

SHADOW TOUR

Team/Tandem/Solo Time Trial Plain English Official Rules

Updated 12-18-'11

1. General Rules:

A. Time Trial:

(1) Categories:

- a. Team: Composed of four (4) adult riders 18+, male, female, or combination. **DQ**
- b. Tandem Team: Composed of two (2) adult riders, 18+, male, female, or mixed. **DQ**
- c. Solo: Solo rider, male or female. **DQ**

(2) Final time for the 4-person teams is the time of the third finisher. Of the original four validated team members, **three** must complete the entire course, with no substitutions for any reason. Therefore, teams may drop one team member and still be considered a complete team for time and placing purposes. Official finish time for the team is based upon the third team member crossing the finish line. Team Captain, or one of the team members, will inform the Timing Marshal when three of the original four validated team members have crossed the finish line in order to receive an official Finish Time for the team (see "Timing" rules below), pending final validations by course marshals relating to accurate navigation/penalties or disqualifications (if applicable). **DQ**

(3) Team Formation: Team Captain is responsible to review the [TTT Team Formation](#) and deliver a completed TT Roster Form ([Stagecoach TT Form](#)) to the Timing Marshal at the starting chute. The Team Captain is responsible for each team member accurately completing their required information on the form and for turning it in to the Timing Marshal, who will be at the Timing Booth adjacent to the Start/Finish Line, for final validation and to receive an official team starting time. **DQ**

(4) All team members must have registered as individuals for the applicable Shadow Tour event and have valid assigned Bib numbers. Bib numbers may only be transferred by following Shadow Tour policies for "[Refund, Rollover, and Transfers](#)". **DQ**

(5) Divisions: Ages for team divisions are the average of all four team members ages on the day of the event. Mixed teams must have at least 1 male and 3 females, 1 female and 3 males, or 2 males and 2 females to qualify as a mixed team. Club teams must have all team members as *current year members* of their club. Open category is for all other teams, who are not part of an established organized club. Tandem teams consist of 2 individual riders, with no substitutions. The Tandem Open category is for men, women, and mixed pairs of riders and the age division is computed by adding the ages of both riders and dividing by 2.

Club/Team:

4 x Men: 20+, 30+, 40+, 50+, 60+
4 x Women: 20+, 30+, 40+, 50+, 60+
4 x Mixed: 20+, 30+, 40+, 50+, 60+

Open Category:

4 x Men: 20+, 30+, 40+, 50+, 60+
4 x Women: 20+, 30+, 40+, 50+, 60+
4 x Mixed: 20+, 30+, 40+, 50+, 60+

Open Tandem (average of 2 rider's ages)

Men: 20+, 30+, 40+, 50+, 60+
Women: 20+, 30+, 40+, 50+, 60+
Mixed: 20+, 30+, 40+, 50+, 60+

Solo Men: Under 18, 18-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70+

Solo Women: Under 18, 18-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70+

2. Course Navigation:

A. 100 Mile Route: All Teams, Tandems Teams, and Solo riders (henceforth referred to as "TT Riders") must navigate the full 100-mile official route as described on the corresponding Shadow Tour event website, in the precise order, covering every inch, with no shortcuts, re-routing, or changes. TT Riders incorrectly navigating the route (wrong turns, or who become temporarily disoriented), must return to the point they departed the correct route and re-enter the course at that point to avoid a **Time Penalty (TP) or Disqualification (DQ)**.

B. Rest Stops: **TT Riders may only use Rest Stops and the Lunch Stop organic to the Shadow Tour ride.** Teams may stop together, send a rider(s) ahead, or drop off a rider(s) to retrieve water and other nutritional items. TT Riders are not required to stop at any Rest Stop. TT Riders may want to use 70 or 100 oz Camelbak style water systems to minimize the need to stop for water. However, the clock never stops until the TT Rider crosses the finish line. Regardless of the strategy selected, any use of a Rest Stop must be done safely and with **COURTESY AND RESPECT TO THE VOLUNTEERS**. The Rest Stops are **not primarily** designed for TT Riders; don't expect race-style water bottle hand-offs. It's the same for all TT Riders, so there's no reason to shout commands, or give volunteers any grief, if it's taking too long to refill water bottles. Once again, keep a cool head, save your energy for the ride -- you'll need it! **TP/DQ**

