

HOODOO 500 STAGE RACE OFFICIAL RULES AND REGULATIONS (Updated July 30, 2016)

Attention Riders & Crew: It is your responsibility to read and know these rules before arriving in St. George.

The Hoodoo 500 is an extraordinary personal challenge. These rules are in place to ensure safety and competitive fairness as well as to comply with various permit requirements. Any violation of these rules by rider or crew will result in time penalties against the rider or disqualification. Automatic DQ offenses are noted below.

GENERAL RULES

- A. The Event Directors (“Directors”) have the authority at any time to alter these rules or to invent new ones based on extenuating or unforeseen circumstances. Directors have ultimate authority over rules, their interpretation and enforcement. If a rider or crew plans to do something not explicitly covered by these rules, they should inquire beforehand regarding such conduct.
- B. Attendance at Check-In and the Event Meeting is mandatory for all riders and their crew. –DQ
- C. All riders and crew must download and bring with them to check-in all applicable required documentation, filled out and signed. Documents are available on the Hoodoo 500 website.
- D. To be declared an Official Finisher entrants in all divisions must complete the course by 7am Mountain Daylight Time on Monday with a total combined time of 48 hours for all three stages.
- E. The Stage Event begins Friday at 7am Mountain Daylight Time in St. George; and the clock stops when the rider checks in at the Time Station in Escalante. Day #2 starts in Escalante Saturday at 7am; and the clock stops when the rider checks in at the Time Station in Panguitch. Day # 3 starts in Panguitch at 7am; and the clock stops when the rider crosses the finish line in St. George.
- F. The clock will not stop during any stage for any reason; however, the Directors may make time adjustments for extenuating circumstances.
- G. A “contingency” is an unplanned event such as traffic lights, traffic jams, detours, road construction, high winds, storms, or other “acts of God.” Directors are not responsible for contingencies and will not issue time adjustments.
- H. Riders or crew may not be naked outside of their support vehicle for any reason without coverings or curtains. Please use discretion when urinating outside. –TP or DQ
- I. No rider or crew may wear clothing or display signs that are in poor taste with respect to style, brevity or inappropriate/offensive graphics or language.
- J. Every crew must carry at least one cell phone, and provide the number to Directors at check-in.
- K. Safety must be the single most important concern of everyone. In an emergency where human life is in jeopardy, all concern should be directed to the injured. If a rule is violated in an emergency situation, Directors may make allowances to the rules and issue time credits if appropriate.

L. IV fluids, controlled or illegal drugs, prescription stimulants, and alcohol are not permitted. –DQ

M. All riders and crew must obey the vehicle code laws of Arizona and Utah, where applicable. A full, legal stop is required at all stop signs and red lights. –TP or DQ

N. The rider or team in each division with the fastest combined time (including penalties) is the winner. **Note:** Finish times for each stage are rounded down to the minute. *Seconds are disregarded.* Accordingly, sprint finishes are highly discouraged and will result in a time penalty if unsportsmanlike conduct occurs at any finish line. In the event of a tie, the most senior rider or the team with the highest combined age will be declared the winner.

O. Trophies are awarded to the fastest solo male, solo female and 2-person team. For each solo or team category other than overall, trophies will be awarded only in categories with at least three riders. If the overall winner in any division is also the 50+ winner, that winner is the overall winner and there will be no 50+ winner. Same holds true for records. If a 50+ time is faster than the previous overall time, the 50+ time becomes both the overall and 50+ record.

BICYCLE REGULATIONS

A. Bicycles must be propelled solely by human force.

B. Any number of bicycles may be used during the event. However, in the fixed gear division, all bicycles must be of the same gearing; and in the recumbent division, the rider must ride only a recumbent bicycle.

C. Devices attached to the bicycle or rider designed to reduce wind resistance or increase speed, e.g., airfoils, windscreens, fairings or sails, are prohibited. –DQ

D. All bicycles must be equipped with a functioning braking system. A fixed-gear bicycle drivetrain is not considered a braking system. –DQ

RIDER RULES

A. Every inch of the prescribed course must be ridden by each rider or team. In the event of a wrong turn, the rider may be driven back to the exact spot where he/she left the course and continue riding from there.

