



RULES AND REGULATIONS CAIN'S QUEST 2020

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NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THE RULES AND REGULATIONS IN THIS PUBLICATION. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO SPECTATORS OR PARTICIPANT.

MISSION

The mission of Cain's Quest Snowmobile Endurance Race is to host a safe, sustainable and environmentally friendly extreme snowmobile endurance racing adventure in Labrador which aims to increase tourism, promote snowmobiling, showcase Labrador and unite its people.

EVENT OVERVIEW

This is a team race, consisting of two (2) persons and two (2) snowmobiles (track-driven and ski-steered). The trail for 2020 runs from Labrador City to the communities of Churchill Falls, Central Labrador, L'Anse Au Clair, Red Bay, Port Hope Simpson, Cartwright, Rigolet, Makkovik, Postville, Hopedale, Nain, Natuashish, Churchill Falls, and finishes in Labrador City.

The routing may be changed at the discretion of the Board and will be determined on a year-to-year basis. Racers will display honor and integrity throughout all of their involvement with the race. Racers must brave sub-zero cold, poor visibility, and deep snow; pushing their snowmobiles and bodies to the limits in order to reach the finish line. Cain's Quest is a true test of racer and machine. Cain's Quest participants will always treat Race Officials with respect and will understand that official decisions will be final. Each participant is required to read Cain's Quest rules.

LIABILITY

Each applicant acknowledges receipt of Cain's Quest Rules, which shall be applicable to each participant ("racer"). Racers accept and agree to be bound by the terms and conditions of Cain's Quest rules.

Each racer acknowledges that: Cain's Quest has limited resources; is dependent on donors for a significant portion of its funding; functions with limited employed staff and hundreds of volunteers under only limited control of Cain's Quest; and must organize the event in some of the most remote and uninhabited locations in Labrador in the most severe weather conditions. Under these circumstances, Cain's Quest cannot and does not commit to perform obligations or responsibilities of any kind.

Cain's Quest disclaims all obligations and responsibilities of every kind and nature. While Cain's Quest will attempt to perform all tasks, it undertakes with reasonable care and effort, as determined in its sole and absolute discretion, it shall owe no duty of any kind or nature to racers, and it shall perform only such acts it deems necessary at its sole and absolute discretion. Cain's Quest reserves the right to cancel or postpone the race in the event of insufficient registration numbers, unsafe conditions or any unforeseeable circumstance that may arise at any time. Racers shall have no claims, demands, suits or actions ("claims") of any kind or nature against Cain's Quest, its agents, servants, employees, directors, officers, contractors or volunteers, regardless of whether any such claim is in the nature of contract, tort or other type of claim, and regardless of whether any such claim is for injury or damage to person or property, except only if, and to the extent that, the claimant demonstrates, by clear and convincing evidence, that any such claim arises solely, directly and proximately from the intentional and willful wrongdoing by Cain's Quest Board, Committee or by employed Cain's Quest staff.

Each racer agrees, by participating in any Cain's Quest event, to release, indemnify, defend and hold harmless Cain's Quest, its agents, servants, employees, officers, contractors and volunteers, from and against any and all such claims, specifically including claims by third parties, except only if, and to the extent that, the claimant demonstrates, by clear and convincing evidence, that any such claim arises solely, directly and proximately from the intentional and willful wrongdoing by Cain's Quest Board, Committee or employed Cain's Quest staff or contractors.

The disclaimers, the limit on claims, and the agreement to release, indemnity, defend and hold harmless set forth herein shall apply to every act and omission of Cain's Quest, its agents, servants, employees, officers, contractors and volunteers, including, by way of example only, acts and omissions in planning, organizing, facilitating, staging, conducting, and judging the race and other Cain's Quest events, and shall survive conclusion of the race and termination of the relationship between Cain's Quest and racer. Each racer accepts and assumes all risks in any way arising from, related to, or connected with participation in any Cain's Quest event and each racer

is encouraged to obtain and maintain appropriate insurance covering all such risks. Please respect the time and effort of others in compiling these rules in an effort to create a level and consistent field for all involved. These rules are for the racer's safety and the future of Cain's Quest depends on these rules being abided by. By breaking any rules, you are risking the future of the event and future participants getting a chance to compete.

