

**FIREWEED
2010 INFORMATION AND RULES**

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Event Information

Registration and Mandatory Pre-Event Meeting

Riders and teams may register for the 2010 Fireweed events online or by mail at any time on or before Tuesday, July 5, 2010. Entry fee is \$70 per person (including relays) until Tuesday June 29, 2010 at midnight. Between July 1 and July 5, 2010 entry fee is \$100 per person. There will be **no registration at the Mandatory Pre-Event Meeting or at Sheep Mountain Lodge on Saturday morning.**

Mandatory Pre-Event Meeting

On Thursday, July 8, 2010, from Noon to 2:00 PM and 6:00 PM to 8:00 PM **ONLY**, a pre-event meeting for bib number pickup, signing of Release of Liability forms, safety meeting, and vehicle inspections (for Pace Vehicles used in the 400 Mile event) will take place at the Kincaid Park Chalet, 9401 West Raspberry Road, Anchorage.

Attendance at the Pre-Event Meeting is mandatory. Each rider and **at least one member of the rider's or relay team's support crew** must attend either the afternoon or evening session of the pre-event meeting. **At least one member of the rider's or relay team's support crew must sign in for its rider to get the vehicle numbers and information card.**

All riders and **all** crew members must sign and turn in the Release of Liability form prior to the event. If a crew member does not attend the Mandatory Pre-Event Meeting, he/she must still sign a Release of Liability form. Rider(s) are responsible for getting signed Releases from all of their crew members prior to the event.

If any rider or his/her support crew member(s) cannot make the Mandatory Meeting, they must contact the Registration Coordinators Veronica Beagan (beaganv@ak.net) or Jim Galanes (jimgalanes@clearwire.net) to participate in the event. If riders have general questions about the Fireweed and accommodations, they can contact George Stransky (GDADAK@aol.com). If riders have questions about the Rules, they should contact Peter Lekisch (peter@lekisch.com). Only those riders and crew members making such arrangements with Registration Coordinators will be able to complete the registration process at Sheep Mountain Lodge on Friday, July 9 from 4:00 to 10:00 PM.

Start Times by Event and Wave- as of November 2009**

| TIME | EVENT | WAVE | BIB NBRS | AGE GROUP |
|--------------------------|--------------------|------|----------|----------------------------|
| FRIDAY, JULY 9 | | | | |
| UNTIMED EVENT*** | 300 KM – 2 DAY | | 301-399 | |
| 12:00:00 PM | 400 SOLO | 1 | 400-430 | |
| 12:15:00 PM | 400 2 PERSON RELAY | 2 | 891-899 | |
| 12:15:00 PM | 400 4 PERSON RELAY | 2 | 991-999 | |
| SATURDAY, JULY 10 | | | | |
| 6:00:00 AM | 200 EARLY START* | 3 | | |
| 6:30:00 AM | 200 EARLY START* | 4 | | |
| 7:00:00 AM | 200 2 PERSON RELAY | 5 | 801-845 | 19 AND UNDER; 20-34 |
| 7:15:00 AM | 200 2 PERSON RELAY | 6 | 846-890 | 35-49; 50-64; 65 AND UP |
| 7:30:00 AM | 200 4 PERSON RELAY | 7 | 961-990 | 50-64, 65 AND UP |
| 7:45:00 AM | 200 4 PERSON RELAY | 8 | 931-960 | 20-34; 35-49 |
| 8:00:00 AM | 200 4 PERSON RELAY | 9 | 901-930 | 19 AND UNDER |
| 8:00:00 AM | 200 RIDE | 10 | 501-550 | ALL |
| 8:15:00 AM | 200 TIME TRIAL | 11 | 601-650 | 19 AND UNDER; 20-34; 35-49 |
| 8:30:00 AM | 200 TIME TRIAL | 12 | 651-675 | 50-64; 65 AND UP |
| 10:00:00 AM | 100 RIDE | 13 | 151-225 | ALL |
| 10:30:00 AM | 100 TIME TRIAL | 14 | 226-265 | 19 AND UNDER; 20-34; 35-49 |
| 10:45:00 AM | 100 TIME TRIAL | 15 | 266-300 | 50-64; 65 AND UP |
| 10:45:00 AM | 50 RIDE | 16 | 1-40 | ALL |
| 11:00:00 AM | 50 TIME TRIAL | 17 | 41-75 | 19 AND UNDER: 20-34; 35-49 |
| 11:15:00 AM | 50 TIME TRIAL | 18 | 76-120 | 50-64; 65 AND UP |
| 11:30:00 AM | 50 FAT TIRE | 19 | 121-150 | ALL |

* Early start: please check-in with timer.

