



# 2003 RAID THE NORTH CANADIAN CHAMPIONSHIP



**The Canadian Ecology Centre**  
**Centre écologique du Canada**

**CANADIAN ECOLOGY CENTRE  
MATTAWA, ON**

**SEPT 19-21, 2003**

**COMPETITOR UPDATE #1**

# **2003 RAID THE NORTH CANADIAN CHAMPIONSHIP**

## **CANADIAN ECOLOGY CENTRE MATTAWA, ON**

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## **Raid the North Canadian Championship Competitor Update #1**

### **1.0 Notes From The Organizers**

Welcome everyone, to the initial stages of preparation for the Raid the North Canadian Championship. The purpose of this first update is to set the groundwork for the race by giving you all of the basic logistical and background information about the race and how the event will unfold. Competitor Update #2 will include more detailed information about the actual racecourse and the challenges you will face in it. This is our most extensive update and will hopefully answer most of your questions about the race and what to expect.

All of our Competitor Updates for the Raid the North Series races are available online in the Competitor Site section. A PDF of each update will also be sent out to each team member with a registered email address. It is the Team Captain's responsibility to ensure each team members receives and thoroughly reviews the update. We would also like to request that any questions or inquiries that your team may have come through the Team Captain, to minimize points of contact for each team.

With the very exciting news that **Frontier Adventure Racing will be hosting the World Championships of Adventure Racing in Canada in 2004**, we have been able to substantially increase the prize pool at the Raid the North Canadian Championships. To ensure the opportunity for more Raid the North teams to compete at an international level next year, **we will be offering a guaranteed place into the World Championships to the top teams at the RTN Champs race**. See the prizing section below for details.

A reminder to all teams that placed in the top three at any Raid the North this year to bring your yellow, red, or blue jerseys. Those jerseys represent your hard-earned placing at RTN this year, and will mark you as a pace-setting team at the Championships. Your team "number" will be derived from the color of your jersey and the code for the race location you earned the jersey at. For instance, if you won RTN Hope, your team number for the Championships will be "HP 1". Your team name remains the same as you registered it.

If you have any questions about items not addressed in this update, please contact our office at 416.783.4464 or email [info@far.on.ca](mailto:info@far.on.ca). Meanwhile, good luck with your training and we look forward to seeing you at the race!

### **1.1 Rules and Regulations**

Posted on our Web site (in the Competitor Site section) is a copy of the official [Rules and Regulations](#) for the Raid the North Series. Please read them over carefully. It is your responsibility to ensure you and your teammates are familiar with all of the Rules and Regulations. Failure to comply, may result in disqualification from the race. Please note that the Rules and Regulations are subject to change from time to time. Should any changes be made, race management will inform each team captain.

### **1.2 Payment and Withdrawal Policy**

Balance payments (\$1,500 CDN or \$1000 US) for the Raid the North Canadian Championship were due on Aug 8. Due to the timeline overlap with Raid the North Extreme, we did not get this update to you before that date. If you have not paid the balance of your registration, please do so before Sept 5 to help us properly plan the logistics of the event. Failure to submit this balance payment by Sept 5 will result in the loss of your race spot. Once final payment has been made it is non-refundable. For details on the withdrawal policy please see the Rules and Regulations.

### 1.3 Team Profile Update Instructions

At this time, all Team Captains should have updated their Team Profile online. Team Profiles are displayed on our Web site making them a great opportunity to gain some exposure for your sponsors and for us to generate some media attention. They will also be compiled into a Race Bio Book to be distributed to the media at each race. It will remain online in our race archives, and will make a great keepsake of your experience and the people around you. The more thorough and interesting you make it, the better the memories each team will have of their fellow competitors.

#### FAR Online Database

Our automated online database allows our competitors, volunteers and training participants to enter their User/Team Profile (personal contact information and athletic background) into our database, which can then be accessed at any time using their email address and personal password.

This means you will only have to enter your information once and you can update it any time. If you register for another event, the database will automatically recognize you and complete the form for you. The system will also allow team captains to add people to the team without entering their profile information (provided they are already in our database), and allows us the ability to track things like certifications and registration tests, that each participant has completed.

Considerable work has gone into developing a system that will be both easy for you to use and have the necessary privacy and security measures to protect your confidentiality. Please be aware that all Team Profiles on our Web site also serve as our team database. It is our sole source of contact information for each of your teammates. For this reason, it is MANDATORY that you complete at least the contact information for all teammates and support crew. All Team Profiles MUST be updated one week prior to the race (Thursday, September 11 at 12:00 p.m. EST). Any Team Profiles submitted after this time will not be included in the Team Bio Book. If you do not have all four team members and their contact information listed by this date, **your team will NOT be ranked in the race.** We will still let you race, but you will start the race as an unranked team.

### 1.4 Team Sponsorship Kit

We recognize that many teams will want to start exploring sponsorship opportunities to aid in covering the cost of each race and understand that this can be a very challenging task. In efforts to make this task easier, we have developed a [Raid the North Series Team Sponsorship Kit](#). This kit provides an overview of the adventure racing industry, the Raid the North Series, competitor demographics, media coverage and potential benefits for team sponsors. To request a copy of the Team Sponsorship Kit please email [info@far.on.ca](mailto:info@far.on.ca).

### 1.5 Points System and National Standings

The Raid the North Series features a national points system designed to rank competing teams across the country. The purpose of the points system is to add to the growing competitiveness of the sport and to give teams added credibility in approaching sponsors. We have developed a system that will rank teams according to performance, without giving undue credit to teams that have been able to compete in more races than most. The guidelines for this system and the current national standings can be viewed on our Web site [www.RAIDTHENORTH.com](http://www.RAIDTHENORTH.com) in the Competitor Site section.

At the end of each season, prizes will be awarded to the top five teams in the points standings. Those teams will receive discounts off the entry fee for Raid the North Extreme in the following season according to the following schedule:

- 1<sup>st</sup> place – free entry
- 2<sup>nd</sup> place – 50% discount
- 3<sup>rd</sup> place – 25% discount
- 4<sup>th</sup> place – 15% discount
- 5<sup>th</sup> place – 10% discount

## 1.6 Prizes

Cash prizeing for this year's Raid the North Canadian Championship race is substantial, making it very attractive for the top teams, with an aim to continue to build the competitiveness of the race. In addition to a substantial load of prizes from our sponsors, and some team sponsors, the following cash prizes will be awarded at the Canadian Championship race:

- 1<sup>st</sup> place - \$7,500 CDN
- 2<sup>nd</sup> place - \$4,000 CDN
- 3<sup>rd</sup> place - \$2,000 CDN
- 4<sup>th</sup> place - \$1,000 CDN
- 5<sup>th</sup> place - \$500 CDN

All cash prizes are paid in Canadian funds to the team captain.

