



Oceanside, California to Durango, Colorado – 925 Miles

2023 GEAR BOOK

Updated January 2023

Greetings RAW Racers and Crew:

Welcome to Race Across the West! By now there has been a great deal of preparation on everybody's part. Our efforts for the 2023 race began months ago and this promises to be another great race. We know that you have been working hard as well. The following material is essential in helping you translate your hard work into a successful race.

The GEAR Book contains important information for race planning. It covers race details, some logistics and schedules. A draft copy of the rules is available on-line. Additional information is available on the RAW website (www.raceacrossthewest.org), under the Race Resources section. There you will find information on race preparation, supplies, articles and much more.

We will do our best to ensure that your race experience is enjoyable and as safe as possible. You must do your part by being prepared to race and pedaling the bike is only part of the process. Read this material, visit the website, train hard and come ready to race!

Should any questions, concerns or otherwise arise, please do not hesitate to contact us. Good luck with your preparations. We will see you in California!

Thank you and happy cycling,

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General Information



Race Across the West 2023

RAW - What is it?

Race Across the West is brought to you by the promoters of “*The World’s Toughest Bicycle Race*,” the Race Across America (RAAM) and is run concurrently and along the same course as RAAM. Developed to provide an ultra-endurance challenge for competitors of all levels, RAW covers what is considered to be the toughest part of *The World’s Toughest Bicycle Race* as the course makes it way from the serene beaches of California, through the heat of the deserts and canyons of Arizona and Utah to its finish in the Colorado Rockies.

Unlike other famous races such as the Giro de Italia, Vuelta a Espana and Tour de France, RAW has no stages. Drafting is not allowed and since it is a “single-stage” race, the first one to finish wins. As a solo endeavor, RAW is one of the longest endurance cycling events in the world and for those who finish may be the accomplishment of a lifetime. However, as a relay team, RAW offers not only an opportunity to be challenged, but to have fun and create memories that will last a lifetime. RAW is achievable for many cyclists.

RAW also offers endurance cyclists an opportunity to compete simultaneously with the world’s elite ultra-endurance cyclists on the RAAM course. Yet, provides racers with a challenge that is much more “life-manageable” and realistic for many participants.

General Race Information

Solo and 2- Person and 4-Person team divisions depart Oceanside, CA on June 13, 2023. Competitors climb over 40,000 feet while passing through California, Arizona and Utah on their 925-mile campaign to the finish in Durango, Colorado.

Where does the race start?

RAW begins in the Oceanside Amphitheater, near the Pier in Oceanside, California

What is the starting time?

- Race Across the West (RAW) starts on Tuesday, June 13 at 12:00pm (PDT).

Where does the race finish?

- RAW finishes in Durango, Colorado, at Santa Rita Park on the Animas River.

When does the race finish?

- RAW finishes the weekend of June 17. Racers begin to finish on Thursday June 15. All Racers must finish by Saturday, June 17 at 11:00am (EDT).



Supported Charities

Race Across America/Race Across the West is honored to help our Racers and Crews support their favorite charitable causes. There are 50+ charities represented every year and the aggregate funds raised have exceeded \$2 million per year. We look forward to hearing your stories and supporting your efforts. We are proud to be such an important platform for charitable opportunities.

Media and Web Coverage

Media Coverage

Television, radio, newspaper and other media will cover the races with the news angle that best suits their respective audiences. The markets surrounding the start, finish and time stations along the route will receive updates during the months and weeks before the race arrives.

Media and Publicity Support

Racers are encouraged to pitch their own media contacts for coverage of their specific race efforts. Guidelines and templates will be available on the website in the Resources Sections.

Web Coverage (www.raceacrossamerica.org)(www.raammedia.com)

We use the outreach of Race Across America to assist in covering the race on-line. In 2022, the RAAM website received over 25 million page views during the two-week period of the race! Rather than using resources to film and produce a story for broadcast months after RAW, we believe the fan base of RAW craves news about their favorite Racers, in a timely manner. Therefore, RAW will deploy reporters, photographers and videographers along the route, and feed current race information (written reports, photos and video clips) to the website on an hourly basis during the entire race. Live racer tracking will be provided.

Further to the website, we fully utilize the easy accessibility of social media. RAW has Facebook, Twitter (@RAAMraces) and Instagram (@raceacrossamerica) pages. Please use hashtag - #RAW2023, #raceacrossthewest2023.

Please direct your local supporters to the web sites and social media outlets!



Resources



Online Race Resources

General Information

This GEAR Book provides the bare essentials for race preparation. The Race Across the West (www.raceacrossthewest.org) and other endurance-based websites have an abundant amount of material on all aspects of the race, including training, equipment, supplies, race strategies, results and much more. We highly recommend that you take time to review available websites to understand the scope of resources available.

Online resources include:

- **Rules** – The full rules for the 2023 race.
- **GEAR Book** – This book is available for download.
- **GEAR Book Supplements** – Additional downloads for Oceanside and Durango, including hotels, services, and maps.
- **Clearance to Race Packet** – This packet, including all required forms are available for download.
- **Race Supplies** – Details about Safety Kits (amber flashing lights and slow-moving vehicle triangle) and other race supplies.
- **Logos** – The RAW logo and guidelines for use.
- **Fundraising and PR Toolkits** – Resources to help promote your efforts.
- **RAAM Qualifiers** – Information and links to all RAAM Qualifiers.
- **Links** – Dozens of links to racer websites to see what others have done. Read their experiences.
- **Gallery Videos** – Dozens of videos on YouTube from RAAM and from racers and crew showing what the race is really like.
- **Additional Media** – Live Racer Tracking

Articles

Race Across the West is a big undertaking. However, you don't have to reinvent the wheel to be successful. Much of the information you need to know is readily available through websites such as www.raceacrossthewest.org and www.raceacrossamerica.org. You will find many relevant articles on race logistics, preparation, budgets, communications, navigation, etc.

RAW Website (www.raceacrossthewest.org)

The RAW website also hosts the following sections:

About RAW – Basic information about the race. This is a great source of selling points to sponsors and charities and to explain to friends and family about the race.

Media – Information for Media and Press promoting the race. Includes the latest race news. Also, we provide Live Racer Tracking.



Store – Purchase official RAW merchandise including clothing and race videos. You can also rent light bars, reserve cargo space and purchase race supplies.

Racers – Who’s racing this year including racer photos and biographical information.

Route – The complete route for 2023 in preliminary form. The FINAL route will be the Route Book. GPS and route data for mapping software and several GPS devices is available in the Route section. The final route will not be determined until shortly before the start of the race. Route books will be distributed at the start in Oceanside, CA.

Race Resources – GEAR Book, Rules, Registration Forms and Logos

Coaches, Seminars and Camps

Crewing Seminars

The promoters of RAAM/RAW offer Crewing Seminars. One-day Crewing Seminars cover everything you’ll need to know to crew a successful RAW campaign. RAAM/RAW staff and race veterans with years of endurance cycling and race experience will host our seminars. Our goal is to teach you what you need to know to be successful.

Information on our seminars is available on the website. Announcements are made in our newsletters and on Facebook as it becomes available.

We urge you to attend our seminars even if you are already working with one or more coaches. We will cover material you will find nowhere else. Our seminars will not only enhance your overall experience, but substantially improve your chances of overall success.

Coaches and Camps

Many veteran RAAM/RAW racers, crew members and professional coaches offer a wide array of services. These range from week-long cycling camps such as PacTour to discipline specific coaching focused on nutrition, strength/weight training etc.

Other Resources

RAW and RAAM Veterans

Take the time to speak with race veterans and crews; they very well may turn out to be your most valuable sources of information.

Facebook – RAAM Ultra-Cycling Forum

<https://www.facebook.com/groups/523225327828742/>



RAW Records System (RRS) and Race Details



Race and Registration Information

To register for RAW, go to the RAW website and click on **Register Now**.

Once you have registered, you will receive a confirmation email. Then you will need to login to the RAW Records System (RRS) to enter all your race details. The complete instructions for the RRS are below. You can also find a link for the RRS Login at the top of the RAW website home page.

RAW race details are in several documents, which are also included below:

- Race Divisions
- Time Cutoffs and Checkpoints
- What's Included in your Entry Fee
- Policies on Fees and Refunds

Each of these documents can be found on the website under Race Resources.