** The waves and numbering may be revised.

*** A ceremonial group start is scheduled for 9 AM but riders may start at their convenience.

Relay Team Age Groups

Relay team age groups shall be determined by the average age of the members of the relay team, with the age of each member calculated as of July 1, 2010. The relay teams categories are:

| Age Groups for Relays and Individual Events |
|---|
| 19 and Under |
| 20-34 |
| 35-49 |
| 50-64 |
| 65 and Up |

Awards for Time Trials

First, second, and third place awards will be given for age groups in the time trial events if there are at least five participants in the age group. In the event there are less than five participants in the age group, only first place will be awarded. There will be no awards in the 50, 100 and 200 "Ride" events.

The difference between this year's Ride Event and last year's Ride Event is that this year the Ride event will be non-competitive, and no awards will be given to participants in the Ride Event.

Course Descriptions

For safety reasons, until Mile 120.2 (approximately 6.7 miles into the race at the Heck Monument pull out) of the Glenn Highway, no Support Vehicles are allowed to assist any riders and no relay exchanges may take place. In this area of the course, riders must be self-sufficient and have the ability to fix basic mechanical problems.

Great Alaska Half Century (50 Miles):

The 50-mile course starts at Sheep Mountain Lodge (Glenn Highway Milepost 113.5) and heads east toward Glennallen until it reaches the aid station at Milepost 135.9. This aid station is located in the paved pullout on the left (north) side of the highway. The course makes its turnaround at this aid station and heads back to the finish line at Sheep Mountain Lodge.

Great Alaska Century (100 Miles):

The 100-mile course starts at Sheep Mountain Lodge (Glenn Highway Milepost 113.5) and heads east toward Glennallen. There are three aid stations on the course; all located on the right side of the highway as riders approach them. The course passes the first aid station at Milepost 141.3 (27.8 miles from the start) and proceeds to the second aid station at Milepost 162.3 (48.5 miles from the start). The turnaround occurs at this aid station; riders then head back toward Sheep Mountain, passing a third aid station at Milepost 135.9 (74 miles from the start). The course finishes at Sheep Mountain Lodge. For more information about the aid stations, see the description of aid stations set out below.

Great Alaska Double Century (200 Miles):

The 200-mile course starts at Sheep Mountain Lodge (Glenn Highway Milepost 113.5), heads east to Glennallen (Milepost 187), then turns south (right) onto the Richardson Highway, and stays on the Richardson all the way to the finish line in Valdez. The course passes six aid stations before reaching Valdez; all but one are located on the right side of the highway as riders approach. For more information about these aid stations, see the description of aid stations set out below.

Great Alaska 2-DAY-300K (200 Miles in 2 days):

The 300 Km (200-mile) course starts Friday at Sheep Mountain Lodge (Glenn Highway Milepost 113.5), heads east to Glennallen (Milepost 187), then turns south (right) onto the Richardson Highway. Riders must supply their own food and drink for Friday (day 1). Riders may supply at their own expense at commercial vendors in Glennallen and along the Glenn Highway or Richardson Highway. A group start is scheduled for 9 AM but riders may start at their convenience. This is an untimed event without awards or classes. Participants may ride all or part of the course (e.g., alternating riders). This is a self-supported tour and riders must either carry their camping gear or make alternative arrangements. Friday evening at the Tonsina River Lodge you may eat the food you brought with you, or you may pay for dinner at the Tonsina River Lodge. On Saturday morning, the Fireweed will host a free breakfast from 8:00 to 9:00 am for registered riders. Support staff will pay for their own meals before riders head out on the Richardson Highway all the way to the finish line in Valdez. Aid supplies will be available Saturday morning to get riders to Worthington Glacier (Aid Station 7). The course passes Aid Stations 6 and 7 before reaching Valdez. Aid Station 6 may not be open at the time the riders pass this Aid Station. Aid Station 7 will be open at 11:30 a.m. on Saturday. For more information about these Aid Stations, see the description of Aid Stations set out below.