## World Championship of Adventure Racing

As mentioned earlier, with the announcement that Raid the North Extreme will be the World Championship of Adventure Racing in 2004, we have secured permission to offer guaranteed spots in the 2004 World Championship event to the winners of the Canadian Championship. Our aim is to ensure more of the top Raid the North teams are given the opportunity to compete in this world-class event coming to Canada next year.

**The top five teams in the 2003 Raid the North Canadian Championship will each receive a guaranteed place in the 2004 World Championship event.**

**GEAR PRIZING** from Salomon, Simon River Sports, Princeton Tec, Suunto, Buff, Fast Fuel and more!

**DRAW PRIZE** from [Searchmont Resort](#) - a weekend getaway for 4 including accommodations, lift tickets, rentals, and lessons

**DRAW PRIZE** from [Star Choice](#) - a Navigo 405 home satellite system including installation (\$500 value)

## 2.0 About the Race

### 2.1 Accommodations

We would like to encourage all competitors to stay at the Canadian Ecology Centre, as we would like to create an 'athlete village' effect. Meeting others you are racing against is one of the more enjoyable parts of adventure racing.

The Canadian Ecology Centre features modern accommodations with all the luxuries in a rustic wilderness setting. Most of the 32 cabins are equipped with two double beds and a single bunk and can sleep up to five people. There are a few bunk cabins which can sleep either four or six people. Each one has a refrigerator, coffee maker, computer with internet access, bed linens and towels. There are chairs, a picnic table and a propane barbecue at each building.

Be sure to request the special Raid the North Championship pricing of \$99 per night per cabin. Bookings can be made at 1.888.747.7577.

## 2.2 The Race Schedule

Thursday	8:00 a.m. – 3:00 p.m.	Registration
	5:00 p.m. – 6:00 p.m.	Race Briefing
Friday	8:00 a.m.	Race Starts
Sunday	12:00 p.m.	Official Race Cut Off Time
	4:00 p.m.	Race Course Closes
	5:00 p.m. - 7:00 p.m.	Awards Banquet

In an effort to give more teams a chance to see the finish line, the racecourse will remain open for an extra four hours. The official cutoff time for the race will remain at noon on the Sunday and teams must finish before this time to be officially ranked. We hope the extra time will allow more teams a chance to improve their skills by seeing the course through to completion.

## 2.3 Registration

Each team must check in for registration at basecamp by 12 noon on the Thursday prior to the race. At this point, race management will verify with the team captain that all paperwork is in order. The paperwork required includes:

- completed and signed medical forms from each team member, including support crew;
- signed waivers from each team member (including support crew);
- full payment of entrance fee for the team and complete contact information for each team member;
- signed image release forms from each team member (including support crew).

Once all paperwork has been completed, each team must pass through a mandatory gear check. All items listed on the mandatory gear list will be checked. Teams missing items from the list will not be allowed to compete. Teams will be given until the close of registration to pass the mandatory gear check.

One member of the team will also be required to pass a navigation test. That member must demonstrate the following:

- familiarity with a 1:50,000 topographical map;
- familiarity with UTM grid system (6 digit grid coordinates);
- familiarity with a compass and declination;
- familiarity with triangulation.

If the navigator for a team has already passed a navigation test at a previous Raid the North race and is recorded in FAR Inc. records as having done so, the team will be exempt from the navigation test.

Each team will also be required to attend a ropes review session put on by a rope rescue instructor at registration. Each team member will then be required to demonstrate a basic understanding of rappelling techniques. If a participant has participated in the ropes review at a previous Raid the North race and has been recorded in FAR Inc. records as having done so or can show proof of certified ability with ropes, that participant is exempt from the ropes review.

At least two members of each team must attend an emergency protocol briefing run by FAR Inc. medical staff. If at least two members have attended an emergency protocol briefing at a previous Raid the North event in the last two years and are recorded in FAR Inc. records as having done so, the team will be exempt from attending the briefing.

No other skills will be tested in registration for the Raid the North Canadian Championship race, although it is expected that all team members are familiar with each discipline of the race. We estimate that it will take approximately two hours for each team to complete this process. We encourage teams to register early in the day to avoid congestion and back log of teams in the afternoon.

## 2.4 Race Briefing

Following registration, all teams must attend the race briefing scheduled for 5:00 p.m. on the evening prior to the race. The race briefing will consist of an introduction of all teams competing in the race, distribution of the race package, description of some of the obstacles and challenges on the course and a question and answer period. Race management will be available until 10:00 p.m. on the night prior to the race to answer any further questions that do not get answered during the race briefing.

The race package given to each team will include all maps required for the race (including maps for the support crew), course instructions with the grid coordinates for all checkpoints and transition areas, and a 'passport'. The passport must be carried at all times by the competitors during the race.

The maps provided in the race package are the only maps permitted on the course. Any team found using maps other than those provided, may be disqualified from the official rankings. This includes the use of non-provided maps, other than standard road maps (with a scale no less than 1:500,000), by the support crew.

The course instructions will include brief descriptions of particular obstacles to watch for throughout the course and a list of all checkpoints on the course. Each checkpoint will be denoted by a 6-digit UTM grid coordinate. The racecourse and checkpoints will not be marked on the maps. It is the responsibility of each team to correctly plot the coordinates of all checkpoints on the map as well as determine the route they wish to follow. Some of the checkpoints given will also be labelled as transition areas. These areas are the only points at which teams will be allowed to meet up with their support crews. Instructions will also be included for when support crews must check in to each transition area.

## 2.5 The Racecourse

The racecourse will start at an undisclosed location and will cover roughly 250 kms. Teams must travel through all checkpoints in the order specified by race management. At each checkpoint the team must check in and have their passport signed and time stamped by race staff. At the end of the race each team must show their passport to race management to verify that it has been signed at all checkpoints and that they were reached in the specified order. Any team that did not pass through all checkpoints in order will not be included in the official rankings. If a team misses a checkpoint they will be allowed to backtrack to reach it, but must still pass through all subsequent checkpoints in order, even if they had already visited those checkpoints (please refer to the Rules & Regulations).

Although each team is free to select the route they feel is most appropriate for the majority of the race, certain sections of the course will include instructions for a mandatory route (for safety reasons or to preserve certain environmentally sensitive areas). Teams that do not follow the mandatory route may be disqualified. Once the race starts all teams are on their own to navigate through the course with no outside assistance except at Transition Areas. These are the only places teams are allowed to meet with their support crews and receive assistance. Transition Areas are typically (although not always) found at the transition from one discipline to another. All Transition Areas are also checkpoints. Only areas specified by race management will be accessible by support crews.