RRS Documentation

This section contains instructions and information for entering data in the RRS. If you have any questions or need any help, please contact us

Questions and Help about RRS

For questions about the RRS please email – director@raceacrossamerica.org
RRS address is <https://www.raceacrossthewest.org/raamors/default.php>

What you can do

With the RRS you are able to:

- Add or change Team members and Team information
- Provide complete information for each Racer
- Provide complete information about your Crew Chief and Crew
- Enter a biography for each Racer
- Enter information about your team and your team's goals, purpose or the charity you are supporting.
- Submit Racer and Team photos
- Provide information about charities you are supporting
- Electronically sign the Racer Agreement, Release and UMCA Release
- Reserve photo times
- Make payments online

When you enter your Team information it will be updated on the website almost immediately.



You are urged to provide complete and accurate information. This is important as this information will be used by both RAW and external media as a source of information for articles and media coverage, which may highlight your team and the charity you support during your RAW campaign.

Online Scheduling

A reminder for you to schedule your inspection and photos. Online scheduling can be done on the RAW website after January 10, 2023, through the Racer Login.

Instructions for the RRS

Home Page

- This is our primary contact information for your team. **Please keep this up to date.**
- We use this email address for periodic updates.
- One team photo is required. A second is optional. Maximum size is 1MB, accepted formats are jpg or gif.
- The Team/Entry Name is what will appear on the website
- The Team URL is your website if you have one. This is what we will link to.

Race Info

This provides basic information on the race you are entered in. Please review to verify the information is correct.

Racers

- This must be completed for each racer.
- **Solos Racers must also fill out this section.**
- Required fields are:
 - First Name and Last Name
 - Gender
 - Address, City, State, Postal Code, Country
 - Birthdate
 - Primary Phone, Primary Email
 - T-Shirt Size
 - Picture.
- One picture is required for every racer. You may load up to 2 pictures per racer. Maximum size is 1MB, accepted formats are jpg or gif.
- The Racing Age is the age you will be in calendar year of the race. The Racing City, Racing State, and Racing Country will be where you are racing from in 2023. If you are a citizen of one country and a legal resident of another, you may choose whichever you prefer.

From the List of Racers - Electronic Signatures Instructions



The right side link is for Waivers/Forms/Bio.

Every Racer will need to electronically sign 3 documents online:

- The Racer Agreement
- Release Waiver
- Drug Testing Agreement

In addition:

- If the Racer is a minor (under 18), we will need a hardcopy with a parent or guardian signature.
- For each document we will send a confirmation email to the Racer's email (if provided) and the Crew Chief's email.
- Every Crew person will need to sign a release at the Start.

Crew Chief and Crew

Please add your Crew Chief. We want to know your Crew Chief so we can include their email address and add them to our distribution list for racer updates. We encourage you to add your crew members here, as well.

Charity/Media/Sponsor

- Please add your charities.
- Please add your media contacts. We will use these media contacts to distribute race information.
- Please add your sponsors. We will display them on the website.
- You can optionally add a logo for your charities and sponsors. Maximum size is 100kb, accepted format is jpg or gif.
- You can add a website for each.

Fees and Payments

All payments for entry and fees go through the RRS. RAW registration fees are due in full at the time of registration.

If you wish to pay via wire transfer or check, please email director@raceacrossamerica.org

Official Name, Team Name and Team Number

Your Team Name, along with each Racer's name, must be submitted by April 15. These are the names that will be officially referred to in all signage, publications, the website, media etc.

- Team and Solo Racer Numbers are assigned on March 15.
- Solo race finishers will be awarded their number as a lifetime number after a successful finish.
- All signage is ordered on March 15. The information listed for your Team in the RRS at that time will be used.
- An email reminder will be sent to remind you to make final updates to the RRS.



Supplies

The Supplies section shows what supplies you ordered and provides links to ordering and paying for supplies at the RAW Store. All items will be delivered at the Start in Oceanside. The items available include:

- Route Books
- Vehicle and Media Signage Kits
- Safety Kits (amber flashing lights and slow moving vehicle triangle)

Biography Instructions

In this section you will find a series of questions that will help our staff, our sponsors, your sponsors and cycling fans around the world learn about you. These questions are intended to help the many audiences that follow and report on the race understand your history, motivations and expectations for your participation in the race.

The information you provide will be published on the website and may be submitted to the media. Your completion and submission of this biography serves as authorization to publish, use and distribute to the media its contents.

RAW staff reviews all biographical material. We reserve the right to edit material submitted, remove objectionable material and/or request additional information if necessary.

Photo Instructions

Photos are a great means for everyone involved with the race to know you.

- Every Racer must submit at least 1 individual photo.

The following are the guidelines for submitting photos:

- High resolution jpeg image (maximum size is 1MB). Black-and-white or color.
- Full-sized image is acceptable.
- Must be a clear photo on a plain, light-colored background.
- Ability to recognize the person. A picture without a helmet or hat helps for recognition.

The following are examples of good images:



The RAW Staff will review all photos. If the photos do not meet our guidelines, we will ask you to resubmit photos.

Race Management Communications



Starting in January, Race Management will start sending periodic emails to all 2023 racers and crew listed in the RRS. These emails will include RRS reminders, information on local resources in Oceanside and Durango, changes to race procedures, etc. It is vital that the Crew Chief receives and reads these emails in order to remain update on the race. It is also recommended all racers and crew read these communications. Emails will be sent from info@raceacrossamerica.org, which may be blocked by some spam filters. If you are not receiving these emails, please contact Race Management with an alternate emails address.

Racer Numbers

RAW has a numbering system for categorizing and tracking Racers. There is the possibility of over fifty different age and division classifications. This numbering system helps Officials, Racers, Time Stations and spectators recognize Racer divisions on the road. Racer Numbers will be assigned the first week of March.

Solo Numbers

Each Solo Racer will be assigned an individual race number. Any Solo Racer that successfully completes the race will be awarded that number as their permanent, lifetime Racer number.

R100-R199 Solo

Team Numbers

R200 – R299 Two-Person Teams
R400 – R499 Four-Person Teams

Individual Racers on a Team will have A, B, C & D appended to the Team number as a designation to help identify them. They will be listed on the roster in the Route Book.

RAW - Race Divisions

Race Divisions are a combination of the following:

- Racer Category
- Age
- Gender
- Bike Type

For Example, Solo 50-59 Male is different from Solo Under 50 Male, etc.



Racer Categories are:

- Solo Racers – one Racer racing the entire distance
- 2-Person Team – two Racers sharing the entire distance
- 4-Person Team – up to four Racers sharing the entire distance

*Tandems are considered one “Racer” in this context. One tandem would be in the Solo Tandem category, two tandems would be in the 2-Person Tandem Team category, etc.

Age Categories are as follows:

- Under 50
- 50-59
- 60-69
- 70-74
- 75-79
- 80+

Racing Age is the age each Racer will turn during the calendar year of the race (year of race minus birth year).

Solos: Age is the racing age of the Racer.

Teams: Age is the average racing age of all Team members.

Gender Categories are as follows:

- Men
- Women
- Mixed - indicates there is at least one male and one female member with the exception of Tandem teams which must have an equal (50/50) number of males and females.

Bike Type Categories are as follows:

- Standard (Diamond Frame)
- Tandem
- Recumbents
- Human Powered Vehicles (HPV)(Includes faired recumbents)
- Fixed gear (see below)

All members of a Team must ride the same bike type; no mixing bike types.

Fixed Gear

The Race Across the West recognizes several categories for fixed gear racing, including the following:

- Solo Men – Under 50, 50+
- Solo Women – Under 50, 50+
- 2-Person Teams – Under 50, 50+ (no gender breakdowns)
- 4-Person Teams – Under 50, 50+ (no gender breakdowns)

Be sure to review Section 820 of the Rules which covers rules for Fixed Gear bicycles.



Open Division

The Open Division is a limited division for Racer combinations beyond those previously listed. This includes handcycles, trikes, combinations of bike types, etc. Invitations to participate in the Open Division are at the discretion of the Race Director and Race Management. A Racer or Team may petition the Race Director for inclusion in the Open Division. The circumstances of the request must generally fall within the infrastructure currently in place.

Consideration will be given to Racers in the Open Division for an earlier start. All Racers in the Open Division must be finished by the standard cut-off time. No racer will be considered an official finisher after the standard cut-off.

An additional fee may be required for Racers or Teams in the Open Division depending on resources necessary to accommodate their entry, i.e. officiating.

RACERS IN THE OPEN DIVISION ARE NOT ELIGIBLE FOR PLAQUES OR RECORDS. THERE IS NO PLACING OF RACERS IN THE OPEN DIVISION.

Qualifying

There are no qualification requirements for the Race Across the West.



