

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* (also media who accompany the attempt)
- Signed Certification of Official for all Officials

III. Record Attempt Report

Must 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
- 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 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.

IV. Record Attempt Rules

Questions

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

Chairs: E-mail: records@ultracycling.com

Drew Clark, Chair Phone: cell 720-470-2558 hm (303) 993-4247 drewclark1@comcast.net

Marie Handrahan, Deputy Chair Phone 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.

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

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	(HAM'R: Highest Annual Mileage attempt \$300)
Tandem	\$120	(HAM'R Month attempt \$100)
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 UMCA PayPal address is treasurer@ultracycling.com

Our account is UltraMarathon Cycling Association, Inc.

Or make check or money order payable to UMCA, Inc.

Record Attempt Application Form

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

Record Type (multiple records may be attempted in a single ride for a single fee unless multiple award plaques are desired)

- A. Cross-country/cross-state; Point-to-Point; or Capital-to-Capital Record(s) (circle one)
List specific country, state, etc _____
- B. Fixed Time: 12 Hour and/or 24 Hour (circle one or both) Venue: Road Track (circle one)
- C. Fixed Distance: 100 Mile 200 Mile 1000KM (circle your choices) Venue: Road Track (circle one)
- D. HAM'R (Highest Annual Mileage) or HAM'R Month

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__

Rider(s)

Configuration Solo Tandem 2-Person 4-Person 8-Person
(circle one) (No gender distinction for 8-Person)

If Paralympic, provide classification (C1-C5 or H1-H4)
Gender Male Female Mixed
(circle one)

Birth Year _____ Age category is based on year of birth, not actual age at time of record attempt.

Age 17 and under 18-49 50-59 60-69 70+
(circle one. For teams use average age of team members)

Bike Type (circle one) Standard Recumbent Faired recumbent(HPV)

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 start 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)

Waiver/Release of Liability/Agreement to Terms and Condition

Due one day prior to start 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 start 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):

1. _____ 2. _____

3. _____ 4. _____

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
- ___ 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.

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.

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 (or each Official may submit separate signed summary)

(official signature) (date) (printed name)

(official signature) (date) (printed name)

Official's Pre-Ride Checklist (This form may be copied. Use separate sheet for multiple vehicles/drivers/bikes.)

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

Record Attempt _____ Date of Event mm__dd__yy____
 Name(s) of Rider(s) _____ Names of Crew _____

Vehicle Inspection (as needed; some track attempts will not need a follow vehicle)

Vehicle (use separate sheet for multiple vehicles)

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

Drivers

Driver (use separate for multiple drivers)

Name _____
 Driver's License? Yes No

Bike Inspection (use separate sheet for multiple bikes)

Bike #1
 Brand _____
 Head and taillight? Yes No

Reflectors or tape? Yes No
 (All four directions)

I attest that I have inspected the bikes that may be used in this attempt and affirm that to the best of my ability and knowledge, the bikes will be propelled solely by human force and contain no mechanical assistance device.

Signatures of Official(s) _____

Official's Log Sheet for Cross-State, Cross-Country, etc

(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 <small>circle</small>	Location	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

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 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:

- fixed-time records (12-hour and 24-hour)
- fixed-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). New point-to-point records will be considered only for unique cases. Proponents of new endpoints will be asked to show that the new endpoints will have broad appeal beyond their personal interest. For any proposal for new endpoints for a point-to-point record, approval will only be considered for the endpoints, not for a specific route. If approval is given to new endpoints, riders will be able to choose any route between the endpoints.

- Beginning in 2013, a new category will be permitted: Capital-to-Capital. These can be state capitals (as in the U.S.) or national capitals, with a minimum distance of 100 miles. In each case, unless approved otherwise by the UMCA Records Chairman, the endpoints will be the respective capitol buildings.
- HAM'R (Highest Annual Mileage) See Appendix B
- HAM'R Month (see Appendix B)

Records are recorded in the following categories:

- Gender: male and female
- Age (see below)
- Bicycle type: standard (includes mountain bike), tandem, recumbent (unfaired), and faired recumbent (includes HPV).
- A rider may be approved for a record attempt with Paralympic designation provided that the rider provides, in advance of the record attempt, confirmation of an official Paralympic designation for Cycling (C-1 through C-5) or Handcycle Sport Class (H-1 through H-4).
- 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:

- Junior: 17 and under
- 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 or distance 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) For an outdoor attempt, the rider(s)

will select a proposed start date. The attempt may begin at any time on that day, or at any time on the previous day, or at any time on the following day. This gives the rider(s) a three-day window in which to start the attempt.