There will be one official race clock for the entire race and all teams. The clock will start at the sound of a horn at the start line and will remain running until the pre-determined cutoff time for the race. The official time for each team will be recorded when all four members reach the checkpoint or finish line. If a team receives a time penalty for a violation of the race rules and regulations, they must wait out the duration of their time penalty at a designated area prior to crossing the finish line. In so doing, the order that teams cross the finish line will represent the official rankings and results.

Certain cut-off times will be established for later sections on the course. If teams do not reach these points by the cut-off time established it is assumed that it will not be possible for them to complete the entire course within the maximum time allowed. At this point, each team will be given a choice to either continue on the course as long as they can (to be determined by race management) or to be moved ahead on the course by vehicle to a later section so that they may cross the finish line. Teams that

choose to be transported ahead on the course will not be officially ranked. All cut-off times will be communicated at the race briefing and will be listed in the course instructions provided in the race package.

The entire course will be given to teams at the race briefing. Race management reserves the right to make changes to the course during the race due to unforeseen circumstances such as, but not limited to, inclement weather. Any changes made will be communicated to all teams as soon as is reasonable and will be done as equitably as possible for all teams.

In many ways the race is designed to test you just as much mentally as it does physically. You must be thinking every step of the way and take nothing for granted. We feel this is the most important element of adventure racing, the ongoing mental challenges. This is why we will tell you in advance only the information you need to know to show up to the race properly prepared. Wherever possible we work to maintain the unpredictability of racing in the wilderness and give you every opportunity to succeed or fail based on your ability to handle each situation on the spot. No matter how much you prepare there will be surprises in the racecourse – count on it.

## **2.6 Advanced Section**

The Advanced Section will be a series of extra checkpoints near the end of the race involving one or more disciplines. Teams reaching the checkpoint from which the Advanced Section starts before a pre-determined cut-off time will proceed onto the Advanced Section. Teams reaching the checkpoint from which the Advanced Section starts after the pre-determined cut-off time for the Advanced Section but before the pre-determined cut-off time for the race (this second cut-off time is set to the point where teams not passing the checkpoint before will not have enough time to complete the entire race) will proceed on the regular racecourse. Teams continuing on the regular racecourse are still fully ranked teams in the race.

All teams completing the Advanced Section and the entire race as a ranked team will be ranked ahead of all teams completing the regular course. Teams that take the Advanced Section but do not finish the race will not be ranked and, therefore, not accumulate any points toward their national standings. Final standings for the race will be posted with only one category. No distinctions in rankings will be made between the Advanced Section finishers and the regular course finishers, other than as described above.

## **2.6 Travel to the Start Line**

Teams are responsible for getting to the start line for the start of the race on their own. If your support vehicle is not large enough to hold all four team members (plus gear and support crew) you will be allowed to take a second vehicle to the start line. Parking will be available there, and the vehicle can be picked up after the race or during a waiting period by your support crew. Alternatively, bus service will be available to the start line at a cost of \$10 CDN per person.

If you wish to ride to the start line by bus, you will need to reserve your spot in advance by emailing [info@far.on.ca](mailto:info@far.on.ca) indicating your name, the captain, how many teammates will be taking the bus and which race you are in. Payment for the bus service can be mailed (cheque or money order) to Frontier Adventure Racing Inc. or paid at race registration.

## **3.0 Training and Preparation**

In an effort to give you better perspective on the challenge that lies ahead, the following are some suggestions on how you can prepare yourself for a race. Please keep in mind, some of the details provided in this newsletter are written assuming this is your first race. The following training and preparation tips may not be something new to those of you who have raced previously but may be worth reviewing.



### **3.1 Trekking**

The best way to train for the trekking section is to simulate it. Trek or run with a pack, as you will be wearing one in the race. Also, don't just stick to the trails – the racecourse certainly won't. Finally, do some training at night as well. Picking your way through the bushes or across rocks is much more difficult at night but it is something you can get better at with practice.

In terms of gear, pick your footwear carefully. There is a high probability that you will be wet for much of the race so make sure your shoes fit well and your feet are ready for it. There will also be a lot of uneven terrain. You may want to consider footwear with a little more stability to protect your ankles and arches. The tradeoff is that the more stable the shoe (typically) the heavier it is. Lighter is always better. Also, put some thought into the type of socks you are going to use and blister care. Make sure you test it all before the race. The last thing you want to do is find out during the race that your socks are tearing your feet apart and your blister pads are too thick to be comfortable in your shoes.

You may also want to consider trekking poles. They add a considerable amount of stability in rough terrain and make great crutches when you are tired and sore. Many people swear by them for adventure racing. If you learn to use them properly they, can make a noticeable difference to your trekking speed.

### **3.2 Mountain Biking**

Remember to wear a pack when you train. Having weight on your back changes your center of gravity on the bike and will affect your technique on technical trails. It also takes a little more low-back strength and is definitely something you need to get used to. Night training is also very important for mountain biking, not just to get used to what it's like to ride in a narrow beam of light, but also to make sure you have the right light setup. Mounting your light on your helmet is more effective than on the front of the bike. Seeing around corners is difficult if the only way to turn your light is to turn your handlebars. We also strongly recommend you look into good light systems. It makes a significant difference.

### **3.3 Paddling**

Paddling is the most neglected discipline in adventure racing. Do not underestimate how tiring it will be to paddle continuously for several hours. It is important to figure out in advance what combination of teammates in each canoe will work best for you. Look for a balance of power between canoes, but make sure both canoes can steer. Knowing how you will handle a portage is also worth rehearsing.

### **3.4 Navigation**

Navigation will be challenging for some sections of the race. All teams will be given official 1:50,000 topographical maps for the entire course and it is mandatory that you have at least two compasses per team. This, plus your knowledge, is all you need to find your way. By the way, there will be a navigation test at registration that at least one member of each team must pass.

If you are not familiar with the Universal Transverse Mercator Grid System (UTM) we suggest you do some reading. [The Essential Wilderness Navigator](#) by David Seidman (McGraw Hill) is an excellent book for getting started and can be easily found in bookstores and some outdoors stores. This can give you the basic conceptual knowledge of wilderness navigation, but we strongly recommend you get out and practice it as well. Navigation is something that can only really be understood by applying it.

Check out our Web site [www.RAIDTHENORTH.com](http://www.RAIDTHENORTH.com) for more information about the Adventure Racing Training Programs we offer.