RAW - Time, Time Allowance and Finishing Status

Race Time

RAW travels across 2 time zones. During the race the official time for reporting and tracking racers, will ALWAYS be that of the US Eastern Time Zone, Eastern Daylight Time (EDT) in military time (24 hour clock).

Start Times

Start times listed are Pacific Daylight Time, which is local time in Oceanside, CA. Add 3 hours for Race Time/Eastern Daylight Time.

- **Tuesday, June 13, 2022 12:00pm** – All Solos and Teams.

Time Allowance

Every Race Division has a time allowance; racers must finish within the allowed time to be considered an official finisher.

Solos under 60 – 92 hours (3 days 20 hours)

Solo 60+ - 95 hours (3 days 23 hours)

Teams – 68 Hours (2 days 20 hours)

Intermediate Checkpoint

There are no intermediate checkpoints in the Race Across the West. However, check-ins must be made at all Time Stations including the final time station in Durango just prior to the Finish Line at Fort Lewis College.

Finish Cutoff

Solos – Saturday June 17, 2023 11:00am EDT (8:00am PDT, 9:00am local time),
Start + 92 Hours or +95 Hours for 60+ racers

Teams – Friday June 16, 2023 11:00am EDT (8:00am PDT, 9:00am local time),
Start + 68 Hours

Time Extensions

There are no Time Extensions in the Race Across the West.

Finishing Status

To be considered an official RAW Finisher or an official RAW Team Finisher, a racer must:

- Finish within the time allowed for that division (exclusive of penalties)
- Still be eligible to race (not disqualified)

All others who cross the finish line beyond the time allowed have our full respect for their accomplishment; however, they will not be given a finish time and will be listed as DNF (did not finish).



Time Considerations

Time allowance is adjusted for the staggered start times.

Sprints and Order

In the event of a sprint to the finish, the front point of the front wheel of the lead Racer must cross the plane of the finish line, as in traditional bicycle racing. If a pace line of Racers on the same Team are converging upon a finish line, the front Racer determines the finishing time/order.

Winners

The Racer with the lowest accumulated time in each Race Division and an official RAW Finisher will be declared the winner of that Race Division. The lowest accumulated time will take into account penalties, credits and staggered start time.

RAW - Registration, Payment, Refund and Late Fee Policies

RAW Registration and Application

- RAW applications must be COMPLETE by April 15. Unless otherwise specified, all material must be completed online in the RAW Records System (RRS). Your RAW record is considered complete when the following are finished and submitted:
 - Racer information (name, birthdate, address, etc.)
 - Racer biography
 - Photos of Racer that meets photo guidelines
 - Primary Contact for Racer or Team
 - Crew Chief for Racer or Team
 - Media Contacts
 - List of charities you are raising money for with contact info, if applicable
 - Signed Racer Agreement and Waiver
- For Teams, every Racer must have completed all material above.
- Incomplete applications are subject to a fee of \$250

Changes to Registration and Application

- Team Name changes made after April 15 may incur an additional charge
- Racer changes on a Team made after April 15 may not appear correctly in printed material
- For Teams who register a Team Member after April 15, the new Team Member will have two weeks to complete the online application.
- You may switch divisions prior to April 15. After April 15, please contact us for applicable fees.



Payment, Discounts and Late Fees

- Full payment of the entry fee is due at the time of Registration. Registration deadline is March 1.
- Racers will not be allowed to start until all fees are paid.
- All registrations initiated after March 1, must be paid in full at the time of registration.
- A minimum late registration fee of \$250 will be added for registrations between March 1 and April 15.
- No new registrations will be accepted after April 15. Teams may still add or change Racers.
- After March 1 the following late payment fees apply:
 - Solo Entrants - \$100
 - 2-Person Teams - \$150
 - 4-Person Teams - \$200

Policy on Refunds and Rollovers:

Please refer to the Registration page on the website for the Refund/Rollover Policy.



RAW - What Is Included in Your Entry Fee?

Infrastructure

RAW requires a year-round organizational effort. In addition to the tangible things each registered Racer receives, we also provide these all-important intangibles:

- A meticulously researched route that is safe & challenging.
- A headquarters staffed by 6-8 operators/officials around the clock for 1 week.
- Live racer tracking
- Festive Start and Finish Line activities and hospitality.
- Over 25 Race Officials on route, ensuring the safety, fairness and integrity of the race.
- Ongoing consultation to support your race preparation, racing and marketing and efforts.
- Promotional exposure for you and the charities for which you may be racing.

RAW and Race Supplies

Each Solo and Team in RAW will receive the following:

- Route Books
- 2 Vehicle Signage Kits and reflective tape for 2 bikes per racer
- Finisher medallions and Finisher jerseys for those who officially finish
- GEAR Book (Electronic copy)
- Registration Forms (Electronic copies)
- Official RAW merchandise

RAW Route Books

The RAW route is meticulously researched and recorded. The official Route Book includes over 100 pages of maps, detailed landmarks, directions and other critical information.

- Solo – 2 Route Books
- 2- & 4-Person Teams – 3 Route Books

Additional Route Books are available at the online store or with your registration.

Vehicle Signage Kit and Reflective Tape

Each Solo and Team will get 2 Signage Kits, one each for 2 support vehicles. Each kit contains the following:

- 1 reflective “CAUTION BICYCLES AHEAD” sign for the back of the support vehicle. (2 total)
- 4 personalized Racer number signs for all sides of the support vehicle.
- 1 “RACE ACROSS THE WEST” windshield sign.
- 2 “Race Coverage” signs for the sides of the vehicles.
- Every Racer also receives: 2 Bicycle Numbers and 2 Helmet Numbers



Racers need to bring their own D.O.T. approved reflective triangles for the rear of their support vehicles. These are available for purchase through the RAW Store.

If you have more than 2 Support Vehicles, you **MUST** purchase one Vehicle Signage Kit for each additional vehicle. RVs are considered Support Vehicles. You must order by April 1.

Reflective tape should be enough for 1 bike (1/4 in x 3 ft / 2.54 cm x 1 m). Each Solo and Team will get enough for 2 bikes per Racer.

Preparation Materials

The GEAR Book provides critical information about the race, the route and start logistics. The Registration Binder will help you stay organized with Start paperwork and inspection forms.

This material is augmented on the web by an extensive collection of articles and information about preparations and how to do the race. Subjects covered include sleep management considerations and strategies, race strategies, vehicle setup and much more.

Official RAW Merchandise

Every Racer receives a unique gift from RAW.

Awards

Every official RAW finisher will receive a Finisher's medallion and an exclusive Race Across the West Finisher's jersey. Awards will be given to division winners. However, no awards will be given to teams entered in the Open division.



Awards

Finisher's Medallion

Every Racer who is an official RAW Finisher or RAW Team Finisher will receive a Finisher's medallion to mark the completion of their journey.

Finisher's Jersey

Every Racer who is an official RAW Finisher or RAW Team Finisher will receive a unique Finisher's jersey. Your jersey is a collector's item that only a few Racers have the right to wear. Limited to one Finisher's jersey per Racer, no additional jerseys will be made.

Division Winners Plaque

Those who are first in their Division will receive a wall plaque. No wall plaques will be given in the open division.

Special Awards for Solo Racers:

Solo Men's Cup – Fastest Solo Male.

Solo Women's Cup – Fastest Solo Female.

Rookie of the Year - Male – Top-placing Solo Male rookie finisher.

Rookie of the Year - Female – Top-placing Solo Female rookie finisher.

Lanterne Rouge – Last official solo finisher (male or female).

King and Queen of the Mountains – Awarded to the strongest climber in the Male and Female Solo Divisions. RAW management will choose a series of particularly hilly Time Station-to-Time Station segments and the racer with the shortest combined time between those segments will win the award.

King and Queen of the Desert – Awarded to the fastest racer in the Male and Female Solo Division. RAW management will choose a series of segments of particularly flat Time Station-to-Time Station segments and the racer with the shortest combined time between those segments will win the award.

Special Awards for Solo Racers:

Corporate Cup – Presented to the first Corporate Team to cross the Finish line. To qualify all racers must be current or former employees of the corporation represented. If you have questions regarding eligibility, please contact us.

Public Service Cup – This award will be given annually to the fastest team representing the armed forces, police, fire, emergency medical services, etc. The competition is open to 2- and 4-person teams. All racers must be current or former members of a public service entity.

Special Award for Solos or Teams:

Charitable Funds Award - Presented to the Solo Racer or Team who raises the most funds for the charity of their choosing.