B. Drafting is allowed, but never more than two abreast; except when a rider pulls off and goes to the back of the line. Riders must single-up at any time when traffic approaches from the rear. –TP

C. If two or more riders are drafting, no rider other than the person at the front of the peline may use aerobars. –TP

D. At all times while on the bike, riders must wear a properly fastened ANSI, ASTM or Snell approved helmet, with the rider's designated number visible on the left side (so the number is visible to passing officials, crew vehicles and other riders). –DQ

E. Solo riders must carry on their person the assigned GPS tracking device at all times while cycling. For relay teams, the rider taking his/her turn must carry on his/her person the assigned GPS tracking device and then must hand off the tracker to the next rider during the exchange. –TP or DQ

- F. Riders must obey traffic laws; and make full, legal stops at any stop signs or red lights.
- G. A rider may not receive any type of push-off from a person or vehicle.
- H. A rider may walk or run as long as they push or carry their bicycle.
- I. Circling, meaning riding any portion of the course in the reverse direction, is prohibited. –DQ
- J. A rider or crew must notify Directors if they abandon the race. Riders who abandon may join another rider's crew after notifying Directors.

SUPPORT VEHICLES

- A. A "Support Vehicle" is a motorized vehicle with at least four wheels. A "Follow Vehicle" is a properly equipped Support Vehicle used to directly follow a rider in hours of darkness.
- B. Each solo rider is allowed one Support Vehicle and must have at least one licensed driver. Teams must have one, but may have two Support Vehicles and at least one licensed driver per vehicle.
- C. Support Vehicles must not be more than 80" wide. Follow Vehicles must not be more than 80" wide, 120" tall or 264" long. Cargo Vans, Motorhomes and Step Vans cannot be used as Follow Vehicles. A motorhome may be used as a Support Vehicle, but motorhome use is discouraged. Follow vehicles may not pull a trailer.
- C. All Support Vehicles must be legally registered and meet the minimum requirements of property damage and personal injury liability insurance for the state of registration. –DQ
- D. The rider's or team's name must be visible and legible on all four sides of each vehicle. Lettering should be at least 4-6 inches high. If two or more solos are sharing a Support Vehicle, the names of each solo sharing the Support Vehicle must be visible and legible on all four sides of each vehicle.
- E. Follow Vehicles must be equipped with the following:
 - i) At least two amber (not red) flashing lights, visible only from the rear, mounted on the roof at the back of the vehicle on both the left and right. The flashing roof lights must be on at all times when following the rider, and off when not following.
 - ii) A rear-facing sign that reads CAUTION BICYCLE AHEAD made with **reflective** 4 to 6 inch lettering.
 - iii) A standard **reflective** equilateral "slow moving vehicle" triangle (minimum height of 12" with a reflective border not less than 1.5" wide) must be displayed while following directly behind the rider. The triangle *must* be removed or covered when the vehicle is not directly following.
- F. Bike racks mounted on the rear of a Follow Vehicle must not obstruct the required signage.
- G. Additional spotlights may not be mounted higher than the standard built-in headlights of the Follow Vehicle, except for a pass-off light mounted on the right side, which may be used to light the

road when passing off supplies.

SUPPORT CREW RULES

- A. One person shall be the designated crew captain, and will be the spokesperson for the crew and rider(s).
- B. There is no restriction on the maximum number of crew members, but at least one licensed driver is required for each Support Vehicle. Solo riders may share crew, but there are no discounts on entry fees which include one double occupancy hotel room for each rider or team in both Escalante and Panguitch. Self-crewing relay teams and Solos with a single crew person or shared crew are subject to restrictions below in the section Supporting / Following Your Rider.
- C. All crew members must sign and submit the Accident Waiver and Release of Liability prior to the start. A crew member is anyone who actively assists a rider in any manner at any time during the event, including cheering or taking photographs.
- D. Each rider is responsible for the actions of their crew; and may be penalized or disqualified as a result of crew misconduct.
- E. During hours of darkness, every crew member must wear a reflective vest or sash when outside of their vehicle.
- F. In the spirit of sportsmanship, any crew may offer assistance to any rider or crew at any time. **Caveat:** A crew member or rider *must* report to Directors any assistance given to a Voyager or Nomad regardless of the perceived significance.
- G. Crew members may not run, walk or ride along with, next to, in front of, or behind their rider for any reason (except during water bottle hand-offs).