1. REGISTRATION AND ENTRY

- 1.1. No racer under the age of eighteen (18) will be allowed to compete.
- 1.2. Participants, support teams, registered team managers and/or approved persons allowed within staging areas, checkpoint areas and along the course must read and agree to liability release terms by signing the Release and Liability Waiver.
- 1.3. Registration requirements are still under review.
- 1.4. Registration requirements are still under review.
- 1.5. Additional forms or identification may be required in order to participate from year to year as required by municipal, provincial or federal authorities. Cain's Quest personnel will make all reasonable and commercial efforts to alert participants as early as possible to any changes to required participant registration.
- 1.6. Only a Pro Class event will be offered in 2020. No Trail Class event.
- 1.7. Substitutions and replacements of participating entrants are only allowed prior to the start of the race and only after proper paperwork and fees have been received and approved by Cain's Quest prior to the Mandatory Driver's Meeting.
 - 1.7.1. Only one of the two originally registered racers may be replaced. If both original racers forfeit, the team is forfeit.
 - 1.7.2. No refunds of entry or other fees will be made after the official close of registration unless approved by a ruling from the board of directors. Refunds during the registration period will be processed with a 20% processing fee.
 - 1.7.3. Prior to the official close of registration, if the number of registered teams is at max, a forfeit team's position may be replaced by lottery.
 - 1.7.3.1. Once the lottery is announced, prospective teams have 2 weeks to register their interest. The lottery closing date will be announced.
 - 1.7.3.2. A \$100 deposit will be required to enter the lottery. Deposit will be refunded to unsuccessful teams. Deposit will be returned to the selected team once registration fees are paid in full.
 - 1.7.3.3. Successful team will have 24 hours to pay registration fees and 1 week to submit registration forms.
 - 1.7.3.4. If registration fees are not paid by deadline, the deposit is forfeit and the team is disqualified from the lottery. In this case, the lottery continues with the remaining teams and another team is selected.
- 1.8. Participant registration fees include meals and accommodations along the route as well as participant insurance. Cain's Quest strongly advises entrants to carry their own personal liability and accident and medical insurances as well.
- 1.9. Specific team numbers may be requested upon registration and/or reserved in advance for a \$100 + tax fee pending availability. Prior to investing in embroidery, sled wraps, etc. it is recommended that the team number be reserved. Should a team request a number that had been assigned to a team in the last race, the previous team to hold the number will be given first opportunity to pay the reservation fee for that year. If declined, the number is considered forfeit and can be assigned to another team. If number reservation fee is paid, this amount is

considered a down payment and is refunded once full team registration is paid. You must have registered or reserved the number in the last race to hold reservation rights to the number.

- 1.10. Teams may choose to designate a Team Manager to represent their team for the purposes of communications, as part of the Support Team. Team Managers must be registered with Cain's Quest and have all required documentation complete as well as a head shot submitted within specified deadlines. Registered Team Managers will be required to wear photo ID and lanyard to all Cain's Quest events. Lanyards and ID will be provided in the racer kits.
- 1.11. Cain's Quest reserves the right to refuse entry to or withdraw any team for reasons of safety, breach of event rules and regulations or failure to meet specified requirements to obtain and maintain registration status.
- 1.12. Cain's Quest reserves the right to alter or cancel the event at any time for low registration numbers and/or unforeseeable circumstances that would jeopardize the safety of participants and/or any Cain's Quest volunteer or staff member.
- 1.13. Required Attendance (MANDATORY). All teams must attend certain events as identified in the race itinerary to maintain registration eligibility. Failure to comply may result in fees or disqualification.
- 1.14. ALL RACERS must register at mandatory Racer Check-In to pick up Racer's Kits and sign any required documentation.
- 1.15. All RACERS must attend mandatory Tech Inspection and Gear Checks prior to race day at time specified in the Race Itinerary and/or Driver's Meeting.
- 1.16. ALL RACERS must attend mandatory Driver's Meeting. Breaks will be identified prior to or at the start of the Driver's Meeting. ALL RACERS must remain in the room for the duration of the meeting with the exception of designated break times or at the discretion of the facilitator. Teams may opt to include their registered team manager to sit in on the Driver's Meeting. Support crews are not allowed.
- 1.17. All RACERS must be at the start line 1 hour prior to their designated start time. Late arrival will result in a 2-hour penalty to be served at checkpoint #1 (Churchill Falls). This ensures that all racers are at the start line in sufficient time to accommodate the line up process but allows that all racers are subject to equal wait time regardless of start position.