Supplies

Store

The RAW Store has all of the Official RAW merchandise. The Store has current and past race clothing, DVDs and other official merchandise. We update and add merchandise all of the time. This is the only source for the real stuff!

Visit us at our online store or at the Start line in Oceanside.

Race Supplies

Race Supply Purchase – RAW Store

In addition to official RAW merchandise, the following race supplies are available at the RAW Store

- Route Books – Two per vehicle are recommended.
- Vehicle Signage Kits – These are mandatory for every vehicle. If you have more than the allotted number of vehicles (2) you must purchase additional kits.
- Media Signage Kits are mandatory for all media vehicles.
- Safety Kits (Amber roof lights & slow moving vehicle triangle)
- Reflective tape

All supplies will be delivered at Check-in.



Start Line - Logistics, Planning, Facilities



Start Line Location and Facilities

Most pre-race activities will take place in Harbor Lot 1, just east of the Oceanside Harbor, just east of the Oceanside Harbor. The address is 498-100 Riverside Drive, Oceanside, CA 92054 (see map for details). The start will be at the Oceanside Pier is directly west on Mission Ave NW from downtown Oceanside and one block north. The Pier is 1900 feet long – you won't miss it.

The following is a list of Start Line activities and where they will be held.

Race Office & Check-in: Harbor Lot 1

Photos: Harbor Lot 1

Store: Harbor Lot 1

Crew Chief and Media Crew Meetings: Oceanside Public Library (330 N Coast Hwy, Oceanside, CA 92054, near the intersection of North Coast Hwy and Civic Center Dr.

Cargo Transport Drop-off: Harbor Lot 1

Start Line: On the Strand just north of the Oceanside Pier.

Inspections: There will be no scheduled inspections in 2023. All entries will be expected to self-inspect their support vehicles and bicycles using the forms provided in the Clearance to Race Packet. However, race officials will be on-hand in Harbor Lot 1 to answer any questions regarding vehicle signage set-up.

See Map on following page for details.

Directions to Start

The Oceanside Pier is at the intersection of South Pacific Street and Pier View Way. Follow the stairs or Pier Ramp down to beach level. You will see the large Beach Community Building immediately to the north.

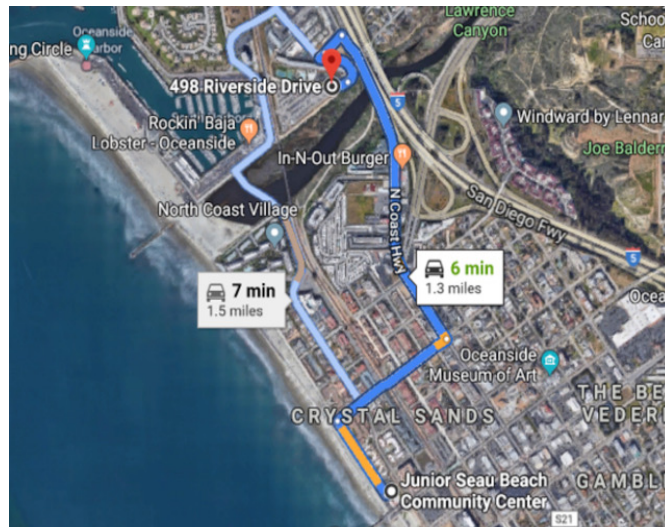


Harbor Lot 1 (Check-ins, Racer Photos, RAAM Store)

Harbor Lot 1 is located at 498-100 Riverside Drive, Oceanside, CA 92054.

The directions to this lot location from the Oceanside Pier are as follows:

1. Head north on the Strand toward Surfrider Way.
2. Turn right on Surfrider Way
3. Turn left on N. Coast Hwy. (County Hwy. S21)
4. Turn left on Monterey Dr. (first left after crossing bridge)
5. Sharp left on San Luis Rey Dr. (becomes Riverside Dr.)
6. Inspection Lot will be on the left.



Map to Crew Chief and Media Meetings

For the Crew Chief and Media Meetings, enter the library from the south side.



Pre-Race Schedule

The Pre-Race area is active for one week, from our arrival on Saturday, June 10th, 2023 through the departure of the Teams on Saturday, June 18th. During that time there are various meetings, inspections, photos and more.

The Start Schedule is presented in several formats and you should use the one that works best for you. All times are listed as local time in Oceanside, California, which is Pacific Daylight Time (PDT).

Remember Race Time is Eastern Daylight Time (EDT), which is 3 hours ahead of PDT (e.g. 1pm PDT = 4pm EDT)

Mandatory Crew Chief Meetings

There are two scheduled Crew Chief meetings for RAW racers. These meetings allow Crew Chiefs the opportunity to meet with the Race Director and a Head Official to ask any final questions. You **must attend** one of these meetings. You do not need to sign up beforehand. We will meet at the designated location at the scheduled time.

Racers' Media Meetings

There are two scheduled Racers' Media meetings for those who will be solely providing media coverage for specific RAW racers or teams. These meetings allow media crew the opportunity to meet with the Race Director and a Head Official to ask any final questions. You **must attend** one of these meetings. You do not need to sign up beforehand. We will meet at the designated location at the scheduled time.

It is recommended that you bring your Route Book and GEAR Book to the Crew Chief Meeting and Media Meeting.

Scheduling

Photos are 10 minutes per Solo/Team. All Racers must be present. The Crew may also be present if you would like photos of Racers and Crew. This is also a good time to go to the RAW Store for Finisher's Jersey Sizing.

When you do your online scheduling, you must include your Team Name.

We will monitor the schedule to ensure everyone is getting scheduled. Do not double-book as that impedes others getting available times. We will remove one of the double-booked entries.

DO NOT SCHEDULE appointments before January 10. All appointments made before January 10 will be removed.



Scheduling Issues

At the Start, if you have scheduling problems with Photos, consult the Registration Office.

Schedule by Date/Time

Saturday, June 10

12:00pm – 5:00pm Racer Check-ins (Solo RAAM and RAW only)

Sunday, June 11

9:00am – 5:00pm Racer Check-ins (Solo RAAM and RAW only)

9:00am – 12:00pm Photos

10:00am – 4:00pm RAAM Store Open

10:00am – 12:00pm Cargo Drop off

12:30pm – 2:30pm Crew Chief Meeting – MANDATORY MEETING

1:00pm – 2:45pm Photos

2:00pm – 4:00pm Cargo Drop off

Monday, June 12

9:00am – 12:00pm Photos

10:00am – 5:00pm RAAM Store Open

10:00am – 12:00pm Cargo Drop off

11:30am – 12:30pm Racers' Media Meeting – MANDATORY MEETING

12:30pm – 2:30pm Crew Chief Meeting – MANDATORY MEETING

1:00pm – 2:45pm Photos

Tuesday, June 12

11:00am Racers gather for RAAM Solo and RAW Start

12:00pm Solos and RAW Start



Schedule by Activity

Registration Office (Check-ins)

Handle all Racer Packet handouts, questions, and review Registration Forms. Update schedules for Photos as needed.

Saturday, June 10 12:00pm – 5:00pm
Sunday, June 11 9:00am – 5:00pm

RAAM Store

Purchase all your RAAM merchandise, settle any payments, get your t-shirts/water bottles for your entry and do Finish Jersey sizing.

Sunday, June 11 10:00am – 4:00pm
Monday, June 12 10:00am – 5:00pm

Photos

Photos of all Racers and Teams. Crews optional. **Show up at your scheduled time or you will be assessed a 1 Hour penalty.**

Sunday, June 11 9:00am – 12:00pm
Sunday, June 11 1:00pm – 2:45pm
Monday, June 12 9:00am – 12:00pm
Monday, June 12 1:00pm – 2:45pm

Crew Chief Meetings - MANDATORY

**The Crew Chief or their designee must attend one of these. Allow 2 hours for this meeting.*

Sunday, June 11 12:30pm – 2:30pm (approximately)
Monday, June 12 12:30pm – 2:30pm (approximately)
Tuesday, June 13 None

Racers Will Not Be Allowed To Start The Race If Not In Attendance.

Racer Media Meetings Dates/Times- MANDATORY for Racers/Teams with Media Crews

This meeting is for racers/teams with their own independent media. If you are unsure if you need to attend, please contact us. You must show up for your Media Meeting. Bring your Gear Book and Route Book.

RAW Solos & Teams Monday June 12, 11:30am – 12:30pm

Racers Will Not Be Allowed To Start The Race If Not In Attendance.