### 3.5 Why Teams Fail

Historically, roughly 40-50% of teams finish Raid the North races (although it has been lower in mountain races in recent years). Each race is designed to be a stretch for teams and reaching the finish is a significant accomplishment. At the same time, we work to ensure that it is achievable for any team that shows up to the race, aware of and prepared for the challenges of adventure racing. A good first step for those that are competing for the first time or looking to finish their first race is to look at what typically stops teams from reaching the finish line. The following is a summary of why teams have failed in a typical Raid the North race. These fall into two categories: avoidable and unavoidable.

#### Avoidable

Long Breaks	15%
Slow Pace	07%
Navigation	15%
Exposure	25%

#### Unavoidable

Injury	10%
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**Teams that finish 25%**

As you can see the majority of problems can be considered avoidable and only a small percentage relate to 'fitness' issues (slow pace). Surprisingly, 25% of teams did not finish this particular race (and many Raid the North races) because they were not prepared for the cold of nighttime in the wilderness (hypothermia). A properly prepared team carrying suitable extra clothing can significantly increase their chance of finishing the race.

**It is impossible to plan for everything in an adventure race but it is necessary to be prepared for almost anything that may arise. The best adventure racers will always treat a race as an expedition where the possibility of rescue is almost non-existent. Please note, although Raid the North always have Medics and Search & Rescue staff you may find yourself on your own until we can get to you. The more prepared you are for the worst-case scenario the better prepared to deal with whatever the racecourse can throw at you.**

### 4.0 Gear

The following is a list of the mandatory gear for participation in this race. Each team is required to show all items on this gear list at registration on the Thursday before the race. If you do not have all of the items as described here you will not be allowed to race. **No exceptions.** This list has been created for safety reasons and every item on the list is considered required for safe travel. If you have any questions about any items on the list please ask them ASAP. **We will not be flexible at registration and none of these items are open for interpretation.** If it doesn't fit our requirements we will not accept it at registration.

Please note, the gear list is subject to change. As we move closer to the time of the event and the expected conditions for the event become more evident, it may be necessary to adjust what is required for safe travel. In the event of any changes to the gear list we will inform all team captains via email.

#### 4.1 MANDATORY GEAR LIST

Please note, the mandatory gear list includes the minimum requirements for safe travel. Teams are free to bring any additional items they feel necessary provided they are not on the list of forbidden equipment.

#### MANDATORY GEAR

##### a) Full Time Mandatory Gear (to be carried at all times during the race)

###### Personal (per person)

ITEM	QUANTITY
Flashlight or headlamp	1
Emergency blanket	1
Whistle	1
Knife with fixed or locking blade	1
Synthetic hat for warmth (not baseball cap)	1
Minimum 2L of water capacity	1
Race jersey to be worn at all times (provided)	1
Long sleeve synthetic shirt	1
Long pants (or tights)	1
Waterproof, breathable jacket (eg. Gortex)	1

###### Team (per team)

ITEM	QUANTITY
Compass	2
Red distress flares (launching)	2
Survival mirror	1
First aid kit (as described below)	1
Emergency radio (provided)	1
Shovel for burying human waste	1
Lighter or waterproof matches	1
Maps 1:50,000 topo's (provided)	1 set
Dry bag (for emergency radio)	1

##### b) Canoeing (to be carried at all times during any canoeing sections)

###### Personal (per person)

ITEM	QUANTITY
Coast guard approved life jacket (Type III or better)*	1

###### Team (per team)

ITEM	QUANTITY
Canoes (provided)	2
Paddles (provided – personal paddles optional)	4
Waterproof flashlight**	2
Dry bag for maps	1
15 meter buoyant heaving line***	2

\*Life jacket must have a legible certification sticker from the Canadian Coast Guard, U.S. Coast Guard or the Department of Transport Canada (DOT).

\*\*Can be same as that required for your Full Time Mandatory Gear.

\*\*\*This item is a safety requirement made by the Canadian Coastguard. Although many of you will be using throw bags, it is ok to use any type of rope, floating or not, so long as it has a floating end (e.g. a bobble attached to the end of the rope)

**c) Mountain Biking (to be carried at all times during mountain biking sections)**

**Personal (per person)**

ITEM	QUANTITY
Approved mountain bike *	1
Front mounted light or headlamp	1
Rear mounted light (red)	1
Certified safety helmet	1

\*All bikes will be inspected at registration to ensure they are in good repair and recently tuned with reasonably new brake pads. All bikes must be approved by a race official to be used during the race

**Team (per team)**

ITEM	QUANTITY
Tire pump	1
Spare tube	2
Tire levers	1
Allen key set	1
Chain repair tool	1

**d) Ropes (to be carried at all times during ropes sections)**

**Personal (per person)**

ITEM	QUANTITY
Approved climbing harness	1
Helmet (mtn bike helmet acceptable)	1
Pair of full leather gloves*	1
Locking carabiners	2
Prusik (or other friction knot) 115cm length**	1
Rappel device***	1

\* Mountain bike gloves are not acceptable

\*\* Prusik is made of minimum 115cm length of 6mm or 7mm cord tied in a loop with a double barrel knot (double fisherman) with the tails being a minimum of 4cm long. Please ensure that the cord used is designed for climbing. We will only accept 6mm or 7 mm cord. (If there is any doubt about the diameter we will require a new cord)

\*\*\* Acceptable rappel devices include: ATC, Bug, Variable Controller, Air Brake, Stitch Plate, Figure Eight and other devices similar to these designs.

*NOTE: Rappel Devices and Prusik are only needed for races with a rappel ropes section.*

**e) Mandatory Equipment for Support Crew**

ITEM	QUANTITY
Waterproof tent	1
First aid kit (as described below)	1
100mL of sunscreen	1
Insect repellent	1
Shovel for burying human waste	1

**f) First Aid**

**Team (per team)**

<b>ITEM</b>	<b>QUANTITY</b>
Water purification system/tablets	for 50L of water
Closure (butterfly) bandages	6
Adhesive tape	1 roll
5" X 5" moleskin	1
Tweezers	1
Antibiotic ointment	1 tube
Antibacterial towelettes	5
Scissors	1
2" X 5' gauze roll	1
Antihistamine tablets	12
Anti-inflammatory tablets	20
Oral rehydration salts (e.g. Gastrolyte)	4
(3" X 5') tensor bandage	2

**Support Crew**

<i>ITEM</i>	<b>QUANTITY</b>
Water purification system/tablets	for 50L of water
Closure (butterfly) bandages	4
Adhesive tape	1 roll
5" X 5" moleskin	2
Antibiotic ointment	1 tube
Antibacterial towelettes	5
2" X 5' gauze roll	2
Antihistamine tablets	6
Anti-inflammatory tablets	20
Oral rehydration salts (e.g. Gastrolyte)	4
(3" X 5') tensor bandage	2

**4.2 First Aid Kits**

Odyssey Medical Supplies are assembling specialized, conveniently small packaged, adventure racing first aid kits for Raid the North competitors and support crews. The cost of these kits are \$35 CDN each, including taxes and handling charges. Both kits come in waterproof bags. Please note, these kits do not include water purification system, anti-inflammatory or antihistamine medication. The last two items are only available through a pharmacy.