2. GENERAL COMPETITION RULES

- 2.1. Event participants should also be aware that other people use the trail for different purposes. Participants should always be prepared for people and/or animals on the trail.
- 2.2. Safety equipment will be inspected prior to the start of the event, in Labrador City, and at the Finish Line, and/or at the discretion of the Race Marshal, or his designee, at mandatory layover checkpoints
- 2.3. Racers are required to sign the “Release and Waiver of Liability and Indemnity Agreement” and an acknowledgment that he/she has read the Official Race Rules provided by Cain’s Quest prior to competing in the event.
- 2.4. Injured racers or damaged machines shall be reported immediately by teams. Failure to report a medical issue could result in disqualification.
- 2.5. Mandatory Racer’s Meeting must be attended by both racers and Manager (if registered). Both Racers must remain at the meeting for the entire duration. Breaks will be provided at designated times. Racers are not permitted to leave the room unless it is during break time or with the Race Marshal’s permission.
- 2.6. Cain’s Quest reserves the right to refuse entry to, or disqualify any team for any reason such as not possessing sufficient survival equipment, unsportsmanlike conduct, breach of Cain’s Quest rules and regulations, etc.
- 2.7. Any interpretation of Cain’s Quest rules, which is not in conflict with the spirit of the rules during the race, is strictly at the discretion of the Race Marshal.
- 2.8. In the event of an emergency, extreme weather conditions or in case of low registration, Cain’s Quest is not to be held liable, if it has no choice but to cancel the event.
- 2.9. In no way whatsoever shall any racer present negative publicity in any form to the media or the public in general.
- 2.10. Cain’s Quest Officials, or its designee, for record of its condition may photograph or video record snowmobiles, participants and gear during the race at any time.
- 2.11. The Race Marshall will have the authority to scratch a team in the event a team no longer meets the requirements of competition. All scratches must be reported at the nearest checkpoint as soon as possible.
- 2.12. Restricted Speed Zones may be monitored by radar. Failure to abide by the posted/identified speed zones will result in an automatic 4-hour penalty.
- 2.13. Cain’s Quest will have first aid trained or medical personnel positioned along the route. For the safety of the Racers, the medical personnel may conduct medical checkups on Racers if there is specific concern for their health and safety. If a check-up is requested, Racers must comply or risk disqualification.
- 2.14. Use of the Cain’s Quest logo must be approved by the Board of Directors. Teams are not permitted to use the logo for fundraising purposes unless approved by the Board.
- 2.15. Support teams are not permitted to break trail.

3.CODE OF CONDUCT

In the spirit of good sportsmanship and Cain's Quest, all participants must adhere to the following:

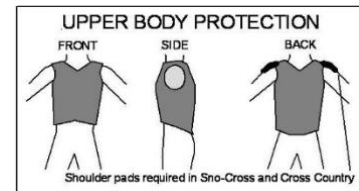
- 3.1. Racers and Race Officials will conduct themselves in a prudent and respectful manner at all times.
- 3.2. Any unsportsmanlike conduct on or off the course will subject the racer and his teammate to immediate disciplinary action and/or disqualification by the Race Marshal.
- 3.3. Racers working on snowmobiles must allow a path for other racing machines on the course proper.
- 3.4. Racers must always be prepared for other racers wanting to pass them. Racers will not purposely hinder or obstruct the overtaking machine or operate a race machine in an unsafe manner. Racers should always be prepared for any kind of traffic on the trail that is not a part of Cain's Quest event.
- 3.5. Racers will not block the access into or out of the checkpoint and/or impound areas.
- 3.6. Racers shall not sabotage race markers, racer's snow machines, equipment, or other infrastructure or property either intentionally or accidentally. Breach of this rule may result in immediate disqualification.
- 3.7. No fighting, vulgarity, or offensive language will be tolerated.
- 3.8. Littering of the trail will not be tolerated. (This includes dropped gas containers and/or water bottles full or empty).
- 3.9. Racers will mark safety hazards on the trail.
- 3.10. Cain's Quest participants will always treat Race Officials, volunteers, staff, committee and board members with respect; their decisions will be final.
- 3.11. Support teams are representatives of the racers and any unsportsmanlike conduct will reflect on their associated team. Unsportsmanlike conduct includes, but is not limited to, support teams breaking trails for race participants.