C. Outside Assistance: **TT Riders are expressly prohibited from receiving any form of outside support, including any form of vehicle following the team on the course.** Outside support relates to any form of aid outside of the organic rest stops and support provided to all riders at the century. Additionally, TT Riders may not receive any assistance from other non-team riders, spectators, or vehicles or motorcycles of any kind. Nor may they have a team or personal SAG vehicle on the course. **DQ**

D. Turn-around Validation: The turnaround point for the 100-mile courses is described on the respective course maps/cue sheets. All TT Riders must enter the turn-around snow-fenced style chute before turning around. Inside the chute, a volunteer will mark the wrist bands of each TT Rider to validate their completion of respective course segment. TT Riders must follow the instructions of the volunteers while inside the chute, to include stopping, if required. TT Riders will then be permitted to exit the chute, to complete a safe u-turn, or to proceed forward, as the case may dictate. **TP/DQ**

3. Timing:

A. Chip Timing: New for 2012! [CEP Timing](#) will be at the Stagecoach Century, in Ocotillo, providing chip timing services. Owner Jason Kornetski is one of the original chip timing operators. He's the best in the business and we're fortunate to have him. He will personally issue each chip to maximize accuracy. Chip Timing is a completely optional element, there is no additional charge. **It is available exclusively to Full Course (100-mile) riders.** Riders must first pick up their Rider Packet at Fri or Sat packet pick up. All timing chips will be issued Sat morning in Ocotillo starting at 6:30 A.M. To receive a chip, report to the Timing Booth, adjacent to the Start/Finish line. Show the Timing Marshal your Full Century wristband and provide your Bib #. By accepting the timing chip, each rider agrees to return the timing chip at the conclusion of the event. Riders who lose, or do not return, the timing chip will be responsible for an \$85 replacement fee.

B. Start Time: All TT Riders may (optionally) start in the exclusive TT Early Start Window from 7:00 - 7:10 A.M. The start window may be modified based on weather and numbers of individual riders. Individual century riders (non-timed) will be permitted to start at 7:10 A.M. TT Riders desiring minimal rider traffic should plan accordingly and arrive well before 6:30 A.M. to check in with the Timing Marshal and receive their timing chip(s). The remaining TT Start Window extends until 9:00 A.M. without penalty, but teams will be mixed in with individual century riders who begin riding at 7:10 A.M. After 9:00 A.M, at the discretion of the Timing Marshal and Event Director, TT riders may start with a 15-minute penalty. **TP**

C. Penalties and Disqualification: Time penalties will be issued as follows: 1st penalty, 15 minutes, 2nd penalty 30 minutes, 3rd penalty 45 minutes. A fourth penalty will trigger automatic disqualification. Judges will use the reasonable man standard in evaluating all potential penalty and disqualification issues. The most strict application of penalties and disqualifications will be toward:

- (1) Safety involving other riders, volunteers, motorists, spectators, and teams
- (2) Safety of the team
- (3) Unfair advantages/Cheating
- (4) Sportsmanship
- (5) Administrative/Miscellaneous

D. Finishing:

(1) Solo: After crossing the Finish Line, stop, dismount the bike, report to the Timing Marshal to turn in Timing Chips and validate the turnaround mark on the wristband. It is the INDIVIDUAL RIDER'S responsibility to check in after crossing the Finish Line. The net time for the 100-mile Time Trial will be calculated using the difference between the Start and Finish times as recorded by the Chip

Timing system, plus time penalties imposed (if any), to arrive at the Unofficial Time Trial Time. These results will be unofficial until validated by the Timing Marshal and Event Director. This will likely occur within 24-48 hours after the conclusion of the century ride. Official times will be posted on the Shadow Tour website. **TP**

(2) Tandems: After crossing the Finish Line, stop, dismount the bike, report to the Timing Marshal to turn in Timing Chips and validate the turnaround mark on each wristband. It is both TANDEM RIDER'S responsibility to check in after crossing the Finish Line. The net time for the 100-mile Time Trial will be calculated using the difference between the Start and Finish times as recorded by the Chip Timing system, plus time penalties imposed (if any), to arrive at the Unofficial Time Trial Time. These results will be unofficial until validated by the Timing Marshal and Event Director. This will likely occur within 24-48 hours after the conclusion of the century ride. Official times will be posted on the Shadow Tour website. **TP**