If you would like to purchase a first aid kit from Odyssey, please contact our office. Note: all medical kit orders must be received in our office at least two weeks before the race. Kits will be distributed at registration.

**4.3 Emergency Radios**

Each team will receive an emergency radio at registration. The radio will be given to you in a waterproof wrapping with the instructions inside on how to operate in the event of an emergency. The waterproof wrapping has a tamper seal so we can detect whether or not the radio has been used. As stated in the

Rules and Regulations, if a team uses their radio they are disqualified. Please note that your team's safety is our first priority, therefore if your team's safety is in jeopardy, please use the radio.

Although we try to make the radio bag waterproof, we cannot guarantee this. For this reason, a dry bag is included in the mandatory gear list. You will want to protect the radio as best as you can because once we issue a radio to you at registration it becomes your responsibility until you return it to race management, after the race. As stated in the Rules and Regulations, we will be collecting a **credit card** from one member of your team before we issue the radio. This will be returned, when the radio is returned in the same condition as it was issued, at the end of the race. These radios are very sensitive to moisture. Getting the radio wet can destroy it and will cost you over \$1,500!

## 5.0 Support Crews

Each team needs at least one support crew member, although having two is recommended. Depending on how effective your team is at using your support crew, there could be a lot of work. Race management will attempt to keep your support crew updated as to your team's progress so that they have an idea of when you will be arriving at transitions. If you strategize and plan ahead, they can have things ready for you when you arrive so you can be in and out of transition quickly. Make sure your support crew is properly equipped. If you would like to eat a hot meal at transition, remember they will be cooking for at least four. One WhisperLite burner is probably not enough. Being efficient in transitions can make a big difference in your overall race speed. We have seen some teams go through transitions in 10 minutes while others take an hour. Work with your support crew so that you can anticipate potential problems and create a smooth reliable process for getting in and out quickly.

Support crews will need to have a vehicle large enough to transport themselves and all of your gear, including four bikes. It is recommended that they have a van, truck or sport-utility vehicle. Although it is not necessary to have, a 4-wheel drive vehicle is helpful. The roads are reasonably accessible, but some types of cars may find it difficult to get to transitions. It is your responsibility to provide your support crew with a vehicle suitable for reaching all transition areas. We do our best to use only roads that are safe and easy to drive on, but sometimes we need to trade this off with getting to the best terrain.

Please also note that **only one support vehicle is allowed per team**. Due to limited space in the transition areas we cannot allow extra vehicles or trailers to be on course.

**How things will work for Support Crews** – All support crews will be required to be at the start line of the race. Once the race has started there will be a support crew briefing for all support crew members at the start line. At this point, we will take them through the general rules of conduct for the race and answer any questions about the directions and maps provided the previous night. They must then proceed directly to the first transition area where they must remain until their team passes through. While at the transition area they will be instructed by race staff where they can set up to prepare for their teams arrival. Once their team has passed through, they must immediately pack up and head to the next transition area where they will repeat the same process.

### 5.1 Support Crew Newsletter

The [Support Crew Newsletter](#) (page 16-21 of this Competitor Update) has been developed to provide support crews with suggestions and tips on how to prepare for an adventure race. Our intentions in preparing this portion of the newsletter are to make it easier for you to prepare your crew. These suggestions have been developed by racers and experienced crews to assist in their preparations and planning.

### 5.2 Unsupported Option

For those that have difficulty finding a support crew or do not benefit from the rewards of having a support crew, we are offering an 'Unsupported Option'. For an additional fee of \$300 CDN / \$220 US per

team, we will transport your gear between transition areas throughout the race, as well as provide some basic hot food (soup, pasta, mash potatoes). Although this will not replace all of the benefits a team would receive from an individual support crew, it does give you the option to race without one and avoid the additional expense of travel, food and support vehicle. It also has the side benefit of reducing the number of vehicles we take into these remote and sometimes sensitive areas. We believe that support crews play an important role on a team in adventure racing and bring great energy and camaraderie to the experience, but we don't want them to be a limiting factor for people getting into the sport. Teams interested in racing under the 'Unsupported Option' must register at least four weeks prior to the race. The [Unsupported Option Registration Form](#) is on page 19 of this Competitor Update.

## **6.0 Water**

We will be providing water at all transition areas during the race and at the finish line. We will ensure that there is enough water there for support crews and teams as they pass through each transition area. We will NOT provide water at any other point on the racecourse. It is the responsibility of each team to look after their water supply between transition areas.

For the 2003 season, all water provided at transition areas will be taken from nearby streams and lakes and purified with the Pristine Water Purification System. Pristine is an environmentally friendly product on the market that both eliminates anything harmful in the water and eliminates the taste. We have every confidence in the performance of Pristine and that you will enjoy the taste of the water (it is NOTHING like iodine). We certainly hope that you are as satisfied with the water and supportive of this move to eliminate garbage (water bottles).

## **7.0 Race for Free with the Canadian Diabetes Association**

We are proud to announce that we will be working with the Canadian Diabetes Association for the fourth year in a row, in an effort to raise money for the fight against diabetes. Why the Canadian Diabetes Association? Adventure racing is about pushing your limits. We design challenges for you that will hopefully show you that you can go beyond what you thought your limits were. Along the way, we want you to lend a hand in helping others live their lives without limits.

In each of our Raid the North Series races in 2003, we have reserved a few team spots for Team Diabetes Canada. These spots will be awarded to the teams that raise \$5,200 CDN for the Canadian Diabetes Association. Any team who raises \$10,000 CDN will receive free entry into Raid the North Extreme and Team Diabetes uniforms.

For more details or to request a fundraising kit, please contact Janelle Martin at [teamdiabetes@diabetes.ca](mailto:teamdiabetes@diabetes.ca) or call 416.363.0177 ext. 486.

## **8.0 Frequently Asked Questions**

### **1. Is it possible to sleep and still finish the race?**

Yes. Although the Advanced Section of the Championship race will push teams very hard the regular course is designed to serve as an intermediate step between weekend races and expedition length races. If your goal is to reach the finish line, it will be possible for you to plan for some sleep on one of the two nights of the race. In fact, for most teams it is recommended to plan on sleeping for 1-3 hours on the first night. The race will test your limits, but you do not need to be a top-ranked team to reach the finish line.