Pre-Race Time Penalties

Show Up On Time – Or else you may be penalized

The RAAM/RAW Race Staff has to accommodate more than 100 Solos and Teams. This amounts to more than 300 Racers, 1000+ Crew, 200+ vehicles and 500+ bicycles. Our time is valuable, your time is valuable and all other Racers' time is valuable. Please respect our time and we will respect yours.

Time Penalties will be assessed for being late or not being ready. These penalties will not count towards disqualification status, but they will be added to your overall time.

You must comply with the following or incur a **1 Hour penalty** for each infraction:

- Be On Time for Check-in, with all required documents and forms complete and organized.
- Be On Time for the Photo Session, with all Racers present.

Additionally, the Crew Chief must attend the Crew Chief Meeting and all media crew must attend the Racers' Media Meeting. If you miss either of these meetings, you will be assessed a 1-hour penalty for each missed meeting.

Check-In and Clearance To Race Forms

When you arrive at Oceanside, check in at Harbor Lot 1. You must check in and pick up your Racer race packet (which includes all your signage) before your Photos. You must attach all Racer numbers and signs to your vehicles, bicycles and bike helmets **before your final clearance to race**. Check-In and Signage pickup starts Saturday, June 10th at 12:00pm.

Clearance to Race Forms

Clearance To Race Forms are available to download on the Race Across the West website under Race Resources. You **MUST** bring your Clearance To Race Forms to the Start. You must have the Registration Forms complete and signed off to start the race.

The Clearance To Race Forms will include:

- Waivers/Release Forms
- Equipment Inspection Forms
- Vehicle and Bicycle Inspection Forms
- Checklists for all necessary documentation
- Suggestions and typical problems encountered during the Inspections
- Vehicle Insurance Agreement Forms
- Schedule
- Clearance to Race Checklist



All Clearance to Race forms will be available on the website as PDFs under the Race Resources section.

Parking & Driving

Parking

Parking is available in two large lots on east side of the intersection N Myers Street and Pier View Way. These lots are pay lots. There are also two parking garages – one on N Cleveland Street and Pier View Way and one on S Cleveland Street and Seagaze Drive.

Harbor Lot 1 and Harbor Lot 11 are also a short term parking options.

Note: Because of the large number of entrants and vehicles, we recommend that you apply your vehicle signage at your hotel.

RVs

It is highly recommended that RVs are not driven into downtown Oceanside. The streets and parking lots are designed for cars, not large RVs. You will have trouble with parking and navigation.

There is plenty of space for RVs in Harbor Lot 1. You will only be allowed to park in the lot while engaged in pre-race activities. You may not leave the RV unattended in this lot at any time.



Start Line – Staying Energized

Once you get to the Start Line in Oceanside, you still have quite a bit to accomplish before the race begins. Our goal is to make this aspect of your race as easy as possible. At this point you will have applied all required signage to your vehicles and bikes, photos taken, attended your own Team meetings, received your final clearance to race, etc. Hours quickly pass at the Start.

All these activities can quickly drain your energy if you're not careful. To be ready for your start, here are some tips:

- Stay out of the sun as much as possible.
- Stay hydrated – keep drinking.
- Stay rested.
- Don't stand around too long.
- Get in a few short rides, walks, or runs to keep your body energized and the blood moving.

In other words, limit where you spend your time and energy.

While this primarily applies to the Racer, this equally applies to the Crew. The Crew needs to be ready for the race as well.

Note to Crew: It's worthwhile for someone to check on the Racers to ensure they are not expending too much energy.

Note: No support vehicles will be allowed at the Start Line. Please do not attempt to drive to the Start Line location. The road will be closed to vehicle traffic, and there will be no available parking. Please use one of the available public parking lots above the Oceanside Pier, and racers/crew may ride/walk to the Start Line.



The Actual Start – Start to Old Castle Road

The first day of the race is a busy one with special rules and details. This section should help explain the first-day nuances.

The Start

The designated start times can be found in the section “Schedule by Date/Time.” Your Racer(s) needs to be at the Start at least 45 minutes before the actual start time. Prior to the actual start, we introduce all Racers, perform the National Anthem, etc.

How the RAW starts work

Solo and Team racers are started “time trial” fashion at one-minute intervals. From the Amphitheater to the point where the bike path emerges onto College Drive – is a non-racing “parade start.” Racers must not pass the racer in front of them. Starting order will be checked as racers emerge onto College Dr.

Start Order

Solo start order is by Race Number – highest to lowest. All returning overall champions will start last. Team start order will be 2-person, followed by 4-person by Race Number – lowest to highest.

When can I support my Racers?

You may begin support at mile Old Castle Road. To get to this point you must take the Support Vehicle Bypass in the Route Book. Note that the Support Vehicle Bypass is only 16.4 miles long and is NOT on the actual race course.

What if my Racer has a mechanical problem?

Your Racer needs to carry a minimal toolkit until mile Old Castle Road – tube, levers, patch kit, pump and tools. The race will NOT supply neutral support. Officials may stop to help, but they are not obliged to. We also recommend that your Racer carry a cell phone for that first stretch. For Teams, we recommend having more than one Racer on the road during this first 21.7 miles. In case something happens, one Racer can continue on down the road.

If your Racer has a serious mechanical problem that is not fixable by the Racer, your Crew may come back and help the Racer. This has to be very serious – broken crank, broken chain – something that prevents the Racer from actually riding the bike.

Can I drive on the course between the Start and Old Castle Road?

NO – Absolutely Not. You will be penalized. Every year, one or two Crews get on the course and start off the first hour with a penalty. No support vehicles are allowed on the course until Old Castle Road.



Where can I pick up my Racers after the parade section?

At Mance Buchanon Park, 425 College Blvd., Oceanside, CA. This is where the bike path meets College Blvd. This is where the parade section ends and racing begins

First Day – Old Castle Road to Borrego Springs (TS1)

During this stretch of racing, there are additional rules and restrictions. These are in place because the road is relatively narrow and:

- There are few adequate and safe pull-offs and shoulders.
- There is still typically heavy Southern California traffic.
- Racers are still very close together.

What are the additional rules and restrictions?

- Be sure to use safe pullouts for exchanges and support. It is important that the area you choose meets the requirements of a safe exchange spot.
- You may park at other SAFE places, including side streets and parking lots.
- NO support is allowed, other than emergency support – flat tires and other mechanical issues.

Can I do direct follow support?

No direct follow support in this section – leapfrog only support until 7:00pm (night riding). You must begin direct follow support at 7:00pm.

How many Support Vehicles can I have?

Solos are allowed one Support Vehicle in this section. Teams are allowed two Support Vehicles in this section. All other vehicles must take the bypass to Borrego Springs. See the Route Book for the Support Vehicle Bypass to Borrego Springs.

Can one of my Support Vehicles be an RV?

RVs are NOT allowed on this section of the course. No exceptions.

Can we do exchanges where we want?

Yes, exchanges can be made anywhere there is sufficient room to safely pull completely off the road.



Route & Navigation



Route and Navigation

The RAW route is 925 miles long. It has been meticulously researched and reviewed to be as accurate as possible so you can have a smooth journey across the country. The route information is ultimately compiled into the RAW Route Book, which you will receive at the Start. This section will help you prepare for the task of navigating from California to Colorado.

Online Route Information

The Route Book is the master route information. We wait until just before the race to print it so that we can get any final route changes into it. In the meantime, you will find route information available on the website with the most current information.

The website hosts a large amount of information about the route:

- Time Station locations
- Distance charts
- Maps
- Directions
- Elevation profiles

As changes are made to the route, we will update the website.

You will also find resources for electronic navigation via GPS or mapping software, including hints for use.

You can order Route Books from prior years at the RAW Store. These will give you an idea of what a Route Book looks like. The 2023 route is essentially the same as the 2022 route. The previous year's Route Books can be used as a means of seeing what some of those sections look like.

DO NOT BRING ANY PREVIOUS ROUTE BOOKS TO THE RACE AS IT MAY CAUSE YOU CONFUSION DURING THE RACE.

THE FINAL, PUBLISHED ROUTE BOOK -- Handed out prior to the start of the Race -- IS THE MASTER ROUTE.



Route Book

The core of the Route Book is the route itself. For each Time Station segment you will find a map, elevation profile and detailed directions with turns and landmarks. In addition, you will find the following information in the Route Book:

- **Course Description**
- **Staff** We have staff working on the race throughout the year, but as we get close to the race, staffing increases dramatically. There are dozens of race staff and hundreds of Time Station volunteers. We salute all those involved.
- **How to Use** Instructions on how to use and read the Route Book. The same as is provided in the following pages.
- **Special Instructions** The Start and Finish have special instructions because they are different. In addition you will find various sections of the course also have special instructions – interstates, construction, etc.
- **Rules** A complete copy of the rules will be in the Route Book.
- **Letter to police** Before the race, we send a letter to every police department along the route informing them that we are passing through. This letter is included.
- **Time Stations** A table of Time Station data including Time Station Number, Elevation, Miles, etc.