(3) Team Time Trials: After crossing the Finish Line, stop, dismount the bike, report to the Timing Marshal to turn in Timing Chips, validate the 3rd rider's finishing time, and validate the turnaround mark on each wristbands. It is each TEAM MEMBER'S responsibility to check in after crossing the Finish Line. The net time for the 100-mile Time Trial will be calculated using the difference between the Start and Finish times as recorded by the Chip Timing system, plus time penalties imposed (if any), to arrive at the Unofficial Time Trial Time. These results will be unofficial until validated by the Timing Marshal and Event Director. This will likely occur within 24-48 hours after the conclusion of the century ride. Official times will be posted on the Shadow Tour website. **TP**

E. Timing System: Various automated and manual timing systems will be employed. Regardless of the system used, whether it's a chip timing system, or volunteers with a clipboard, stopwatch and tick-sheet, the way it's deployed will be uniform for all participants. Nobody will gain an unfair advantage, nor will anyone intentionally be given incorrect times. Carefully review the "Finishing" section above for procedures in the Finish chute. This is the area where most issues arise.

F. Updates/Questions: More specific details relating to the mechanics of the timing system may be provided near the date of the event and at the venue. Ignorance of rules and procedures is not a valid excuse for any protest. If you have a question or concern, approach the Timing Marshal after finishing, and having cooled down. Legitimate issues will be addressed fully, in due course. All communication between TT Riders and Officials will be calm and civil on both sides. Corrections or adjustments will be made, if warranted. Conversely, any abusive, combative, or threatening language or actions, will absolutely result in Disqualification and a lifetime ban from participation in future Shadow Tour events.

4. Traffic Laws / Riding the Century:

A. All teams must obey all traffic laws at all times on the course and obey instructions of any Police Officers, Traffic Controllers, or Volunteers. **DQ/TP**

B. Finish Line Safety: All riders **MUST USE EXTREME CAUTION WHEN FINISHING**. Due to limited space on S2, it is necessary for all TT Riders to make a left turn, across the northbound lane, and into the Ocotillo Community Park. This is designated a "Soft Finish", meaning riders must obey the instructions of Volunteers to shut it down and watch for any oncoming traffic, before turning

left off of S2 to enter the Finish Chute inside the Ocotillo Community Park. Immediately upon entering the park, riders will cross a mat, which is part of the chip timing system. Once across the mat, the Time Trial is over! **STOP IMMEDIATELY! TO CLARIFY: DO NOT ATTACK THE FINISH LINE. THIS WILL RESULT IN DISQUALIFICATION.** We completely understand the adrenaline will be flowing as TT Riders near the Finish Line. It's natural to wish to hit the finish at full speed, but it's not possible at this venue. Nothing, absolutely nothing, is more important than the safety of riders, vehicles, spectators, and volunteers. Our recommendation is to watch for the High Tension lines crossing overhead about 1 mile out from the finish. Use that as your reminder to **REDUCE TENSION!** Begin to shut it down and be careful. The Finish Line is a dynamic place, with lots of things going on in a relatively small space. When TT Riders begin to see parked vehicles about 500m from the Finish Line, **SLOW DOWN.** All TT Riders must do this. At the left hand turn into the park, be sure no cars are coming in the opposite direction, then turn left, cross the mat and stop. Follow the instructions of the volunteers and comply with paragraph D "Finishing".

C. Stop Signs: At all Stop Signs, TT **Riders must come to a full stop, unclip and put at least one foot down on the asphalt,** before safely continuing through the intersection. **Be very careful in the vicinity and within Scissors Crossing (Stagecoach Century) and when entering or exiting traffic circles (Salton Sea Century) on the course.** KNOW YOUR ROUTE and stay to the right when moving through a Traffic Circle. Always ride counter-clockwise, with the flow of traffic. If a TT Rider misses their turn inside the traffic Circle, **DO NOT TURN AROUND** and attempt to ride against the flow of traffic. Rather, the TT Rider **must** continue completely around the Traffic Circle, again, with the flow of traffic, and exit at the correct point. **TP/DQ**

D. Team Passing Procedure: To maximize safety and take into account the staggered starts of TTT Teams, this passing procedure must be followed by all TTT teams when passing other TTT teams, no exceptions; not even if you think you can outrun a passing team. **TP/DQ**

(1) An overtaking team's lead wheel triggers the procedure when it comes within one bike length of the team being overtaken (Pass Zone). Passing team members will verbally announce their intention to pass by announcing clearly and loudly "Passing!" when they are inside the single bike length Pass Zone.