Fireweed 400

The 400-mile course starts at Sheep Mountain Lodge, follows the same route as the 200-mile course through Glennallen and into Valdez. The course then turns around and returns by the same route to Sheep Mountain Lodge. Fireweed 400 riders may use any aid stations open during Saturday's racing events, if those stations are open when the riders pass them. Because the Fireweed 400's time schedule differs so greatly from the times

scheduled in other events, however, Fireweed 400 riders should not count on these aid stations being open, and must plan to be self-supported. For more information about the aid stations, see the description of aid stations set out below.

Aid Stations

There are seven aid stations between Sheep Mountain lodge and Valdez; five are located on the right side of the highway as riders head for Valdez, and two are on the left side:

(1) Glenn Highway Milepost 135.9 (approx. 22.5 miles from start); located on the left side when riding toward Valdez. This aid station marks the turnaround for the 50-mile event and is fully staffed. It is for **returning** riders in the 50-mile, 100-mile, and 400-mile events. This aid station should not be used by riders heading to Valdez.

(2) Glenn Hwy. Milepost 141.3 (27.8 miles from start). Right side of the road; fully staffed. This aid station is the first aid station available to riders in the 100 and 200-mile events.

(3) Glenn Hwy. Milepost 162.3 (48.5 from the start) Right side of the road; fully staffed. This aid station is the turnaround for the 100-mile event. This aid station is for the 100 and 200-mile events.

(4) Glenn Hwy. Milepost 187 (73.5 miles from the start) Right side of the road at the Caribou Hotel in Glennallen, (907) 822-3711; fully staffed. This aid station is for the 200-mile events.

(5) Richardson Highway Milepost V92.7 (96.9 miles from the start); right side of the road at Grizzly Pizza & Gifts, (907) 822-3828; partly staffed – no mechanic. This aid station is for the 200-mile events.

(6) Richardson Hwy. Milepost V56 (133.6 miles from the start). Left side of the highway at the Tiekel River Lodge; partly staffed – no mechanic. This is the only aid station on the left side of the highway to be used by the 200 mile events (it may also be used by returning 400-mile riders). Riders must stop at the Tiekel crossing until an official directs them to cross the road. Riders may then proceed to cross after individually confirming the roadway is safe and clear. Similarly, the riders must follow the same procedure when re-crossing the road and continuing to Valdez.

(7) Richardson Hwy. Milepost V29 (163.8 miles from the start). Right side of the road; partly staffed – no mechanic. This aid station is for the 200-mile events and 300KM tourists.

Aid stations 1 - 3 are fully staffed. They will have: water, sports drinks, fresh fruit, energy bars, peanut butter jelly sandwiches, coffee, cocoa, cups of soup tea, and cookies until supplies run out. A crew of volunteers, including a bike mechanic, will be available to assist you with anything you may need and to get you rolling again. Fully staffed rest stations will also have portable toilets and/or bathroom facilities.

Aid stations 4 - 7 are partly staffed. The aid stations at Caribou Hotel, Grizzly Gifts & Pizza, Tiekel River Lodge, and Worthington will have similar food and drinks available as well as portable toilets and/or bathroom facilities, but no mechanic will be available. Portable toilets, food and drinks, and mechanical assistance also will be available at the finish/turnaround in Valdez.

Course Closure Times

The 50-mile and 100-mile courses both close at 9:00 p.m. Saturday. At that time a race official with a van will sweep the courses to pick up any riders unable to finish by the course closure time.

The 200-mile and 300-KM courses will close Saturday at 12:00 p.m. (midnight). At 11:00 p.m. a race official with a van will begin a sweep of the course to pick up riders unable to finish by the time the course close. Any 200-mile or 300-KM rider who has not passed the Tiekel River Lodge (Richardson Hwy. Milepost V56) by 9:00 p.m. must stop at the Tiekel River Lodge; the course sweeper will pick up riders stopped there.

The 400-mile course must be completed by 9:00 p.m. Saturday.

Event Rules

General Rules

Safety First

The Fireweed motto is: **“SAFETY FIRST, FUN SECOND, AND SUCCESS THIRD.”**

When an emergency poses a risk to human life or safety, all reasonable efforts must be made to prevent the injury. If preventing injury makes it necessary to violate an event rule, the race director will have discretion to relax the rule.