4. RACER'S RULES

All mandatory gear MUST remain with the team throughout the duration of the race. Random checks will be made at the Race Marshal's discretion.

- 4.1. Any team may accept gas, parts, tools or assistance from anyone except as follows:
a) Via private aircraft. Any support and/or communication from private aircraft is strictly prohibited. b) Only Racers who have not scratched from the race are allowed to work on snowmobiles - no pit crews. A non-Racer may do welding on machines. Racers are not permitted to work on a machine in a trailer without a Cain's Quest official present.
- 4.2. Only active Pro-Class participants may assist with other Pro-Class racers on the race course.
- 4.3. Assembled parts, i.e., track with studs, may be installed.
- 4.4. Machines for each team must finish the race with the original crankcase and tunnel. At the Safety Inspection, Race Officials will record serial numbers of the chassis for each machine. Chassis serial numbers must be visible at all times and will be checked randomly by the Race Marshal or Checkpoint Official at any checkpoint during the race.
- 4.5. Engine assemblies consisting of assembled crankcases, crankshafts, cylinders, rods, heads, and pistons; and rear suspension assemblies consisting of assembled torque arms, slide rails, shocks, and hyfax cannot be replaced in whole. These assemblies must be repaired with the individual components. Engines will be uniquely marked by the Race Marshal and checked randomly throughout the race.
- 4.6. Teams are responsible for the clearing of all parts, machines, and supplies from the trail and impound area. All excess supplies, broken parts and other materials belonging to any team must be turned in at the next checkpoint, including the finish line. Each Checkpoint Official will be required to check and report each machine for obvious missing parts.
- 4.7. Team numbers and arm bands issued by Cain's Quest will be unaltered, displayed and worn at all times. Team numbers provided by Cain's Quest must be displayed in the center of the windshield as low as possible. Team numbers cannot exceed two digits. Race sleds must be unique and easily distinguishable from support or parts sleds. Teams must not share the same look and can only display their own team number.
- 4.8. All sponsored items and logos furnished by Cain's Quest must be clearly and creatively displayed on the exterior of machines or helmets.
- 4.9. Helmets with DOT or SNELL approval must be worn and securely fastened at all times while riding. Helmets cannot be modified in any way.
- 4.10. Eye protection is mandatory during the event. The use of goggles and/or face shields is required. If corrective lenses are required to drive a motor vehicle, the racer will also be required to wear them when they race.

- 4.11. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas shown as illustrated including shoulder pads. It will protect the Racer in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.