YOU WILL RECEIVE THE 2023 ROUTE BOOK AT THE START DURING REGISTRATION CHECK-IN.

RAW Navigation

As has been the practice for several years now, the route description will be supplied in two formats. The complete description appears in the Route Book and this is the one to which all Racers must conform or be found at variance with the rules. In addition, the route is provided in digital form, suitable for GPS-assisted navigation. With this relatively straightforward technological enhancement, navigation errors can be reduced by having the ability to cross-check where you think you are in the Route Book with where you actually are in the real world. Moreover, access to GPS often times is helpful in getting back on course should you become lost.

Remember: if there is a difference between the electronic and hard copy Route Book descriptions, the Route Book provided at the start always prevails and is the official Route. If in doubt, always follow the Route Book.

The hardcopy Route Book includes all traditional information: all turns will be unambiguously described; mileage to turns, elevation data and important intermediate roadside milestones are given; distances are recorded in statute terrain miles such as a



precisely calibrated odometer or cycle computer will display; annotated Time Station- to-Time Station section maps show the course in enough detail so that with the accompanying description extra paper maps should not be needed and an elevation profile in feet of each section is also be supplied.

Electronic Navigation

Electronic navigation employing mapping software or GPS hardware is a mature technology that is readily available in reliable, low-cost consumer products. Having GPS information available may help with navigating the RAW course. GPS devices continuously report your location, essentially reducing the navigator's job to simply checking to be sure that location remains on the route specified in the Route Book. Knowledge of street names, and for that matter distance between turns, is no longer critically important to staying on the route. It does take some effort to master these tools, but it can be well worth it. It should be noted that many competitors make it across the country without GPS and without ever getting lost; it just takes some diligence and paying attention.

The major advantages of having GPS information available to the crew of the follow-vehicle:

- Non-driver Crewmembers can attend to business other than navigation for most of the race when turns are miles apart. You don't need a third person in the follow vehicle to do these jobs.
- While they can be damaged through misuse, properly set up, a GPS is always reliably accurate within system limits (more than precise enough for all RAW needs). If powered from the vehicle electrical system, GPS gadgets suitably set up for RAW can run continuously, providing current location information for the entire race with little, if any, operator actions.
- "Handheld" gadgets can be used in the follow vehicle, and passed to the Racer if he will be alone for awhile, to remind him when and where to turn and which way.
- GPS can be a useful tool in getting back on course should you become lost.

Problems with trying to have useful and reliable GPS information for RAW drivers and Racers:

- Not all GPS devices are suitable for the RAW task of making one trip with more than 350 required stops or turns. You have to find one that is. The RAW website has suggestions of needed capabilities and what sort of GPS units have them.
- While no more difficult to use than a cell phone or personal computer, until users become familiar with GPS receiver operation, there is a learning curve. This is only a few minutes for most operators but considerably longer for the person who has to set up the gadgets for RAW and load all the race data. As with cell phones and PCs, if you can operate one GPS, it's easy to get used to operating any of the others.



RAW will make all necessary race data available in the various formats used by many of the more popular GPS receivers and their associated data installation programs as downloadable files from the RAW website. If contacted in a timely fashion, RAW management, specifically the Route Designer, will try to provide individual help with selections of equipment and software (by capability, not price or brand) which have been found to be most useful for the unique RAW task, and how to then prepare it with the proper data.

How to Use Route Book

The 925-mile route designed for the 2023 Race Across the West is divided into 16 sections with a designated Time Station at either end. Sections average about 57 miles in length with two in the southern California low desert and two in the western prairie grasslands over 80 miles long. Time Stations are described as specific locations, frequently highway intersections, at which the racers' times are reported to race headquarters by the Crew using a mobile phone or the closest public (landline) telephone. Many of the Time Stations are staffed by volunteers there to provide information, help and other services appropriate to the location. They may be set up anywhere within visual range of the place designated in the Route Book where they can best provide their services, usually close and on the right side shoulder of the route highway.

With the exception of special pages covering start procedures each route section is specified in detail on two facing pages of the Route Book. On the left hand page is a topographic map of that section with detailed inserts to clarify places where several turns occur close together or where other amplification is considered useful. Below the map is an elevation profile of the route in that section. Be careful to note the vertical elevation and horizontal terrain mileage scales of these charts are formatted to fill the same space on the page. Simply glancing at the charts may give you an erroneous perception of the terrain. Distances are in US statute miles following the route terrain similar to measuring with a precision odometer and elevations are in feet above the WGS 84 datum sea level. Because different databases were used in some sections the total route section miles on the profile chart may be very slightly different from that on the instructions page opposite to the map. In this case the instructions page is the most up to date and accurate.

The right hand page contains the specific instructions for following that section of the route in tabular format following a brief description of the section. Column headings are: **ref**, **mile**, **turn**, (description), and **elevation** and are explained in the following paragraphs.

ref a reference designation assigned in sequence to each line in the instructions which specifies action at that particular location.

- Time Station **ref** designations are TS01 through TS16.
- "Turns" have references starting with two digits for the number of the next Time Station ahead followed by a letter, which allows you to put all the turns in a section in proper sequential order. After this is a hyphen (dash) followed by a one or two letter



abbreviation indicating what the Route Book directs you to do at this location. There aren't many choices: an L or an R suggests a left or right turn of about 90 degrees or more whilst BL and BR refer to turns which are less than 90 degrees (bear left and bear right). An S means to go straight and is seldom used except when the road you are on turns but the intent is for you to continue in a more or less straight direction onto the connecting road, or some other unusual situation.

- These **ref** designations are useful cross **references** between the Route Book and points displayed by a GPS receiver on a bike or in a vehicle or shown on the screen of a computer running mapping software. In addition the **ref** designation is also handy in communications, both with your Crew and with Race Headquarters. "We are three miles before 36F." immediately conveys a complete Route Book **reference** without worrying about page numbers or location names. Similarly should a racer be proceeding alone and carrying a handheld GPS receiver to count down the distance to the next turn, the name (**ref**) of the turn, if the gadget can display it, tells him in simplest terms what to do when he gets there. You will probably find other uses for the convenient **reference** label in coordinating racer support.

mile Every instruction in the Route Book refers to a location along the route. The mile number is the odometer or terrain distance since the previous Time Station.

- For this number to be most useful the driver must remember to re-set the trip odometer to zero at each Time Station and then realize that if the vehicle has to depart from the specified route (stop for gas or whatever) the odometer will no longer correspond to the miles indicated in the Route Book.
- For convenience those miles which correspond to **referenced** turns or other action are in **boldface (dark) print**. It is recommended that crews also use colored highlighter pens to further emphasize these points. Missing a turn can ruin your whole day by greatly annoying the cyclist.
- If two lines of instruction refer to points less than .1 mile apart the second will normally have "Imm" for "immediate" in the mile column or perhaps "1 blk" for one city block (next intersection).

turn

- This column contains the spelled out **LEFT, RIGHT, br LEFT, br RIGHT,** and **straight** instructions abbreviated in the **ref** key and they are also in **dark print**.
- The first entry in each section uses a compass heading to indicate in which direction you should go when leaving a Time Station and will most often be "**East**" or "**Northeast**" but not always. Time Stations which are set at intersections can be confusing so this indication is designed to help in addition to the comments in the next column.
- All other entries in the turn column are in faded (light) printing and are the miles remaining until the next turn. To emphasize that no action is to be taken the word "straight" may appear in light print in the turn column without resetting the countdown to the next turn. This happens when there is an intersection where the road appears, through differences in paving or traffic, to turn but in fact does not.



elevation This is the surveyed altitude above sea level and is used to help anticipate climbs and descents.

- Every **referenced** turn has a listed elevation as do other points which mark the start and top of significant climbs even if the location itself, often a creek, has no road sign or other means of identification.
- This number will not often agree with GPS data within 30 feet due to the inherent variability of satellite locations and their orbital geometry but the difference between numbers in the elevation column of the Route Book represents the real world as it is to the best we have been able to survey it and publish results in a readily useable format.
- You are cautioned against using the elevation number and what the GPS tells you to determine if you are at the location of a turn.

