receipts for the cost of the latest survey to the UMCA may be eligible for reimbursement (whole or in part) should other attempts be made on that same course and using that same survey.

c) If a rider chooses to use an existing course for which the UMCA has documented survey costs, the rider may be asked to pay up to 20% of the cost of the original survey. This money will be paid directly to the rider who paid for the initial survey of the course.

IV. Timing

a) Record attempts must be automatically electronically timed and recorded lap by lap to the nearest hundredth of a second whenever possible.

b) Automatic electronic timing of all record attempts must be accompanied by a system of manual time keeping. Two UMCA officials must conduct manual time keeping separately, each using a separate time keeping device, which meets the UMCA accuracy requirements for timing.

c) If automatic electronic timing is unavailable, two UMCA officials must conduct manual time keeping separately, each using a separate time keeping device. Each device must meet the UMCA accuracy requirements for timing devices.

d) Times for every lap must be recorded on time keeping sheets, signed by the time keeper who records the information and submitted with the Record Attempt Report.

e) All time keeping devices used for UMCA record attempts must be certified accurate to within two seconds for every 24 hours. The UMCA officials for the attempt will certify all time keeping devices in advance by checking against an approved nuclear clock by telephone twice, 24 hours apart.

f) All time keeping devices must be synchronized to an approved nuclear clock within an hour of the start, and checked against that clock after the attempt. In the U.S. the telephone number for the nuclear clock is (303)499-7111.

g) Official time and lap splits shall be taken from the UMCA official whose time keeping device is closest to the accuracy standard in a second calibration test as soon after the attempt as possible, no more than 24 hours after. If there is a discrepancy of more than two seconds after 24 hours or at the end of a longer attempt, the record of the time keeping device farthest off certification is kept as

a backup, but not used.

V. Course for Track Record Attempts

a) Official track length for a record attempt is the track circumference taken at the inner edge of the measuring line defined as described below. The measurement must be certified for accuracy to 1:10,000. (maximum variance of no more than 1 cm +/- per 250 meters, 1 inch +/- per 700 yards).

b) For velodromes: A four cm wide measurement line should be painted on the track in a contrasting color (black on light surfaces, white on dark), the inside edge of said line being no more than 20 cm from the lower edge of the ride-able surface or the outer edge of the blue band.

c) For all other tracks: The official length measurement will be certified by survey at the shortest path possible to ride on the track surface, with a safety zone of 20cm allowed between the inside edge of the measurement line/path and any obstructions.

d) For velodromes: The blue band must be made impractical for riding by foam blocks (or other suitable devices) approximately 50 cm x 8 cm x 8 cm) placed perpendicular to the riders path in the turns at five meter intervals even with the outer edge of the blue band or 20cm below the inner edge of the measuring line, whichever is greater.

e) For all other tracks: foam blocks (or other suitable devices) approximately 50 cm x 8 cm x 8 cm must be placed in all turns at five meter intervals 20 cm below the lower edge of the measuring line.

f) The foam blocks are to deter a rider from attempting to take a shorter line around the course. Sponges that are displaced for any reason must be replaced immediately. Failure to replace them immediately or riding lower on the track before the sponges have been replaced may result in disqualification.

g) The foam blocks must be watched over and maintained by crew other than the UMCA officials. The rider must provide crew for this.

h) If foam blocks are not available, small plastic cones or other devices may be substituted.

i) For UMCA record attempts on a velodrome the applicant must either provide certification of the official track length from an earlier survey provided by the velodrome management or a new survey must be taken by a Registered Land Surveyor.

VI. UMCA Officials for Track Records

a) The rider must have at least three UMCA officials, two of whom are timers and one is observing the rider and crew.

VII. The Track Rider

a) Record attempts must start from the pursuit line.

b) The bicycle must be started from the grasp of a holder or mechanical starting blocks as low on the ride-able surface as possible, with the front wheel behind a vertical plane extending upward from the start line.

c) A starting countdown will be used, with audible signals delivered to the rider at least at 1 minute to start, 30 seconds, 10 seconds, then at 5, 4, 3, 2, 1, GO!

d) The rider must travel in the same direction on the track at all times.

e) No other cyclists not listed as a rider on the Record Attempt Application form

may ride on the track at any time during the record attempt.

f) All handoffs must be done by pedestrians, not from any moving vehicle.

g) No vehicles are allowed on the track during the record attempt.

h) The rider is allowed an unlimited number of pedestrian handoffs.

i) If lighting at a track is not sufficient for the UMCA official(s) to observe the rider at all points on the track, the bike must have a headlight and taillight and both lights must be on during night conditions.