- 4.12. Racers will stop and render aid if they come upon another team in a life-threatening situation.
- 4.13. No racer will be allowed to fly in a chartered or private airplane during the race.
- 4.14. Each Racer shall have a GPS unit and must have a good operating knowledge of the unit.
- 4.15. All work performed on the machines, outdoors or indoors, must be done “on-the-clock” anywhere along the racecourse. No work will be performed behind closed doors. Race Officials must have immediate access, outdoors or indoors, to observe work performed on the machines. No machine or parts of a machine, on a mandatory layover, may be worked on. Machines must enter the impound area with ALL its parts. Racers who choose to carry a sleigh can only make repairs to their sleigh “on the clock”. Only racers will be permitted to work on their sleigh(s).
- 4.16. Use of alcohol and drugs by any racer and Race Officials from the start of the race to the finish of the race is strictly prohibited. Cain’s Quest reserves the right to randomly breathalyse and drug test. Any violation of this rule will result in disqualification.
- 4.17. Each participating racer must stay with original teammate throughout the race.
- 4.18. No racer may clear (raise & spin) the track of his/her snowmobile at the starting areas.
- 4.19. If the Race Marshal suspends the race at any time, racers shall not leave a checkpoint, if a team is on the trail, they are to stop and stay at the next checkpoint. The Race Marshal will announce when the race is suspended and has resumed.
- 4.20. Substitute racers are allowed prior to the start of the race only, but proper paperwork and fees must be received and approved by Cain’s Quest prior to participation.
- 4.21. Racers cannot ride the trail during any layover.
- 4.22. Impound areas are completely off limits except to a race official and/or other race teams “on the clock”.
- 4.23. If one team member becomes immobile the remaining team member must take the tracking unit with them.
- 4.24. If a team chooses to tow a sleigh from the start line, the sleigh and machine becomes “one unit” whereby the sleigh must be brought across the finish line. If a team does not leave the start line with a sleigh in tow, but chooses to pick one up somewhere along the route, that team does NOT have to bring the sleigh across the finish line providing that: a) The sleigh is not left in the country (litter) b) Cain’s

Quest does NOT assume any responsibility for the care or transportation of the sleigh at any time.

4.25. All checkpoints must be reached consecutively. (i.e. You cannot go to checkpoint # 6 without first checking into checkpoint #5)

4.26. Personal locator devices will be provided by Cain's Quest. Units will be checked during mandatory layovers. Any repairs to unit on the trail by the racers must be reported at the next checkpoint. Any attempts to disconnect these locaters or obstruct the signal will result in a penalty or disqualification. Locaters are to be passed in to the official gear checkers immediately upon crossing the finish line or following a scratch. Teams that do not return these locaters upon finishing/scratching the race will be charged the total cost of the unit by credit card. Refunds will not be offered for late returns of tracking units.

5. EQUIPMENT REQUIREMENTS

- 5.1. An inspection may be made of all engines that place in the money. Sleighs may be required to carry gas and supplies. If a sleigh(s) is used by a team the sleigh and snowmobile will be considered one unit. There is no maximum stock engine size.
- 5.2. Brakes, headlights, tail lights, brake lights, snow flaps, and clutch guards must be in a safe and operational condition when leaving each checkpoint. Tail/brake light must be installed on rear of machine and have a minimum area of 1 ½" x 4".
- 5.3. Broken windshields must be made safe or replaced.
- 5.4. Each team is required to carry the following:
 1. Arctic sleeping bag safe to at least -20 degrees per person. Sleeping bag must cover racer from head to toe and insulating fill equally distributed throughout the bag. Sleeping bag cannot be altered and must be able to fully zip with participant inside.
 2. One complete change of dry clothing per person excluding snowmobile suit.
 3. Adequate Arctic clothing per person. This includes spare layers with moisture wicking socks, upper and lower thermals, face mask and gloves. (Temperatures can reach -40 degrees Celsius during the race.)
 4. One pair of Waterproof Snowmobile Boots rated for -40 degrees Celsius. (If not waterproof, spare liners are required).
 5. One First Aid Kit per team containing at least
 - emergency first aid safety-oriented manual
 - 1 first aid record book
 - 12 safety pins
 - 1 splinter tweezers, blunt nose
 - 1 pair scissors - 10 cm
 - DRESSINGS (Each item to be individually wrapped to maintain sterility.)
 - 2 sterile bandage compresses, 10 cm x 10 cm
 - 12 sterile adhesive dressings, 2.5 cm x 7.5 cm
 - 12 sterile pads, 7.5 cm x 7.5 cm
 - 4 - triangular bandages, 95 cm x 95 cm
 - ANTISEPTIC
 - 100 ml bottle peroxide
 - ADHESIVE TAPE
 - 1 roll - 1.25 cm x 2.3 m
 6. One GPS system per person with two extra sets of batteries or some form of power backup
 7. Canteen
 8. Hatchet and/or saw
 9. At least 20 waterproof matches or two lighters carried in waterproof container.
 10. Arctic stove, and a minimum of two cans of heat cooking fuel per team. *Arctic Stove definition: A stove that is guaranteed to burn/operate at sub-zero temperatures and windy conditions.
 11. One two-man "4-season" expedition freestanding tent per team or one substantial (bivouac) rip-stop nylon bivy bag (no space blankets) or equivalent for each team member.
 12. Sufficient food for two days.