(description) The main column on the right hand page contains explanatory information for turns, the names of streets at highway junctions and the like. Also suggested lane changes for turns ahead may be included but need not be strictly followed. As long as you stay on the specified route, whether in a traffic lane or on the shoulder, you are deemed to be on-course. However, you must also realize that local police and traffic controls, even if temporary, by rule take precedence over the Route Book. Any conflict must be reported to headquarters.

There are few abbreviations like “jct” for a road junction and those associated with street names like RD, ST, AVE and the like.

US highways are indicated by their numerical route number such as US 56 E for US highway 56 east bound. A state road would be referred to as SR 252 and so forth regardless of what state it is in. CR are county roads, and IR are Indian Reservation roads.

On any instructions line, the road which is part of the RAW route at that point is in **dark (boldface) print**.

Intersections where actions are required often have the following abbreviations to help you identify them:

- **TL** (traffic light)
- **yTL** (flashing yellow caution light)
- **rTL** (flashing red stop light)
- **T** (a three way “tee” intersection)
- **SS** (a stop sign in our direction)
- **4SS** (4-way stop - stop signs in every direction if 2 roads cross, “all stop”).

This information is seldom included for junctions where we take no special action but, of course, every traffic control sign, light or other device must be obeyed according to RAW rules as well as local laws.



Most railroad crossings are indicated by **(RR)**. By state and federal law these must have adequate warning signs. Livestock control grates are sometimes real and sometimes simply paint on pavement but only the real kind are listed using **(CG)**. Others should be anticipated as surely as the animals they try to control or any other hazard in the road.

There are many terrain features identified for which there will be no highway signs or other markings. Most of these are included either to mark the start or end of a climb. A few other unmarked features which should be apparent to Racers and follow vehicles, such as bridges across small waterways, are included to help track progress.

At the bottom of each right hand page are spaces for recording the time of the racer's arrival as reported to headquarters and the confirmation number received back from headquarters as evidence that the report was received.

If known at the time of printing, the name of the Captain of manned time stations is indicated in the bottom right hand corner.

Detours/Alternate Routes:

Between the Start and TS1 there are several routes provided. The one for the bicycle racers must be strictly followed and since crew support is not present the racers should each have the copies of the instructions for that part of the route, included in the Route Book as a tear out page, and know how to interpret them.

A suggested route for the follow vehicle to rendezvous with the racer is provided but need not be followed as long as no crew support vehicles are on the route for the first 21 miles, eight and a half miles past the parade end and race restart.

Special attention must be paid to the restrictions on the size and number of support vehicles for solo and team racers between Time Station 1 and the desert floor, since use of the "glass elevator" rapid downgrade by large vehicles is prohibited in the race rules and experienced mountain cyclists may indeed be trying to go considerably faster than all motorized vehicles with no really safe opportunities for anyone to pass anyone else, other than perhaps two daredevils on bikes. A suggested alternate route is offered for RV's and other vehicles not permitted on the course or to use the glass elevator to get from the race start to TS1.

Several (about a half dozen) other "alternate" routes on the way East are described to allow large vehicles to avoid unnecessary narrow mountain roads (Arizona). Each of these is indicated in the remarks at the top of the associated instructions page with details in a box at the bottom of the same page.

Look ahead!

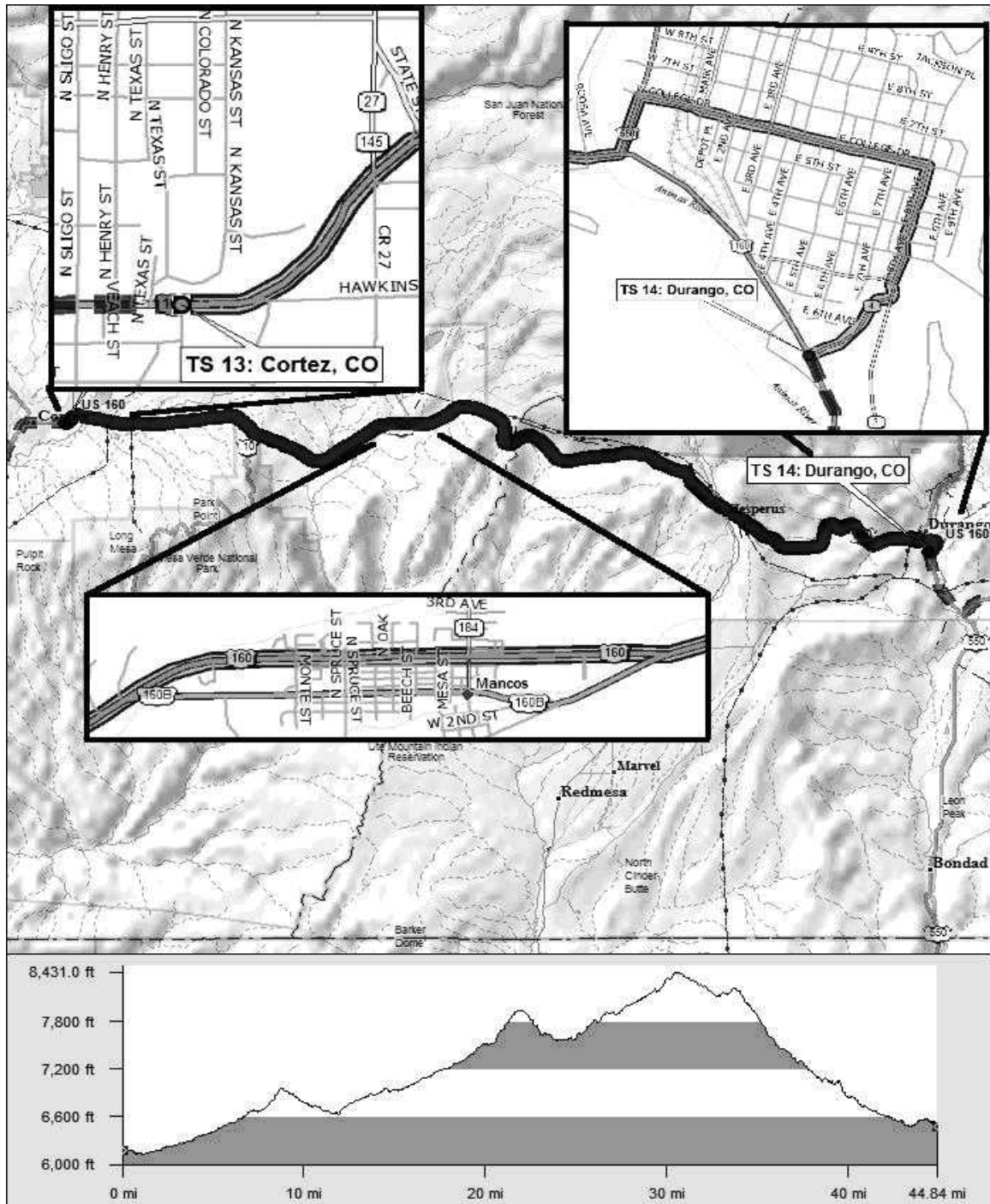
It is always prudent to plan ahead at least one Time Station and carefully look over the next page of instructions. Many times a Time Station has been placed at a turn in the route.





Sample Map

This is what the maps will look like in the Route Book.



Sample Directions

This is what a page of directions look like in the Route Book.