**2. How long will we be away from our support crews?**

Our standard approach when designing a Raid the North race is that, at some point, we want teams to be self-sufficient for 1/3 to 1/2 of the total race time. This means you could be away from your support crew for as much as 24 hours. Most often, though, the time between transition areas ranges from 8 - 12 hours.

**4. Is the gear required for the support crew still mandatory if we register for the unsupported crew option?**

Yes. That equipment needs to be kept in your gearbox. The purpose of the tent is so you have the ability to get warm in transition areas if needed, the first aid kit is there for you to re-supply when at transition areas.

**5. Is it possible to have the approximate distance of each event?**

No, we do not give any information about the length of each discipline or the order of events for the race. We keep all of this secret until the night before the race. Take a look at the description for our previous races to get a sense for what it might be like (but no guarantees). We keep it a secret like this for a few reasons: locals or people scouting the area will have a very low probability of figuring out the course and gaining an unfair advantage; it forces teams to prepare for the worst in each discipline (safer from our standpoint); and it's fun to keep secrets.

**6. Will larger equipment (bike, paddles...) need to be carried as part of the race?**

It is definitely possible that you will have to carry some of your bigger equipment items for parts of the race. If you want to use your own personal paddles and the start of the canoe leg is not a transition area then you will need to carry your paddles from the last transition (this was the case in some of last year's races). There have also been sections of mountain biking legs that did not have a trail. Teams had to push their bikes through the bushes while searching for the start of the next trail. Anything is possible in a race, but we try not to make any section seem contrived (we won't force you to carry your mountain bike through the trekking section just for the sake of making it harder).

**7. Does the race include mystery events?**

No. We feel adventure racing should be a test of your abilities, perseverance and teamwork in a wilderness setting. It is you and your team against whatever nature has to challenge you with. We do not add to the challenge with contrived events. There is plenty of challenge in the wilderness.

**8. For the life jacket requirement, is a DOT approved life jacket sufficient?**

We will accept DOT, Canadian Coast Guard and US Coast Guard approved life jackets. If the jacket does not have one of these ratings on it or a similar ranking from another country we will not approve it.





**RAID THE NORTH SERIES  
UNSUPPORTED OPTION  
REGISTRATION FORM**

Team Name: \_\_\_\_\_ Team Captain: \_\_\_\_\_

**Please check the race you wish to register for the "Unsupported Option":**

- Raid the North – Hope, BC (\$250 CDN, \$170 US)
- Raid the North – Parry Sound, ON (\$250 CDN, \$170 US)
- Raid the North – Stoneham, QC (\$250 CDN, \$170 US)
- Raid the North – Kimberley, BC (\$250 CDN, \$170 US)
- Raid the North Series Championship – Mattawa, ON (\$300 CDN, \$220 US)

**Unsupported Option Details:**

- Frontier Adventure Racing Inc. will provide BASIC hot food for teams registered in the unsupported option. Teams should not rely on this as their only source of nutrition.
- Basic hot food can include, but is not limited to: soups, pasta, potatoes, and hot cereal.
- Frontier Adventure Racing Inc. will provide transportation of gear to and from all transition areas.
- All gear to be transported must be stored in no more than two gearboxes that are clearly labeled with the team name and number for the specific race they are entered in, bikes are considered separate.
- Gear must be loaded by the team into the assigned vehicles before going to sleep the night before the race.
- Teams must "look after" themselves at transitions without relying on the staff transporting their gear.
- All gear must be packed up before a team is allowed to leave the transition area.

**In granting my request to be provided with an unsupported crew during this adventure race, whether using equipment provided by me or by the unsupported crew staff and consuming food and/or liquids provided to me or by the unsupported crew staff I agree that I will not hold Frontier Adventure Racing Inc., or the unsupported crew staff, liable for equipment damage, personal injury, death and/or property loss.**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please **MAIL** this completed form along with your payment for the Unsupported Option to the address below. All cheques or money orders must be made payable to:

Frontier Adventure Racing Inc.  
2122 Broadview Rd NW  
Calgary, AB  
T2N 3H9



**RAID THE NORTH SERIES  
COMPETITOR MEDICAL FORM**

*(Please answer all questions)*

- 1) Are you currently taking any medications (prescription and OTC)? If so, please specify the types and amounts you take:
- 2) Are you allergic to any medications? If yes, please specify:
- 3) Please list any other allergies you have (food, hay fever, dust) and if you are currently being treated for them:
- 4) Have you been treated for any serious illnesses within the last three years? If yes, please describe:
- 5) Have you recently experienced or been diagnosed with any of the following? (Circle those that apply)

shortness of breath  
dizziness  
numbness in limbs  
nausea/vomiting  
blood in urine  
hypo-thyroid  
hepatitis (which type)

heart racing  
high blood pressure  
low blood pressure  
blurred vision  
blood in stool  
hyper-thyroid

headaches  
heart palpitations  
chest pains  
loss of hearing  
mononucleosis  
tuberculosis

- 6) Have you had any surgeries or surgical procedures within the last three years? If yes, please describe:
- 7) Do you wear eyeglasses or contact lenses? \_\_\_\_\_
- 8) Is there anything else pertaining to your health that we should know about? If so please explain.
- 9) a) Name of current Health Care Provider; please **attach copy of insurance card** (insurance carrier): (If you do not currently have insurance, please acknowledge)

b) Subscriber Identification Number:

12) Please provide the name, address and telephone number of your doctor:

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Phone #: \_\_\_\_\_

13) Who should we contact in case of an emergency?

Name: \_\_\_\_\_ Telephone #: \_\_\_\_\_

Address: \_\_\_\_\_ Relationship: \_\_\_\_\_

**I hereby certify that the information provided on this form is complete and accurate to the best of my knowledge.**

Print Name: \_\_\_\_\_ Authorized Signature: \_\_\_\_\_



## **RAID THE NORTH CANADIAN CHAMPIONSHIP SUPPORT CREW NEWSLETTER**

### **Welcome to Life as a Support Crew Member!**

Congratulations on being a support crewmember for this year's Raid the North Canadian Championship. The intention of this Support Crew Newsletter is to let you know what will be expected of you and to help you prepare for your role during the race. Although we cannot promise to answer all your questions, we hope that the newsletter will give you some direction in preparing for supporting your team. This newsletter has been compiled from information collected from past support crews and we have done our best to anticipate your questions. We also realize some support crew teams are more experienced than others. Therefore, we have written this newsletter with the assumption that this is your first time supporting a team in an adventure race. We suggest that you thoroughly discuss all preparation procedures with your team before starting the preparation process, to ensure that you and your team are on the same path.