Penalties for Disobeying Traffic Laws or these Rules

All riders and support drivers must obey these Rules and all traffic laws. State Troopers will ticket riders or drivers who disobey any traffic laws. In addition to any such sanction, race officials will impose time penalties or disqualifications for violations of traffic laws or of these rules.

Except as otherwise specified in these Rules, the following penalties will be imposed for offenses:

| Infraction: | Penalty: |
|-------------------------|-------------------|
| 1 st Offense | 15 minute penalty |
| 2 nd Offense | 30 minute penalty |
| 3 rd Offense | Disqualification |

Protests

If a rider believes that a race official or the race director has made a decision that violated the rules and is unfair to the rider, then the rider may appeal the decision to the race jury by filing a protest. Protests must be submitted immediately after the event to the race director and will be ruled on by the race jury. Three unbiased and uninvolved race officials will serve as the members of the race jury. The race jury's decision is final unless it affects the rider's qualifying for RAAM.

General Rules that Apply to Riders

Traffic Safety Requirements

The following State traffic laws and event rules apply throughout the event and must be followed by all riders:

- Ride as far to the right as possible.
- Use the shoulder of the highway when it is in good condition.
- Move to the right as far as practicable when a driver behind you gives an audible signal.
- Never ride more than two abreast, and ride two abreast only when it will not impede traffic.
- Obey all traffic signs and signals.
- Do not hand anything to, take anything from, or make any other contact with a moving support vehicle.
- Do not advance along the course on foot unless you keep your bicycle with you.
- Never advance along the course in a motor vehicle unless an emergency arises. When a rider is driven in a vehicle to receive emergency assistance, the rider may return by motor vehicle to the point where the rider initially entered the vehicle, and may resume riding from there.
- Do not ask for or accept any type of push-off from another person or vehicle.
- Do not discard wrappers or other objects except water bottles while riding; riders may toss water bottles to the roadside at aid stations, or when someone from a support vehicle is available to pick them up.
- Always wear a properly attached ANSI-approved helmet.
- If abandoning the event, report the abandonment as soon as practicable, by calling the Emergency Technician (“EMT”) telephone number, which will be given to you at registration or (907)332-3395 or by notifying any race official on the course or at Sheep Mountain Lodge or Valdez. RIDERS WHO ABANDON ARE RESPONSIBLE FOR THEIR OWN TRANSPORTATION.
- Take all toilet breaks well off the highway, out of public view, and away from any driveway or private property.

Reflective Vests and Rear View Mirrors

We recommend that riders wear reflective vests and use rear view mirrors, but neither is required.

Turnarounds

In events with a turnaround (all distances except the double century), riders must slow or stop at the turnaround until an official directs them to cross the road; riders may then proceed to cross after individually confirming that the roadway is safe and clear. No exceptions to this requirement will be made, even if it causes some disadvantage to riders. Failure to wait for approval to cross will result in immediate disqualification.

Pace Lines, Drafting, and Aero Bars

Restrictions on Drafting and Riding in Pace Lines:

- Road (Ride Event) Riders: Riders entered in a Fireweed “Ride” division of any Fireweed event may ride in a pace line and draft with other riders *from their own group* when it is safe to do so. This includes all 300 Km tour riders. The difference between this year’s Ride Event and last year’s Ride Event is that this year the Ride Event will be non-competitive, and no awards will be given to participants in the Ride Event.
- Team Riders: Riders entered in a “Relay-Team” division of any Fireweed event may ride in a pace line and draft with other riders *from their own team* when it is safe to do so, but shall not ride in any other pace lines. Only one member of the Relay-Team shall cross the finish line.
- Time Trial Riders: Riders entered in a “Time Trial” division of the 50, 100, 200, and 400 *must not ride in any pace line or follow in the draft of any other rider.*

Rules for Riders in Pace Lines

- Pace lines should stay to the right of the rumble strip when safe and practical.
- Pace-line riders must rotate in a clockwise direction, moving forward on the left and back on the right.
- If a pace-line rider needs to drop back on the highway side of the pace line, the rider must first inform the other pace-line members, make sure that no vehicles are

approaching from ahead or behind, and stay as far away from the centerline of the road as possible while dropping back.