VIII. Track Finish and Partial Laps

a) A partial final lap will be counted, with the distance covered on that final lap determined by formula.

b) The distance covered in a timed record attempt shall be calculated as follows:

D = (L x TC) + AD
where AD = L x TRC / TTC and
D = distance covered in the attempt
L = length of track
TC = number of complete laps before the last lap
AD = additional distance
TTC = time of last completed lap
TRC = time remaining to ride at the beginning of the last lap

c) If direct measurement is used, then the finish moment must be recorded with a still or video camera. The photo or video must include a clearly identifiable landmark or reference point to verify the accuracy of the final measurement location.

d) The distance covered shall be rounded down to the nearest foot. No existing record can be broken by less than one foot.

e) If, between the expiration of the timed attempt and end of the last lap a mishap occurs to prevent completion of the lap, the additional distance shall be calculated on the basis of the time of the lap before last.

IX. Course for Road Record Attempts

a) The rider is responsible to choose a suitable and safe course.

b) The course must be 5-40 miles, designed as a loop or an out-and-back.

c) The course may be any terrain or configuration.

d) It may be a public road, open or closed to traffic.

e) The course description must be submitted to the UMCA Records Chair for approval at least four weeks prior to the record attempt. The course description must include all roads to be used, all turns and all stops. The course must be previewed by at least one UMCA official to provide feedback to the UMCA Records Chair regarding viability and safety.

X. UMCA Officials for Road Records

a) The rider must have at least two UMCA officials present at all times for all attempts of 12 hours or less. The rider must have at least three UMCA officials present at all times for attempts exceeding 12 hours. One official will be designated as the Head Official.

b) One UMCA official must remain at the starting point and record when each lap is completed.

c) One UMCA official must observe rider

and crew. If the crew is following the rider in a support vehicle, the UMCA official must be in the vehicle. If the crew is not following the rider, the UMCA official must travel on the course observing the rider. UMCA officials may switch positions.

d) The third UMCA official may rove, ride in a vehicle, or stay at the start.

e) The Head Official must observe the final lap and final finish point. All other officials are encouraged to do the same if possible, but are not required to do so.

XI. The Road Rider

a) The rider must travel in the same direction on the course at all times.

b) The rider must cross the starting point each lap or make a turn outside a cone at either end on an out-and-back-course.

c) The rider is allowed an unlimited number of pedestrian handoffs.

d) Vehicular handoffs are allowed, but are limited to two per hour and for a maximum duration of one minute each. A single handoff may take place in more than one stage. For example, the rider may drop back beside the follow vehicle first to make a request of the crew (clothing, food, drink, etc.), ride back out front and then drop back again to receive the item requested. However, in order to count as a single exchange the time(s) riding beside the follow vehicle must not total more than one minute. Anything more than this is considered drafting.

XII. Road Finish and Partial Laps

a) Partial laps will be counted.

b) The vertical plane broken by the front wheel will determine the distance traveled.

c) The finish moment must be recorded with a still camera or video camera. The photo must include a clearly identifiable landmark or reference point to verify accuracy of final measurement location.

d) Partial laps must be measured by a Registered Land Surveyor. The surveyor should mark the road every 1/2 mile or mile to make measuring partial laps easier.

e) Partial laps will be measured to the nearest foot (rounded down).

XIII. Records In Conjunction with Events

a) The rider may attempt a record in conjunction with an organized event (e.g. a 24-hour race) subject to approval of the event organizers.

b) If a rider chooses to attempt a record in conjunction with an organized event, in order for the record attempt to be valid, the UMCA Record Attempt rules must override the event rules.

c) The rider must have his or her own three UMCA officials, independent of event officials.

d) Due to the rules regarding course length, the rider must coordinate with the event organizers to use an appropriate length course.

e) The rider must coordinate with event organizers to obtain course information for a survey.

f) The UMCA officials must randomly observe riders on the course, the same as during a record attempt not conducted in conjunction with an event. The rider must coordinate the observation by UMCA officials with event organizers. UMCA officials must exercise extreme caution as there will be other riders on the course.

g) The event officials are under no

obligation to assist the rider in any way in order to facilitate a record attempt under UMCA rules.