- c) For an indoor attempt, the rider(s) will select a proposed start date. The attempt may begin at any time on that day.
- d) 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 start of the record attempt.
- e) 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.
- f) All riders and crew must read, be familiar with, and follow the rules and procedures as described herein.
- g) If extenuating circumstances necessitate a date change for the attempt, approval must be obtained from the Records Chairman or Deputy Chair, as far in advance as possible. Inclement weather is not an extenuating circumstance.
- h) 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 in a specific area, use the members page of the UMCA website. Non-members, who are otherwise qualified to serve as officials, may become members simply by joining the UMCA. An Official's Membership is available.
- c) All UMCA officials must be approved by the UMCA Records Chair before the record attempt. The UMCA Records Chair may require 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.). Approval of officials is for the calendar year.
- 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 continuously as possible. During daylight, the follow vehicle with the UMCA official may leapfrog the rider, but should remain in visual contact with the rider.
- 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) UMCA officials may drive any support vehicle on any attempt exceeding 1,000 miles; however, this is the only duty normally reserved for crew members which UMCA officials may perform.
- j) If the record attempt will last more than 24 hours, at least two UMCA officials are required.
- k) 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.

- l) Immediately before the start of any record attempt, the UMCA official must complete the Official's Pre-Event Checklist.
- m) 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.
- n) For track attempts, at least one of the UMCA officials must record data on every lap.
- o) The UMCA official(s) 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.
- p) Times for all point-to-point records are rounded to the nearest minute.
- q) Times for all fixed-distance (100-mile, 200-mile and 1000-kilometer) attempts are recorded to the nearest tenth of a second.
- r) All record attempts must begin from a standing start.

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 for timed records:

- 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) Penalties for exceeding 24 hours with only one official will be cumulative per the following schedule. Penalties for exceeding 12 hours with only one crew shall be assessed in similar manner.

- i) 0-59 minutes over 24 hours: 15 minute penalty
- ii) 60-119 minutes over 24 hours: additional 30 minute penalty for total penalty of 45 minutes
- iii) 120-179 minutes over 24 hours: $45 + 30 + 15 = 90$ minutes penalty

- iv) For each additional hour over 24 hours, or portion thereof, penalty time continues to accumulate as in the previous subsection.

- f) Penalties for fixed-time (12 Hour and 24 Hour) records shall be distance penalties and shall be cumulative, per the following schedule:

- i) 1st offense: one mile penalty
- ii) 2nd offense: $1+2 = 3$ mile

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

- penalty
- iii) 3rd offense: 1+2+3= 6 mile penalty
- iv) 4th offense: 1+2+3+4 = 10 mile penalty
- v) 5th offense: 1+2+3+4+5 = 15 mile penalty
- vi) 6th offense: disqualification
- g) 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.
- h) The UMCA Records Chair may assess additional penalties after reviewing the Record Attempt Report.
- i) 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 5-40-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 on a velodrome.

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/country 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. 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. 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 before the new crew performs any duties.
- 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) 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.
- b) 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.
- c) 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.

- d) 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 activating any traffic 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 may 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 or tights 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 of the team members are men. Teams compete in the women's division only if all 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 will be used 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. Gradients of the previous and remaining sections may be used for this determination.

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) The UMCA may appoint UMCA officials randomly to observe a rider during an attempt without notice to the rider.
- h) 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.
- i) 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.
- j) 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, subject to approval of the UMCA Records Chair 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) Riders are encouraged to publicize their attempt in advance. (Note: Posting to the UMCA social media page(s) is encouraged.)

- b) 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. Riders are encouraged to use a live tracking device that will allow the progress of the attempt to be monitored from afar. (This may become mandatory at some point in the future.)
- c) 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.
- d) Upon certification by the UMCA Records Chair, the record may be referred to publicly as a “UMCA Record”.
- e) 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 fixed-time or fixed-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 the greatest feasible accuracy.
- c) All calculations must be calculated to at least three decimal places.
- d) All surveys must give accurate ground distance to within 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.

II. Road Courses and Surveys

- 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) The course 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.

- f) A Registered Land Surveyor must survey the course. In the United States, certification of the course length by USATF will also be allowed. A national certifying body equivalent to USATF may be used in other countries with the approval of the Records Chairman.
- g) Riders may use a new course or an existing surveyed course. Consult with the UMCA Records Chair about existing courses.
- h) 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.
- i) 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.
- j) All surveys or re-surveys must be submitted at least two weeks before the attempt, except for partial lap surveys done after the attempt, which should be sent within two months of completion of the attempt.
- k) Contact information for the surveyor must be submitted with all surveys or re-surveys.
- l) All surveys or re-surveys must be signed by the surveyor and stamped with the surveyor's official registration seal.
- m) Records will not be certified until a survey or re-survey is submitted.
- n) The survey should measure the shortest possible distance of travel, bounded by the centerline and one foot from the inside edge of the road.