Please do not hesitate to ask your team captain to contact us at anytime if you have further questions. We would be more than happy to help you prepare for the race and answer any questions that we may have overlooked.

#### **1.0 PREPARING FOR THE RACE**

The preparation before the race is your most challenging aspect. Determining your role and what is expected of you must be clearly defined so that you are properly prepared to help your team and are still able to enjoy your own experience as an integral part of the race.

#### **1.1 Your Role**

Primarily your role is to "support" your team throughout the racecourse. You play an important role in keeping your team safe, happy, motivated and cared for. After being without sleep for hours and getting lost or cold, you are the face they see when out on the course. It is important to be upbeat and cheerful while tending to their needs. Understanding their personalities and their individual needs will be crucial. It is your responsibility to look after the team in the transition areas, preparing gear prior to the race and transporting gear during the race. You are responsible for preparing all their food and doing everything to help get them through transition areas as quickly as possible. It will be important for you to discuss strategy with your team captain, and be prepared for those strategies to change depending on the condition of various members of the team. Make sure you are organized and have a very well thought out plan for setting up your transition area, so that you can efficiently sort gear, prepare bikes and cook food.

#### **1.2 Before the Race**

You will need to sit down with your team captain and review the food requirements for your team. Each person will have different needs throughout the race. Keeping your team well stocked with the items they need to keep them hydrated and well fed, will be extremely important. Consider packing some surprise treats for your team to give them an extra lift in a dreary transition in the middle of the night.

## Important Points

- **All food must be purchased and arranged for PRIOR to the start of the race.** Once the race has begun there will be no opportunity to re-stock or purchase supplies. You must be provisioned for the full 60-hours.
- You must have a **full gas tank** prior to the start of the race, to limit your need while out on the course.
- You should also make sure that you review the MANDATORY gear list for support crews. This appears in Competitor Update #1 and in the official Gear List for each specific race. It is important that you note the special equipment you are responsible for:

## Mandatory Equipment for Support Crew

ITEM	QUANTITY
Waterproof tent	1
First aid kit (as described below)	1
100mL of sunscreen	1
Insect repellent	1
Shovel for burying human waste	1

## First Aid

### Support Crew

ITEM	QUANTITY
Water purification system/tablets	for 50L of water
Closure (butterfly) bandages	4
Adhesive tape	1 roll
5" X 5" moleskin	2
Antibiotic ointment	1 tube
Antibacterial towelettes	5
2" X 5' gauze roll	2
Antihistamine tablets	6
Anti-inflammatory tablets	20
Oral rehydration salts (e.g. Gastrolyte)	4
(3" X 5') tensor bandage	2

Please note: the mandatory equipment list above is considered the minimum requirements for safe travel. Support crew are free to bring any additional items they feel necessary, provided they are not on the list of forbidden equipment detailed in the Rules and Regulations.

## 1.4 Your Vehicle

Obviously your role requires you to transport your team's gear and bikes to different areas on the course. We will always ensure that roads are two-wheel drive accessible, although many of them will not be paved. When considering what vehicle to use, keep in mind that you will need room to transport any gear that your team requires in a transition area, food and stove, water and four mountain bikes. We strongly recommend using a van, or sport utility vehicle to make your life easier on the back roads of the course. Please ensure your vehicle is in good working order before you arrive at the race in order to minimize the chance of a breakdown on the course, which can be very frustrating and time consuming.

*Given the very real possibility of flat tires, or breakdowns on remote roads, we cannot suggest strongly enough the value of a gold CAA membership. At \$80/yr, it will provide you with unbelievable piece of mind if something happens during the race. All race staff have memberships, and use them regularly!*

## 2.0 ARRIVAL AND RACE START

### Thursday Prior to Race

**Registration is from 8:00 a.m. – 3:00 p.m.:** You are part of the team, and you will need to go through the process with the rest of the team. At this time you are required to help them organize their equipment, fill out paperwork and have their medical cards in a safe place so you can access at any time. In the forthcoming Competitor Updates, your team captain will receive a series of important documents that must be completed before registration. These are: medical forms, waiver and image release form. Please ensure that you receive these documents and that they are completed in full before coming through registration. This will speed up the process for your team. Your gear will be inspected along with that of your team, so you will need to bring it to registration and show it to the race staff for inspection.

**Mandatory Race Briefing - 5:00 p.m. – 6:00 p.m.:** Part of registration includes attending the race briefing, which is MANDATORY for all team members, **including support crew**. This will take place at exactly 5:00 p.m. Once the race briefing is over, your team is free to prepare for the race with maps and specific racecourse instructions.

**Please be sure to have a health care card for each competing team member (and your own) in a safe place with you at all times. Should someone need medical attention it is crucial that the medical card be accessible and easy for us to locate.**

### 2.1 Race Start: Friday – 8:00 a.m.

Our races are point to point, and do not include loops or travelling over the same area twice. Since the course is approximately 250 kms in length, we will start transporting teams to the start line earlier in the morning, around 6:00 am.

Teams Board Buses to the Start Line	6:00 am
Support Crews Form Convoy to Start Line	6:00 am
Convoy departs for Start Line	6:15 am
Race Start	8:00 am

### 2.2 Support Crew Briefing

Immediately following the start of the race, support crews will be briefed with specific driving instructions to and from transition areas. You will be given maps that detail your driving directions and the location of the transition area you will need to set up camp in. We will also give you the times we expect teams through each transition area and how long it will take you to drive from point to point. It is important to be clear on all directions, so that you do not get lost. **Once the briefing is over, you are required to head directly to the first transition area.**

## 3.0 DURING THE RACE

### 3.1 Transition Areas

The transition areas are where you will spend most of your time throughout the race. Each transition area is a large roadside area where each crew will have a small area (enough room for your car and a small area around it) in which to park and set up your "camp". The areas are not necessarily equipped with any facilities or shelters, so make sure you are prepared to camp and stay out in the woods. This will become your home for a large part of the time you are out on the course. It will become the social area for all of the support crews while waiting for your teams to pass through. Make sure to take advantage of the outdoors, and prepare for spending time in inclement weather. You want to be comfortable while having fun! You will spend anywhere from 3 - 12 hours at these areas, so you will really get to know the other support crews.

**Duties in transitions:**

- unpack the food and get ready to prepare it so that teams have hot food when they come into camp
- prepare necessary gear your teams will need in the next section of the course
- anticipate what teams will need from you based on the last sections of the course (i.e.: if they were paddling and may be wet they may need changes of clothing)
- keep in contact with race officials for updates on your team's progress.