13. One tow strap per team
14. One flashlight per person with extra batteries
15. All clothing and food will be in water-resistant bag.
16. Pan or cup to make and boil water with minimum of 1-pint capacity.
17. 25 ft. of 300lb test or stronger rope
18. Loss & Theft Insurance is highly recommended.

- 5.5. Each team will be equipped with a personal locator, which will be mounted on the exterior of the snowmobile. The inspection and installation will be performed by Cain's Quest Personnel. No team will be permitted to race without the locator properly installed.
- 5.6. Each racer will certify upon signing the Safety Inspection Form, compliance of the mandatory equipment.
- 5.7. Cain's Quest will uniquely mark all snow machines without crankcase serial numbers on the recoil side.
- 5.8. Recommended Gear: Carbide runners, helmet light, snow shovel, map and compass for redundant navigational aids and spare batteries operational in cold weather climate. Additional food, gear, equipment and emergency items are also encouraged.

6.START/FINISH METHOD

- 6.1. Starting positions are determined by drawing numbered cards at the mandatory driver's meeting.
- 6.2. Teams line up in their starting position order in Labrador City 1 hour prior to their scheduled start. Teams will depart in racing position order in two-minute intervals starting at designated start time.
- 6.3. Should a racing team not be ready at their start time the said racing team will go "on the clock" and move to the back of the line-up.
- 6.4. Staged finishes will not be permitted. Though it is recognized that cooperation on the trail will be necessary, the spirit of racing dictates that one team finishes in each position. Staged finishes may result in a penalty and/or disqualification.
- 6.5. All teams must be at the Finish Line (Labrador City) within 18 hours of the first-place team. Any team that does not get to the Finish Line (Labrador City) within the required time limit will be disqualified.

7. DISQUALIFICATIONS AND PENALTIES

- 7.1. Any team that violates the race rules may be disqualified and/or subject to penalty as deemed necessary by the Race Marshal in consultation with the Officiating Committee. Any penalties imposed by the Race Marshal will be consistent and fair. **All decisions of the Race Marshal are final.**
- 7.2. A racer may be removed from competition or participation at any time if, in the opinion of a Race Marshal and/or an on-site medical professional he/she has a medical/physical problem, which poses a hazard to him/herself or others.
- 7.3. Any racer or race team found guilty of an infraction will be liable for the costs incurred in the determination of said infraction.
- 7.4. Fraud/Bribery and illegal assistance: a) For cases of fraud, the racer can be banned from racing in Cain's Quest for a time period of not less than two years or possible permanent expulsion depending on the severity of the infraction. All cases of fraud will be brought before the Race Marshal for a decision and, if necessary, Cain's Quest, b) Bribing or attempting to bribe anyone connected with the race is subject to a penalty and/or immediate disqualification.
- 7.5. Teams that do not follow the specified course, as defined in the Race Course section of these rules, may be disqualified.
- 7.6. Mandatory Racer's Meeting and Tech/Safety Inspection: If both team members do not show at both events, then the team may forfeit any entry fees and may not be allowed to race at the discretion of the Race Marshall. Both snow machines and survival equipment are required at the safety inspection. Tardiness will be penalized.
- 7.7. The Race Marshal may disqualify any team that violates the rules of the race, and depending on the infraction, may be banned from future races.
- 7.8. Racers must check in with Checkpoint officials at all checkpoints. The officials will record teams' in and out times. Both team members must sign at each checkpoint. Failure to sign at each checkpoint will result in a penalty at the Race Marshal's Discretion. Teams cannot take the same time at a checkpoint.
- 7.9. Railway tracks are strictly off limits, except at indicated intersections. Any racer caught on the railway tracks will result in automatic disqualification. The Railway may be patrolled by helicopter on race day.
- 7.10. Racers are NOT permitted on highways or roadways, unless indicated in the racecourse. Should any rider be caught on highways or roadways an automatic disqualification may result.
- 7.11. All signage must be obeyed, especially on groomed trails and restricted speed zones.
- 7.12. Within 2 km of entering or exiting any checkpoint except the finish line will be restricted to 50km/hr. This will be closely monitored through radar and satellite tracking. Failure to abide by this rule may result an automatic 4-hour penalty. Reckless speeding within the 2 km entry/exit zone may result in immediate disqualification.