The rider may not cross the centerline during the attempt. If there is no marked centerline, one foot from the far outside edge of the road will be the boundary for the survey instead of the centerline. The final survey document should show the points used for measurement. For curved sections longer than 50 feet, it is recommended that points be used at least every 10 degrees of arc. A measuring wheel (perambulator) is not considered accurate enough for the survey, except that a perambulator may be used for measuring partial laps as specified elsewhere in these rules.

- o) All surveys must give accurate ground distance to within 1:10,000.

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) Automatic electronic timing (which can record lap by lap to the nearest

- hundredth of a second) shall be used whenever possible.
- b) Automatic electronic timing of a record attempt must be accompanied by a system of manual time keeping, with at least one UMCA official recording times lap by lap, 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) Manual log sheets must be signed by the official who recorded the information. Electronic log sheets should be signed by all the officials. All log sheets (or copies) shall be 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 atomic clock by telephone twice, 24 hours apart. A radio clock (which automatically synchronizes itself by means of government radio time signals) may be used without prior synchronization.
 - f) All time keeping devices must be synchronized to an approved atomic clock within an hour of the start, and checked against that clock after the attempt. Atomic clock information is available at the website for NIST (National Institute of Standards and Technology).

- 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.
- 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 Road Course survey requirements apply.
- 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 may start at any point on the track, as low on the rideable surface as possible.
- b) The bicycle must be started from the grasp of a holder or mechanical starting blocks, 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, unless permission is granted by the Records Chairman for special circumstances.
- f) If the configuration of the track is such that the rider is not observable at all times from the start/finish, a follow vehicle must be used to follow the rider. In such cases, 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.
- g) The rider is allowed an unlimited number of pedestrian handoffs.
- h) If lighting at a track is not sufficient for the UMCA official(s) to observe the rider at all points on the track during night conditions, the bike must use a headlight and taillight during night conditions.

VIII. Finish for Fixed-distance and Partial Laps

a) For fixed distance attempts (100 Mile, 200 Mile, and 1000 KM) on a track or on a road course, the finish point may occur in a partial lap after the last full lap. This finish point may be determined in one of two ways or the final time may be calculated by proration as below.

- i) Survey: The finish point may be determined in advance by a survey per the standards listed elsewhere in these rules.
- ii) Direct measurement: The UMCA officials for the attempt may measure the partial lap prior to the attempt using a measuring wheel of at least three feet diameter or a measuring tape of at least 100 feet length. Make at least three measurements that differ by no more than one yard (three feet), then use the one farthest from the start line. Calculations for such measurement shall be approved in advance by the Records Chairman. This method works well when the finish point is not far after the start line.

iii) Proration: The rider may finish the lap in progress after the last full lap and the proration formula below may be used. This method works well on a velodrome or when the finish point occurs near the end of a full lap.

TLC = time at end of last full lap
TLP = lap time for the lap after the last full lap
DR = distance remaining at the end of the last full lap
L = length of one full lap

T = final calculated time for the attempt

DR/L gives the proration factor for the partial lap

$$T = TLC + TLP \times (DR/L)$$

IX. 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. For attempts exceeding 12 hours, the rider must have at least three UMCA officials, with at least two present at all times. 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, following the rider in a support vehicle. 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.

X. 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.

$D = (L \times TC) + AD$
 where $AD = L \times TRC / TTC$
 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

XI. Finish for Fixed-time and Partial Laps

- a) For fixed-time attempts (12 Hour and 24 Hour) on track or on a road course, a partial final lap will be counted. The finish point of the attempt may be determined in one of three ways:
 - i) Survey: The partial lap may be measured by a survey per the standards listed elsewhere in these rules.
 - ii) Direct measurement: The UMCA officials may measure the partial lap by using a measuring wheel of at least three feet diameter or a measuring tape of at least 100 feet length. Make at least three measurements that differ by no more than one yard (three feet), then use the one closest to the start line. This method works well if the rider finishes shortly after crossing the start line after the end of the last full lap.
 - iii) Proration: The following proration formula may be used. Proration works well on a velodrome or when the finish point occurs near the end of a full lap.

- b) The vertical plane broken by the front wheel will determine the distance traveled.
- c) If survey or direct measurement is used, 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 will be measured to the nearest foot (rounded down).
- 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.

XII. 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.

Appendix B: HAM'R (Highest Annual Mileage Attempts)

- a) All references to the Records Chairman shall be interpreted to mean the Records Chairman or delegate thereof.
- b) Application fee for HAM'R Year will be \$300 and HAM'R Month fee is \$100 to be submitted with an application at least 21 days prior to the start of the attempt.
- c) The Records Chairman will serve as the official of record for the attempt.
- d) A record will be recognized for any solo rider in any age category and either gender (as stated and defined in the UMCA Rules for Record Attempts).

