

BULLDOG ULTRA BCB 300 RACE RULES AND REGULATIONS

INTENT AND PURPOSE

Race rules are designed and enforced with 3 principal objectives in mind:

- a) safety
- b) ensure a level playing field
- c) protect the integrity of the race.

Moreover, these rules are intended to minimize interference with racer strategy and performance while achieving these objectives. Safety is of paramount importance for everyone involved- racers, crew, staff and all others using the roadways on which the race travels. Please pay attention to safety at all times.

1. Race Director's Rules Prerogative

The race director reserves the right to clarify the “intent of rules” to preserve the integrity of the race. The race director may construct new rules and penalties, or alter old rules and penalties if necessary, before, during or after the event under circumstances that were not foreseen by any of the following rules, or if a racer is trying to find “loopholes” in the rules. Please review the rules prior to the race start to be aware of the latest rules.

2. Contingencies

During the race, racers and crew are likely to experience unplanned events. The race organization cannot be held accountable for such events. It is possible that one rider may be stopped for road construction work while another rider is not stopped.

3. Official Race Time

The race clock will be set at the start at the Bulldog Tennis Academy located on Vasantapura Main Road and will not stop for any reason. Watches at all time stations enroute will be synchronized ahead of the race start.

4. Time Stations

There are a total of 5 time stations at which riders are expected to report and record times. These are located at Channapatna (onward and return), Mandya (onward and return) and Chamundi Hills (route retracement point). The exact locations of the time stations will be highlighted on the map provided to each rider.

5. Reporting at Time Stations en-route

Each rider must report arrival at every single time station en-route. Each rider will be provided with a booklet for his/her own time keeping at each time station en-route. The official arrival time recorded at each time station must be signed off in the booklet both by the rider as well as by the time keeping official at each time station. If a rider is supported by a support crew, time recording formalities may be completed by the support crew after the rider reports his arrival at the time station. The time station official will also update arrival time in the records maintained locally at each time station. The locally maintained record of arrival time should also be signed off by the rider or support crew. The records maintained at the time station will supersede the record of time in the rider's booklet in case of discrepancies between the two. **Any rider, who does not report arrival at every single time station en-route will be deemed to have not completed the entire race.**

6. Supervision of the race

The race will be supervised en-route by a team of officials and race marshals. These officials will carry a suitable identification issued and signed off by the Race Director. The race officials will carry out surprise checks at any point en-route to ensure safety and fairness of the race. When a rider and / or support team is flagged down by a race official, they are expected to stop, respond to the race official and proceed after consent from the race official. If the race official is of the opinion that the rider is extremely fatigued and needs rest, he/she can mandate that the rider stop and take rest before proceeding. Additionally, if the race official discovers any violation of race rules, he/she can assess a penalty on the rider depending on the nature of the infraction.

7. Penalties

Any violation of race rules will attract penalties including disqualification of the rider. Time penalties will be accumulated and added to the race finish time of the rider. For example, if a rider finished the race at 2 pm but has accumulated time penalties of 1 hour, the rider will be deemed to have completed the race at 3 pm on the same day. Race infractions and penalties are as follows.

7.1 Hitching

The UltraBOB race has some simple rules for riders to follow. All riders are to ride the entire race route on the bicycle without hitching a ride in any other vehicle. Hitching a ride is the most serious offence and will entail on the spot disqualification of the rider. The only exception to this rule is when the health of the rider is at risk and the support team needs to provide a ride to the rider to the nearest hospital. Under these circumstances, the support team will need to intimate race control of the emergency at the earliest possible opportunity.

7 . 2 Drafting

UltraBOB is a solo endurance race. It is therefore important for all riders to race their own race without seeking drafting assistance from fellow riders or other vehicles. Overtaking another rider or vehicle should be done safely by the rider moving out of the slipstream of the rider or vehicle ahead. Holding onto another vehicle (motorized or non-motorized) to aid or augment forward travel will also be considered as drafting. Any rider seen drafting another rider or vehicle will be assessed a penalty of 15 minutes by the race officials for each such infraction.

7 . 3 Reporting location of rider at periodic intervals

The whereabouts of each rider must be reported to race control every 2 hours either by the rider or by the support team. A grace period of 30 minutes will be allowed for this reporting. This is to ensure that race control is aware of the location of each rider periodically. Failing to report location of rider will attract a penalty of 15 minutes for the first offense and 30 minutes for every subsequent offense. If a rider is planning to take rest for an extended period of time, race control should be informed at the start of the resting period and at the end of the resting period.

7 . 4 Inappropriate conduct

Consumption of alcohol and/or drugs is prohibited during the duration of the race. Any rider or team found violating this rule will be disqualified on the spot. Misbehavior by a rider and/or support team towards another person during the race, instigating violence will attract penalty of 30 minutes for the first offense. A repeat offense will lead to disqualification.

8. Police

The race is conducted over public roads, highways and bridges and is subject to national, state and local rules and law. The authority of local traffic police officers in exacting compliance to the vehicle code for all users of the public highways supersedes all race rules. The race is conducted on public roads. At all times, be polite and courteous to other drivers and motorists.

9. Traffic Laws

Racers must obey all traffic laws including stops at traffic intersections/signals. The only exception occurs when the traffic is being directed by a police officer and the officer waves you through. A violation a traffic law will attract a penalty of 15 minutes for the first offense. For each and every violation after the first, there will be a 30 minute penalty levied on the rider.

10. Support Vehicles

Keeping in mind the nature of the race, the race organizing committee is of the opinion that a support vehicle (car/motorcycle) with a support crew is extremely important and is therefore highly recommended for each and every rider. However, if a racer chooses to attempt the race without the aid of a support vehicle, he/she will do so at his/her own risk acknowledging the fact that a support vehicle could prove to be indispensable at any time during the race. A support vehicle could be either a motorized 4-wheeler or a motorized 2-wheeler. The racer and support crew need to ensure that the support vehicles do not hinder the flow of traffic and/or endanger others lives. No support vehicle may block or impede the progress of another racer. All support vehicles must carry legitimate documents and certificates with them. The support vehicle's operational safety and responsibility rests solely with the racer and support crew.