**Important Notes For The Transition Areas:**

- Be sure to check in with the Transition Area staff both when you arrive and before you leave. It is extremely important that we know where you are, in case we need you to go and pick up your team. When you check in, let the transition area staff know approximately where you will be setting up and waiting for your team to arrive. In case there is an emergency and we need to get in contact with you, this will make doing so much easier. Transition staff may also possibly have some specific instructions for you regarding that transition area.
- Support crews can periodically check in with the transition area staff to find out the status of their team. Please note that this does not mean every 10 or 15 minutes. The Transition Area staff will be quite busy and need to be free to listen to the radio and record the information that is being directed towards them in order to be of any help to you. We will do our best to keep you updated on your team's progress by giving you an estimated time of arrival, but due to the nature of the sport, this can be hard to predict!
- Attempt to anticipate what your team members will need when they arrive at each transition area. Obviously this includes whatever gear changes need to occur at each transition area. As well, if it is cold and dark, they will likely want something warm to eat and drink, and if it has been raining or if they are coming off a paddling section, they will likely want dry clothes.
- Be ready with the first aid kit to do some minor repairs, such as tending to cuts and bruises or blisters. This is almost a guarantee that one of your team members will need attention. Remember that transition areas are the only places on the course when your team can receive medical or physiotherapy care without being disqualified, if you are concerned about one of your team members, don't hesitate to contact one of the transition area staff.
- Speed through a transition area will also be a concern to many teams. Try to set things up so that they can do what they need to as simply and quickly as possible. To speed up this process, know how to set up the equipment your team needs, especially how to load bikes on and off the racks you are using. Be careful with their equipment. It is best not to alter their equipment before asking them – they might have some system you don't know about, and altering it may impact their performance.
- The waiting period at transition areas can be long and therefore very tiring. One common dilemma that frequently arises for support crews is when to sleep. The trick is to immediately pack up once your team has left the transition area, move to the next one, do your basic set up, and then try to grab some sleep. Set your alarm to get up shortly before the earliest possible arrival time, and then do more preparing (i.e. getting a thermos of hot drinks ready). Don't under estimate your need for sleep. Just because your team is going with next to no sleep, doesn't mean you should follow their lead. You need to be alert, able to quickly observe, problem solve, prioritize, and service four high maintenance racers, and drive safely to the next transition area.
- **Once you arrive in a transition area you may not leave until your team has passed through safely and you are instructed to leave by a volunteer staff member. All food and provisions must be bought and arranged for BEFORE the race, so that we can keep everyone in a central area.**

### 3.2 While Out On The Course

Please remember that there will be up to 60 support crew vehicles on the course at the same time. It is imperative that everyone drives with extreme caution. Everyone will be tired, driving on unfamiliar back roads, and driving at night. You will have plenty of time (hours) to reach the next transition area, so there is no need to speed through the course. In the past we have had problems with reckless driving and accidents, and we do not want to have that happen again. Each support crew vehicle will have an identifying race sign in their window, with the corresponding team number, and **if a member of the race staff determines that you are driving recklessly along the course the consequence could mean that your team will serve a time penalty on the course.** For your safety and the safety of the other support crews, volunteers and race officials, please be careful.

### 3.3 COURSE RULES AND REGULATIONS

There are several rules and regulations to follow when competing in the Raid the North Series. Below are a list of rules and regulations that directly apply to you as support crew. Each team captain has received the full list of rules and regulations in Competitor Update #1. Along with reading the rules listed below, it is also a good idea to read the complete rules and regulations to familiarize yourself with the race procedures.

- Each team must have a support crew consisting of one or two members who have been registered with race management.
- At least one support crew member must possess a valid driver's license.
- Support crews will only be allowed to meet up with their team in the designated transition areas.
- Any assistance provided outside of the designated transition area may result in disqualification for the team.
- All support crews must go DIRECTLY from one transition area to the next.
- Support crews must check in and out with the transition area staff for each transition area.
- Support crews must have a vehicle suitable for rough road travel. All vehicles must be registered with race management.
- Teams and support crew will be responsible for supplying their own food and drink for the entire race and this must be purchased PRIOR to the start of the race.
- Vehicles must have a full tank of gas when heading to the start line.
- Water will be provided by race staff at transition areas only.
- Teams will also be responsible for supply and handling of all equipment required for the race unless otherwise noted.

### 3.4 FOR ADDED COMFORT ON THE COURSE

The following is a **suggested** list of items to bring for the weekend. Try to think of what will keep you happy and comfortable for long periods of time in an area with no shelter or facilities.

- Clothing for all weather conditions (hot/cold/wet), we suggest layers
- Comfortable and suitable hiking shoes and sandals
- Waterproof attire
- Bug Hat and Bug spray
- Hat and sunglasses, sunscreen
- Watch
- Tent and tarp
- Pillow
- Sleeping bag
- Plastic bags for keeping things dry and for garbage
- Food for yourselves
- Drinks and/or water
- Flashlight and/or headlamp
- Matches

- Lip Balm
- Stove, fuel and cooking utensils – a one burner stove will not be sufficient... remember you are cooking for a minimum of four people at a time
- Toilet paper/shovel to bury human waste
- Football, Frisbees, etc. to keep you occupied

#### **4.0 THE END OF THE RACE**

**When you have finished at the last transition area, make sure you have all of your gear and head directly for the finish line at basecamp.** Please be sensitive to the environment and pack up every last bit of garbage you may have and pack it out! The finish line will always be in the heart of the host site, so as the team motivators you will need to be there at the finish line to cheer your team in. We will also have a small expo set up at the finish line, so you may enjoy getting there as soon as possible to wait for you team. You will also need to look at what they will need from you as they will be hungry and thirsty. After they cross the finish line you will need to look after their gear, pack it up and get them back to the hotel to clean up and rest up. This is the time that you should re-organize everyone's gear and pack it up to travel home if you leave on Sunday. The official race cut off will be 12:00 p.m. on the Sunday, although teams will be allowed to continue on the course until 4:00 p.m. Any teams still on the course at this time will be directed, and if need be assisted, back to base camp.

#### **Banquet and Awards Party Sunday at 5:00 p.m.**

As an important part of the team, you are also invited to the final awards banquet. This meal is provided by race management on the Sunday after the race, and is where everyone comes together to have some fun, enjoy a delicious free meal, and take part in the awards. Over \$15,000 in prizes and giveaways will be distributed, and you will be given your share of the team's prizes – we consider you to be an important part of the team. We also give out a number of "fun" awards recognizing amazing efforts and outstanding stories from the race. In the past, support crews have won awards for their generosity, bad navigation on back roads, and best attitudes. We hope that you will be part of that spirit! This is the time to sit back and share stories with other teams, volunteers and support crews. Even if you are not actually racing, we think you will get a lot out of your experience and will remember it for a lifetime.