SUPPORTING / FOLLOWING YOUR RIDER

- A. Vehicle-to-rider handoffs during daylight hours are prohibited; only leap-frog support is allowed. A Support Vehicle must always park in safe pull-outs, with all four wheels completely off the roadway. While providing leap-frog support, vehicles must travel at or near the speed limit and may never travel alongside a rider.
- B. A Support Vehicle **may never** follow a rider during daylight hours; but at the rider's discretion, **may** follow at night, except in "Special Ride Zones" noted in these rules and/or in the Official Hoodoo Route Book.
- C. At the rider's discretion, a properly outfitted vehicle may follow at night. For the purposes of these rules, "night" is defined as the time between 8:15pm and 6:45am. When following a rider, the Follow Vehicle must be positioned as far to the right as conditions allow so that drivers approaching from behind may see past the Follow Vehicle.
- D. If two or more riders share a crew, the Support Vehicle must pull over in one spot and wait for all riders to pass. A Support Vehicle may not double back on the route for reasons other than a medical or mechanical emergency which renders a rider unable to proceed. A time penalty or DQ will affect all riders sharing the crew.

E. Support Vehicles may not travel closer than 20 yards in front of any rider, day or night. If a rider is approaching from behind expecting to pass, the vehicle of the rider being passed must pull over and allow the approaching rider to pass.

F. Under no circumstances may more than one vehicle follow behind a rider. "Caravanning," or a procession of two or more Support Vehicles behind a racer, is prohibited.

G. If there is no traffic to the rear during hours of darkness and on Sunday, support vehicles may briefly travel alongside a rider for the purpose of passing along food, beverage, or information.

H. A support vehicle may not create any advantages for a rider by breaking the force of the wind to the front or side.

I. Communication with a rider may be accomplished with a two-way radio, but not by a public address system or other loudspeaker. No sound amplification is allowed. -DQ

J. If traffic cannot pass the rider and Follow Vehicle safely, the vehicle must pull over as quickly as possible and allow traffic to pass.

K. Support vehicles must dim their front headlights for oncoming traffic. Lights must also be dimmed when following within 300 feet behind another vehicle, or when another vehicle passes.

RIDING AT NIGHT

A. All bicycles ridden at night, accompanied by a Follow Vehicle, must be equipped with a headlight, *attached to the bicycle*, and at least one taillight (two are better), also *attached to the bicycle*, which must be ON at all times during hours of darkness. Both front and rear lights must be visible from 500 feet. -DQ

B. All bicycles ridden at night, not accompanied by a Follow Vehicle, must be equipped with at least two independent lighting systems, at least one of which is attached to the bicycle, and at least two taillights, which must be ON at all times during hours of darkness. All front and rear lights must be visible from 500 feet. -DQ

C. All bicycles must have reflective material facing all four directions (meaning reflectors, or reflective tape on crank arms, seat stays and fork). -DQ (Hint: When using reflective tape, to avoid damage to paint, put electrical tape on first, and place the reflective tape on top.)

D. When riding at night, riders must wear a reflective vest or sash and reflective ankle bands, and must have reflective tape or dots on all four sides of their helmet.

E. The rider is responsible for ensuring that there is at least one fully alert crew member at all times. If no crew member is alert enough to drive safely, the vehicle will be detained until the crew can safely support the rider. The rider may continue unsupported; however, during nighttime hours the rider may not proceed unless prepared with the necessary equipment as described above.

SPECIAL RIDE ZONES

A. Riders begin under neutral conditions, escorted by a pace rider or vehicle that may not be passed. When the escort pulls off, riders may continue at their own pace. This will occur after the left turn onto Washington Dam Road at mile 8.9.

B. All support vehicles must enter the course by driving north on Interstate 15, exiting Green Springs Drive (Exit 10) and following instructions in the Hoodoo Book. Support and/or rider exchanges may begin at mile 9, which is .1 miles after the left turn onto Washington Dam Road. No support vehicle may stop on the route or provide any support before Mile 9. - Mandatory 1-hour time penalty.

C. Support vehicles must not stop, and no rider exchanges are allowed on the course beginning at mile 11.9 (the left turn onto SR-7 / Southern Parkway) until beyond mile 15.3. - Mandatory 1-hour time penalty.

D. Support vehicles must not stop, and no rider exchanges are allowed on the course beginning at mile 26 (the right turn onto SR-59 in Hurricane) until beyond the top of the climb at approximately mile 28.5. - Mandatory 1-hour time penalty.