- Penalties for any individual rider's violation of a pace-line rule will be imposed against all riders in the pace line, and all riders in the same pace-line will be disqualified in the event of a second violation.

- **Other Pacing Prohibited**

Except as specifically allowed under these rules, no rider may pace behind another rider or a motorized vehicle traveling at the same speed as the rider.

- **Aero Bars**

Riders may have aero bars in any of the Fireweed events. However, it is recommended for safety purposes that a rider not use aero bars while riding in a pack.

General Rules for All Support Vehicles, Drivers and Support Staff

Requirements for Support Vehicles, Drivers and Support Staff

- A "support vehicle" is any motorized vehicle with two or more wheels that is used during the Fireweed to transport people and/or equipment necessary for use by a competing rider.

- All support vehicles must be properly registered for use in Alaska and carry at least the minimum insurance required by law in the state of registration. Proof of insurance will be required at the mandatory pre-race inspection.

- All drivers of support vehicles must possess a valid driver's license appropriate for the type of vehicle being operated. Motorcycle drivers must have State of Alaska motorcycle endorsements. Motorcycle drivers and their passengers must wear proper motorcycle helmets -- not bicycle helmets while on the motorcycle.

- All support drivers and support staff must sign Release of Liability forms.

- The team numbers must be displayed in the front and back left side of the support vehicle and the support information card must be displayed on the dash or steering wheel of the support vehicle.

Use of Support Vehicles

- For safety reasons, until Mile 120.2 (approximately 6.7 miles into the race at the Heck Monument pull out) of the Glenn Highway, no Support Vehicles are allowed to assist any riders and no relay exchanges may take place. In this area of the course, riders must be self-sufficient and have the ability to fix basic mechanical problems. Similarly, in the last five miles of the 200-mile and 300-KM events, no Support Vehicles are allowed to assist any riders and no relay exchange may take place. If a rider has a serious mechanical problem that is not fixable by a rider, a Race Official in the area will allow the Support Vehicle to come back and help the rider. This has to be very serious – broken chain, broken crank – something that prevents the rider from actually riding the bike.

- Unless otherwise specifically allowed by these rules, no support vehicle may be used as a pace vehicle.

- A support vehicle may assist a rider by leapfrogging along the course, subject to the following requirements:

- Use caution at all times, especially when parking and moving back into the roadway.

- DO NOT PARK OR CONGREGATE ON THE SHOULDER. STOP EITHER IN DESIGNATED PULLOUTS OR AT LEAST A CAR DOOR'S WIDTH OFF THE PAVEMENT. ANY SUPPORT VEHICLE STOPPING IN SUCH A WAY THAT PASSING RIDERS ARE FORCED OUT OF THE SHOULDER AND INTO THE TRAFFIC WILL BE DISQUALIFIED.

- Do not hand anything to, take anything from, or make any other contact with riders while the support vehicle is moving.

In addition to obeying these rules, drivers of support vehicles must obey all applicable traffic laws.

Special Rules

General Rules Continue To Apply

These special rules supplement the general rules set out above. Riders, support vehicles, and crew members covered by these special rules also must obey the general rules; if a conflict between a general rule and special rule arises in a particular situation, the specific rule will apply.

Riders

Special Rules for Relay-Team Riders

- There is no minimum or maximum riding distance for individual riders on relay teams. Any number of relay riders from the same team may cycle together at any time and for any distance.
- Drafting and pace lines are permitted among members of the same team unless Alaska State Troopers or race officials expressly prohibit it in specific areas for safety reasons. But no relay-team rider may ride in a pace line with any member of another team.
- Once a relay team starts its ride a new rider may not substitute for one of the team's original riders, even if the original rider is injured and unable to ride. Only one member of the team needs to finish, however, so a single relay-team rider may complete the race for the team, even if the rest of its riders have dropped out.
- In a Relay exchange, the new Relay rider must overlap wheels with the Relay rider he/she is replacing. A Relay rider may make a rolling exchange at a cycling speed and riders ride side by side. The new Relay rider then accelerates to begin his/her riding leg while the other Relay rider stops and waits for the support vehicle. **STOP AND WAIT, DO NOT RIDE BACK TO THE SUPPORT VEHICLE!** Riders cycling beyond their support vehicles during the relay may walk their bikes on the far left side of the road, back to their support vehicles.
- In addition to complying with these relay rules, relay riders must obey the general rules for riders and the specific rules for riders in their distance category; if a conflict with another rule arises in a particular situation, the most specific rule covering the situation will apply.