(2) The overtaken team must **IMMEDIATELY YIELD** to the passing team, allowing the passing team to **SAFELY PASS ON THE LEFT**, then falling back one full **TEAM LENGTH**, approximately 40 feet. At that time the passing procedure is complete and the passed team may attempt to re-pass using the same procedure.

D. Drafting: **The Shadow Tour Time Trial is a NO DRAFTING event.** That means no TT Rider may ride in the Draft Zone (within two bicycle lengths, about 16 feet) of another TT Rider, individual rider, group of riders, vehicle, motorcycle, or any other moving object. However, TT teams are permitted to ride in a safe and organized pace line within and among their own teammates. **TP**

5. Safety:

A. Safety must be the single most important aspect of the ride observed by all riders. **DQ**

B. General Safety Requirements: Never ride aggressively among vehicles or other riders, ride to the

right of the white line as much as safely possible, ride single file, except when executing a safe pass maneuver, signal your intentions when turning using arm signals and voice commands such as "Turning right!", or "Stopping!", point out obstacles in the road to other riders, relay messages, such as "Car back!", or "Team Passing!", pass only on the left and only when it's safe to do so, notify everyone of your intentions to pass by announcing "Passing on your left!", never flip-off anyone or in any way verbally accost a vehicle, volunteer, or rider. Stay cool and focused on the road, let others know if you see something unsafe, like a pothole or obstacle in the road, or sandy patch in the bike lane. **TP/DQ**

C. Stopping: If a TT Rider needs to pull over on the side of the road, be sure to get completely out of the bike lane to allow other TT Riders and participants to safely pass. **TP/DQ**

D. Bicycle Equipment: Every rider is responsible to insure their bicycle is in completely serviceable and safe to ride condition. In particular, the front and rear brakes must both be fully functional, the headset and stem must be tight, and the handlebars securely tightened. Tires must be in good condition, with no signs of excess wear and tear or evidence of small pieces of glass, nails, or other sharp objects embedded in the rubber that could cause a puncture. All TT Riders must wear a fully serviceable helmet while riding at all times. It is the responsibility of each rider to have their bicycle inspected by a qualified bicycle mechanic to verify the bicycle is in top notch condition. **TP/DQ**

E. Red Zones: Teams must follow all the instructions applicable to every Shadow Tour rider. **At Red Zones, the 20 MPH maximum speed must be observed.** CHP Officers, volunteers, and signs will be onsite to assist with enforcement of this critically important safety rule. All teams are subject to the same 20 MPH max speed, so there's no need to try and push it for minimal benefit...take it slow and safe in all red zone areas, **especially in the vicinity of Sweeney Pass, Box Canyon, Campbell Grade descents (Stagecoach).** **DQ**

6. Cheating:

A. Unfair advantage: As in any athletic event where timing is a component/ there will be a very small fraction of individuals who seek to gain advantages by means outside the rules and the spirit of friendly competition. To clarify the Shadow Tour position on cheating, the definition shall be "any action or omission that creates an unfair advantage for one TT Rider over another" is considered cheating and will not be tolerated. All TT Riders and century participants are encouraged to report any instance of cheating, to include unsafe acts, to any Shadow Tour Official at their earliest convenience. **DQ**

B. Drugs: Use of any USOC banned substance by any TT Riders is cheating and will not be tolerated. **DQ**

C. Reporting Potential Violations: Any TT Rider, official, volunteer, motorist, casual observer, or individual rider may report observed questionable actions of a TT Rider to the Timing Marshal at any time. All reports will be treated confidentially and will be reviewed thoroughly by Shadow Tour Officials. Time penalties and disqualifications may be imposed based solely on credible observations of eye witnesses. **TP/DQ**