E. Riders must use the bike path which parallels Hwy 12 beginning at mile 150.7 for approximately 7.2 miles until Time Station #2 at the Chevron Station. No rider exchanges allowed. Emergency mechanical support only. -DQ

F. Rider support ends at the top of Snow Canyon when the rider makes the right turn from Hwy 18 onto Snow Canyon Parkway. When riders descend into Snow Canyon State Park, all support vehicles *must* proceed straight on Hwy 18, which becomes Bluff Street, and return directly to the finish line to wait for their rider. -DQ

G. There are no relay team rider exchanges or additions after the right turn into Snow Canyon State Park. Team members who wish to ride to the finish together must proceed down Snow Canyon together. Self-crewing relay teams who wish to finish together may leave their support vehicle in the parking lot at the top of Snow Canyon and retrieve it later. -DQ

TEAM DIVISION RULES

The Hoodoo 500 Stage Rules above apply to team racers, in addition to the following:

A. Each team must enter with two riders, but only one must finish. Substitutions are allowed to the team roster until 7pm the night before the event.

B. There is no requirement as to how many miles each team member must ride.

C. One or both riders may cycle at any time. If both teammates are on the course together, they must ride single file and stay within three feet of one another. Exception: Only one rider may start the race. There are no exchanges or additions until riders join their support vehicles at the first support zone.

D. Drafting with other teams is permitted; but never more than two abreast; except when a rider pulls off and goes to the back of the line. Riders must single-up at any time when traffic approaches from the rear.

E. If two or more riders are drafting, no rider other than the person at the front of the paceline may use aerobars.

F. When performing rider exchanges, the incoming rider must momentarily ride alongside their

teammate. Exception: If a team rider makes a wrong turn, the other team rider may begin riding at the point where the wrong turn was made.

G. Riders may make a rolling exchange at cycling speed and momentarily ride side by side. The retiring rider, if drafting in a group, must fall back to the rear of the group to slow down then stop and wait for their crew. Whether drafting or not, riders must pull over and stop off the road to wait to be picked up. Riders *must not circle back to a waiting vehicle*. –DQ

I. Relay teams may self-crew provided that both team members are licensed drivers, over the age of 18.

OFFICIALS AND TIME STATIONS

A. Officials will be stationed along the route at select Time Stations, and will also travel the course in marked or covert vehicles. Riders and crew members are expected to treat Officials respectfully and must comply with any instructions given by Officials.

B. Any Official may give a time penalty or DQ a rider on the spot; or may report the violation to Directors who may assess the penalty or DQ the rider at a later time.

C. Officials are instructed to keep interaction with crew and riders to a minimum; and cannot give aid or favor to any rider. Officials will only reveal riders' positions and arrival times at Time Stations, if known. Officials are not responsible for the reporting of inaccurate information.

D. Time Stations are located in designated places along the course, as noted in the Official Route. Some Time Stations will be manned and some will not. All riders or their crews are required to check in at every Time Station. At manned Time Stations a rider or crew member must report to the Official. At unmanned Time Stations a rider or crew member must contact Headquarters via text or telephone call, and report the rider or relay team name, the Time Station number, and the time the rider arrived at the Time Station. Headquarters must be contacted within 15 minutes of a rider passing an unmanned Time Station. Exception: A rider or crew member must *immediately call (not text)* Headquarters when their rider(s) turn onto Snow Canyon at TS7.

E. Crews will be given any messages, including notification of penalties or DQ, either from Officials at Time Stations, when they call Headquarters and/or via live Facebook or Twitter posts.

TIME PENALTIES

A. Non-DQ rule violations will result in the following cumulative time penalties, which will be added to the rider's or team's total time at the finish line: 1st offense- 15 minutes (unless the specific violation mandates more); 2nd offense- ½ hour; 3rd offense- 1 hour; 4th offense- DQ

B. Ignorance of these rules is never an excuse. To prove that you read them, each rider or team must bring with them to check-in an envelope containing a minimum \$5 donation to Project HERO, the official charity of the Hoodoo 500. – Mandatory 15-min time penalty for failure to bring donation.

C. Upon observing a rider or crew's violation of a traffic law or event rule, an Official may either issue a time penalty or a DQ to the crew, whose responsibility it is to inform the rider, or report the penalty or disqualification to the next Time Station or to Directors, where the penalty will be posted.

D. Riders or crew members who observe another rider or crew member violating the law or these rules are encouraged to immediately say something to the rider or crew, and also report the violation to an Official. Officials may, but are not required to, impose penalties based solely on verbal reports of cheating. Photos or videos of violations as proof will more likely result in a penalty or DQ being imposed.

CONCLUSION: If you have any questions, please contact us. If you don't ask, we assume that the rules are clear and you will be held accountable in accordance with them.