Special Rules for 200-Mile Riders

Any 200-mile rider who has not passed the aid station at the Tiekel River Lodge by 9:00 p.m. must stop riding at Tiekel River Lodge; the course Sweeper will pick up riders stopped at the Lodge.

Special Rules for 300 KM Tour Riders

• Any 300 KM Tour rider who has not passed the aid station at the Tiekel River Lodge by 9:00 p.m. Saturday must stop riding at Tiekel River Lodge; the course Sweeper will pick up riders stopped at the Lodge.

Special Rules for 400-Mile Riders

- Riders turning around in Valdez will not be allowed to leave the Valdez check-in station unless accompanied by a pace vehicle (a support vehicle following immediately behind the rider, at the same speed as the rider).
- Riders on bicycles during nighttime hours (from midnight to 5:00 a.m.) must:
 - wear reflective vests;
 - equip their bicycles with an operating front light visible from 100 meters (300ft.) and an operating steady-state (non-blinking) rear red light visible from 150 meters (500ft.); and
 - Travel as a single unit with a pace vehicle, staying within the range of the pace vehicle's headlights at all times, except for handoffs during nighttime hours.
- A rider followed by a pace vehicle who is being passed by another rider and pace vehicle must yield as far as reasonably possible to the right until the passing rider and pace vehicle have completed the pass. Neither rider may draft off of the other rider's pace vehicle.
- Riders are ultimately responsible for ensuring that their crew members get enough sleep to drive a motor vehicle safely. When a rider believes that a crew member or the entire crew lacks enough members to ensure that all support vehicles be driven safely, the rider must cease riding and instruct crew members to stop until the crew can provide safe support.

Support Vehicles

A "support vehicle" is any motorized vehicle with two or more wheels that is used during the Fireweed to transport people and/or equipment necessary for use by a competing rider or tourist.

Restrictions on Support Vehicles

- Use of the following types of vehicles in the 200-mile, 300-KM, and 400-mile Fireweed events is restricted in the manner described below:
 - RVs, motor homes, Hummers, or fifteen-passenger vans, regardless of width, shall not be used as pace vehicles for solo riders or to help relay-team riders make rider exchanges.
 - A motor vehicle with a trailer may not be used as a support vehicle.

- A motorcycle may be used as a support vehicle only by a rider or team that also has a four-wheeled support vehicle; a rider or team that meets this requirement may use the motorcycle, instead of the four-wheeled vehicle, as a nighttime pace vehicle.

Number of Support Vehicles Allowed

We encourage, but do not require, Time Trial riders and two-rider teams to use a single support vehicle, and four-person teams to use two support vehicles.

Pace Vehicles

A “pace vehicle” is a support vehicle that is used to “pace” a rider by driving immediately behind the rider, at the same speed as the rider. Pace vehicles may only be used in the 400 mile event.

Required Equipment for Pace Vehicles

- Support vehicles used as pace vehicles must be equipped with:
 - One amber (not red) flashing light mounted on the far left (driver side) of the roof visible only from the rear. (These lights are available at Anchorage auto supply stores and RV rental lots; use duct tape to cover the front of the lights). The pace vehicle must use the flashing roof light whenever the vehicle is following the racer.
 - One “CAUTION BICYCLE AHEAD” sign. (Available at Rainbow Racing System, www.rainbowracing.com, or may be handmade on white adhesive paper or white heavy card stock with red or orange letters 4" - 6" high.)
 - One rear-reflective equilateral (equal sided) triangle saying "slow moving vehicle"; minimum height 12", with a red or orange reflective border not less than 1.75" in width. (Available in Anchorage at Warning Lites, auto parts stores, or RV rental lots. This sign must be attached to rear of the pace vehicle whenever it is following a rider, and removed whenever it is not.

Restrictions on Pace Vehicles

- A motorized vehicle wider than 78" may not be used as a pace vehicle – that is, to follow immediately behind or ahead of rider, at the same speed.
- RVs, motor homes, Hummers, or fifteen-passenger vans, regardless of width, may not be used as pace vehicles or to help relay-team riders make rider exchanges.