- e) Rider may use any bike type, or combination of bike types, except for faired recumbents. There will not be separate record categories based on bike type. (This means standard frame bikes and recumbents will be on equal basis for this record.)
- f) Solo riders only; no teams.
- g) Advance notice of routes will not be required. Riders will be required to have an active live tracking device in operation for all mileage to be credited for the attempt. The live tracker service shall be, to the extent possible, openly accessible to neutral observers. Trip recorder data will be uploaded to a service with public access.
- h) In addition, riders will have a trip recording device (such as a Garmin) that will record the route taken, speed, elevation/gradient and at least one of heart rate or power. Riders will be responsible for carrying backup batteries to power whatever device/app we decide upon. The devices used will be subject to the approval of the Records Chairman. Ride data will be posted daily within 24 hours of the completion of the ride.
- i) Ride data will be posted regularly by the Records Chairman. Rider and crew are responsible for reviewing data as posted. If no request for correction is submitted, ride data becomes final two weeks after posting.
- j) Tracking/recording devices shall be tested at least two weeks prior to the start of the attempt to ensure that the Records Chairman will be able to access the data.
- k) The Records Chairman shall be given access to the information from the live tracking device and the uploaded data.
- l) Rider is encouraged to provide photos or brief video clips from the daily rides.
- m) It is recommended that the rider carry a witness book so that independent witnesses can sign to verify the riders progress. Carrying a witness book is not mandatory, but failure to do so will

jeopardize mileage ridden if electronic devices fail.

- n) Possible setup could look similar to this:
 - i) Date and Time
 - ii) Location
 - iii) Name
 - iv) Signature
 - v) Contact info for witness
 - vi) GPS coordinates
- o) If both/either tracker and GPS data fails, the distance credited will be the shortest distance via cycleable road between locations documented in the witness book.
- p) In the case of communication failure where either/both of the live tracker or trip recorder data is unavailable, the rider shall send an explanation (email or text message preferred) as soon as possible to the Records Chairman. The mileage involved shall be considered to be provisional until the Records Chairman can decide on the validity of the explanation.
- q) Riders will be responsible for carrying backup batteries to power the required lighting. If the lights go out during night conditions, the rider cannot continue. No mileage may accrue when riding without lights in night conditions. Be aware that "night conditions" can occur during the day, such as heavy fog.
- r) If the bike/rider must be transported, the tracking devices must be turned off during transport.
- s) Daily mileages shall be recorded to the nearest tenth or rounded down to the nearest mile.
- t) Current rules regarding helmet use will apply.
- u) Current rules regarding use of bike lights and reflective material during night riding will apply.
- v) Definition of year: Attempt may start on any day of the year and will run for 365 consecutive days.

- w) Definition of month for HAM'R Month: HAM'R Month may start on any date and will run for 30 consecutive days.
- x) A HAM'R Year rider may also make up to three HAM'R Month attempts embedded within the HAM'R Year for no additional payment. Each HAM'R Month attempt requires separate 21-day notice prior to the start of the HAM'R Month. Additional HAM'R Month attempts will require the \$100 fee for each HAM'R Month attempt.
- y) Drafting behind motor vehicles is prohibited. Riding with, or drafting behind, other cyclists is allowed.
- z) Follow vehicle: A follow vehicle will be allowed, but not required. If used, a follow vehicle must comply with current rules, especially regarding signage and lightning.
- aa) Even though a follow vehicle is not required, HAM'R riders must have at least one crew person designated to be a communication liaison with the Records Chairman. Notwithstanding this liaison, the rider still bears primary responsibility for timely communications.
- bb) The rider is strongly encouraged to have additional support crew. The rider is responsible for taking all necessary precautions so that the attempt may proceed safely. Use of a follow vehicle, while not required, should be considered when riding in excess of 18 hours without time off the bike.
- cc) For a rules violation, the Records Chairman may impose a mileage reduction penalty of ten miles for each infraction.
- dd) UMCA reserves to modify the rules during the attempt. Reasonable notification will be sent to riders involved in an active attempt. A new rule may not be made retroactive in effect.
- ee) The rider may proceed without the live tracker while competing in a sanctioned

cycling event that is chip-timed. The ride recording device must still be used.

ff) The age of the rider for HAM'R Year attempt shall be the highest age attained by the rider during the 365 days of riding. The age of a rider for HAM'R Month will be as defined in the main body of these rules.

gg) Alcohol may not be consumed at any time between the start and finish of all miles ridden that will be logged for that day. If alcohol is consumed after the riding for that day has been completed, a rider must allow sufficient time to elapse to ensure that alcohol has cleared the rider's system before starting their next ride.

hh) All mileage must be ridden outdoors. Mileage on an outdoor track is allowed.

ii) When a ride spans midnight of any day, it is recommended that the rider restart the tracking devices as soon after midnight as is feasible. On the last riding day of the rider's attempt, all tracking devices must be turned off before midnight.