TS 13 to TS 14

Cortez, CO to Durango, CO

Leaving Cortez, the course heads into the heart of the Colorado Rockies--the San Juan Skyway--with two warm-up climbs. Elk warnings return. Generally, wide roads with good shoulders and moderate traffic.

ref	mile	turn	elevation
TS13	0.0	E continue on US 160 E	6175
	0.4	straight TL: SR 145, stay on US 160 E	6180
	3.6	39.8 cross McElmo Creek (again, and for the last time) .. fairgrounds (on right)	6291
	8.7	straight jct US10/Mesa Verde National Park, stay on US 160 E ... 3 mile gradual descent	6963
	11.9	31.6 Mud Creek - Commence climb up Mancos Hill	6643
	14.9	straight stay on US 160 E <not right to Bus US 160>	6947
	16.3	27.1 <u>Mancos</u> .. TL: SR 184	7049
	17.0	26.4 cross Mancos R, <i>caution--Bus US 160 merges from right</i>	7117
	22.0	21.4 Mancos Hill summit, 2 mile descent into Thompson Park	7944
	23.4	20.0 Cottonwood Creek , Thompson Park. Commence climb	7639
	30.7	12.7 Hesperus Hill summit ... ski area (on right)	8414
	32.9	10.6 jct SR 140, stay on US 160 E	8129
	33.7	9.8 begin marked 6% descent	8230
	43.4	0.1 cross Animas R	6472
14A-L	43.4	LEFT TL/T: US550/Camino Del Rio. Large RVs may opt to turn right here and proceed .6 miles directly to the time station where RV support facilities are available.	6474
14B-R	43.6	RIGHT TL: College Dr (First TL on US550)	6488
14C-R	44.3	RIGHT TL: E 8th Ave (Last TL on College Dr in town)	6576
14D-R	44.6	RIGHT T: Santa Rita Dr (Toward Gateway Park)	6532
14E-L	44.8	LEFT TL: US160 E/US550/S Camino Del Rio	6479
TS14	44.8	0.0 TS 14 at Gateway Park - Phone at Visitor's Center	

Arrival time/conf#: _____ / _____

Time Station 14: Durango, CO

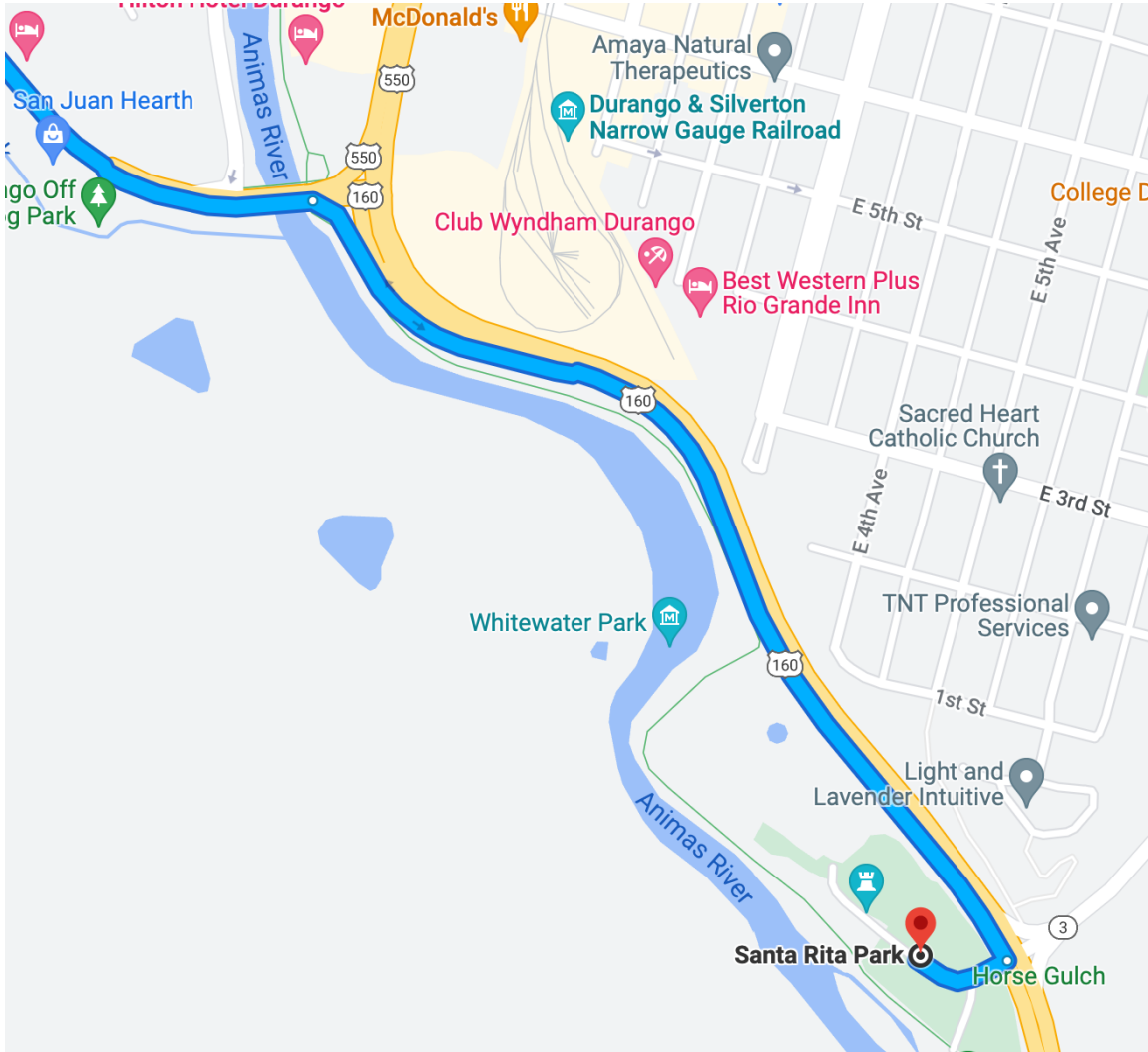
813.1 miles so far: 2,200.3 miles to go



Finish Line - Logistics, Planning, Facilities



Map of Finish Line and Facilities



Finish Line Location and Facilities

Congratulations, after all of the hard work, good times and rough ones, you have made it to Durango. Now that you are nearing the finish line, here's what to expect.

General Finish Procedure: When you arrive at Santa Rita Park and make your normal Time Station check-in to Headquarters, the race is over. Unlike RAAM you will race to the very finish. Once you complete the sprint to the finish line you will be greeted by the RAW Staff and your crew. The RAW finish staff will present you with your finisher's medal.

Finish Line Facilities: Santa Rita Park is the hub of all RAW's finishes. We will be up and operating from Wednesday until Sunday afternoon.

- The RAW Finish Line is at Santa Rita Park
- The RAW Staff will be at the Finish Line greeting the racers as they arrive. It is staffed 24-hours a day to accommodate arriving racers.
- Donations of food, clothing, other sundries, bikes tubes & tires, etc. will be accepted at the finish line, as well. Please participate in our donation and recycle programs.

Note: Actual finish area set-up and finishing procedures are subject to final adjustment.

What to do now: You have just raced your bicycle across the western USA ... time to celebrate! Celebrating the accomplishment of finishing Race Across the West with your fellow racers and crew is an extremely popular aspect of the race. Social gatherings after the race are not only great fun, but they provide the opportunity to get to know other racers and crew. During the race, everyone is usually focused on racing, but, in the end, you will share a common bond. You become part of the RAAM family, and these friendships will last a lifetime. Be sure to spend some time after your finish welcoming other racers and stop by SKA Brewery to have a beer on us.

Durango is a majestic mountain town and enjoy your visit. The historic town area is packed with great restaurants, bars and beautiful scenery. Durango is home to the Strater Hotel, the Durango-Silverton Narrow Gauge Railroad and is not far from Mesa Verde National Park.

WE STRONGLY ENCOURAGE ALL RACERS TO COME DOWN AND GREET OTHER ARRIVING RACERS. YOU HAVE ALL WORKED VERY HARD TO ACHIEVE YOUR GOAL AND IT IS ALWAYS APPRECIATED WHEN WE SHOW SUPPORT FOR EACH OTHER.



Miscellaneous



Logo Usage Guidelines

In order to preserve the coherence of its image and fulfill contractual obligations, the RAW logo must be correctly implemented.

Everyone:

- You may use the RAW logo on your website provided it links to the Race Across the West website (www.raceacrossthewest.org).

RAW Racers and Time Station:

- You may use the RAW logo on your promotional and sponsorship materials.
- You may use the RAW logo on race clothing, crew clothing, or clothing you provide or sell to raise funds provided the clothing also has your team name. You may not give away or sell clothing with just the RAW logo on it.

Color and Black & White files are available through the web site – click on the Race Resources section and then Logo.

Always use the files provided by the Race Across the West. Do not alter or redraw the logo.

Main Points:

- The shape of the RAW logo may not be altered, overlapped, overlaid or obscured in any way.
- An unmarked border must always surround the entire logo making it clearly separate and distinct from other text and images on the page. This border should be the same color as the page background



Printing Process

One Color – Black

For black-and-white-only reproduction. Use on white-only background.



4 Colors

Use with 4-color process. Use on a white-only background. See color scheme tables below.



Digital Use

The .GIF and .JPG file formats are meant for on-screen use only.

Background

The logo must always appear against a single color background. This should be white. If the logo is to appear on a background of a different color, please contact us for approval.



Colors

To ensure consistency in color reproduction, the chart below gives the color schemes for your reference. The Blue is Pantone Color #279.

Blue

C	M	Y	K		R	G	B
68	34	0			81	145	205

Questions

Please direct any questions about the use of the logo to:

Rick Boethling: rick@raceacrossamerica.org