Special Rules for Driving Pace Vehicles in the 400-Mile Events

- During nighttime hours (midnight to 5:00 a.m.), a pace vehicle must accompany each 400-mile rider. The pace vehicle must travel as a single unit with the rider, staying immediately behind so that the rider remains within the range of the pace vehicle's headlights at all times, except when making handoffs.
- Riders will not be allowed to travel the "Valdez Flats", from Keystone Canyon to Valdez and back, or leave the check-in station in Valdez, unless their pace vehicles are immediately behind them.
- Pace vehicles may, but are not required to, follow 400-mile riders during daylight hours (5:00 a.m. to midnight).
- When following a rider a pace vehicle should stay as far as possible toward the right side of the pavement and may not impede following traffic. When five or more vehicles are waiting to pass, the pace vehicle must pull off the road and let traffic go by. If traffic cannot pass safely at night while the rider and pace vehicle are moving, then the pace vehicle should signal the rider, and they both must pull over to allow traffic to pass at the earliest opportunity when it is safe to do so.
- A pace vehicle may travel alongside a rider to exchange information for no more than a minute 3 times per hour, but may not hand anything off to the rider or make physical contact with the rider or the rider's bicycle while traveling alongside.
- To hand something off to a rider, a pace vehicle or support vehicle may drive ahead, stop off of the pavement, and make a pedestrian handoff as the rider passes.
- Under no circumstances will a pace or support vehicle pull up alongside or continue to drive next to a rider if doing so would interfere with the normal flow of traffic in either direction.
- A pace vehicle may never drive alongside a rider for the purpose of sheltering the rider from wind or to provide any other kind of unfair advantage.
- Pace vehicle drivers must pay special attention when one rider overtakes another. The pace vehicle being passed must yield by slowly moving to the right and allowing the advancing rider to pass on the left. Once the passing pace vehicle and rider has advanced far enough beyond the slower pace vehicle and rider, the faster pace vehicle and rider should pull back over to the far right hand side of the road. Both the passing pace vehicle and the one being passed must always yield to the normal flow of traffic.
- If two riders from the same team decide to ride together, only one pace vehicle may follow the riders while they are together. The other vehicle must either park off the road behind the riders and their pace car or drive ahead and park.

- Except during the time necessary to allow one rider to pass another, two pace vehicles following separate riders may not drive together, either one behind the other or side-by-side. A violation of this rule will result in penalties for both riders.

Support Crews

- “Support crew” includes any support-vehicle driver and any other person who provides any kind of active and ongoing assistance to a rider.

Special Rules for Support Crews

- No minimum or maximum has been set for the number of support-crew members that riders and relay teams may have in the 200-mile Fireweed race or 300-KM tour.
- No maximum has been set for the number of support-crew members that riders and relay teams may have in the Fireweed 400.
- The following minimum numbers of crew members are required in the 400-mile Fireweed:
 - 400-mile Time Trial: at least 2 support-crew members;
 - 400-mile relay with 4 riders: no crew required if team uses 1 vehicle; at least 1 crew member per vehicle for teams using 2 or more vehicles; and
 - 400-mile relay with 2 riders: at least 1 crew member
- Riders and relay-teams may add crew members at any time during the race provided that each new crew member signs the Release of Liability and immediately notifies a race official.
- Each support crew must designate one member as its crew captain; the crew captain will speak for the crew and riders in reporting problems, suggestions, or other information to race officials.
 - A crew member may offer assistance to any rider or crew at any time.
 - Support crews must pick up their riders’ discarded water bottles and, if a rider violates the rule against discarding other objects while riding, are also responsible for cleaning up the rider’s litter.
- Stay on the alert for drunk drivers and traffic approaching from the rear at night, especially at stops. Crews supporting time trial riders or 4 person relays (otherwise there may only be one support crew person) should trade off driving duties as often as possible and should always have two wide-awake crew members available at night. Report any

unsafe conduct you observe by other riders or crew members to the rider's or crew member's crew chief and to a race official.

- If a crew member begins to feel too sleepy to drive safely, another available crew member must immediately take over. If no one feels awake enough to drive safely, the crew and rider must stop until a crew member is adequately rested.

Human Powered Vehicles (HPVs)

- HPVs competing in Fireweed will follow the 400 Time Trialist rules of the Fireweed, modified as suggested by the IHPVA for cross country events.