8. PROTEST PROCEDURES

8.1. This section still under review

9. CHECKPOINTS, LAYOVERS AND THEIR OPERATION

- 9.1. Layover time must be taken in at least 2-hour increments. **Layover time will not be calculated in minutes.**
- 9.2. Mandatory Layover Time is subject to change depending on unforeseeable circumstances. Please [see Appendix B](#) for a layover time.
- 9.2. Discretionary layovers can be taken at any official checkpoint “on the clock.”
- 9.3. If a team leaves a checkpoint, it is “on-the-clock” until it reaches a mandatory layover checkpoint.
- 9.4. The designated impound area is outdoors. Use of electricity to keep snowmobiles warm is prohibited. Remote starting device use is prohibited.
- 9.5. Once in a mandatory layover checkpoint, no work on the snowmobiles or parts of the snowmobile will be done “off-the-clock” or during the designated mandatory layover time. Nothing can be removed from the snowmobile. Once off the clock at a mandatory layover, riders will not be permitted to go back on the clock to access machine until the mandatory layover is completed.
- 9.6. Both machines and team members will check out of each checkpoint together. The last team member to check in will determine the team’s official time.
- 9.7. Only a teammate may tow his/her partner.
- 9.8. Racers cannot leave a checkpoint under tow unless they notify the Race Official of their intended destination. The Race Official has the option of denying this tow if he/she deems it to be unsafe depending on trail and weather conditions.
- 9.9. Any bags removed from a machine or sleigh by a racer will be done “on-the-clock” and prior to the time start of any layover. Putting bags back on the machine or sled shall be done “on-the-clock”.
- 9.10. Race Officials are not allowed to leave a checkpoint to take fuel to a racer on the trail unless they are operating under direct instruction from CQ headquarters in the fear of danger or injury; once the team takes the fuel from the race official, they are officially disqualified.
- 9.11. All finishing machines must remain in the impound area until released by the Race Marshal.
- 9.12. All express checkpoints will be off-limits to support teams except in the case of an emergency.

10. RACE COURSE

- 10.1. The racecourse shall consist of any route between official checkpoints with the following exceptions:
- a) Groomed trails except as otherwise indicated:
 - a. Permitted - **green**
 - b. Mandatory - **blue**
 - c. Not permitted - **red**
 - d. Speed-controlled (check name for speed limit details)- **yellow**
 - e. Reference only- **grey**
 - b) All railway systems.
 - c) The Trans Labrador Highway right of way which encompasses 75 feet from the centerline. (This includes road and cleared areas on both sides of the Trans Labrador Highway). Anyone caught in these restricted areas may be disqualified.
- 10.2. Cain's Quest will have Race Officials at several "Express Checkpoints" located at each trailhead and intersection. Racers are required to stop briefly at these checkpoints. Any team attempting short cuts off the Cain's Quest mandatory course by way of areas deemed as "off limits" will be penalized. This penalty will be determined by the Race Marshal.
- 10.3. Race routes and rules may be changed. Racers will be notified should this occur.
- 10.4. All road crossings are to be treated as mandatory stop signs.

11. FEES AND PAYBACK

- 11.1. All entry fees are non-refundable.
- 11.2. If there are no qualified money finishers, the purse will be held in escrow for the following year's race.
- 11.3. A minimum of 20 teams must be registered by the registration deadline in order for the race to proceed.
- 11.4. The payout positions for 2020 are as follows:

Finish Position	% Payout	Total
1 st Place	50%	\$50,000
2 nd Place	30%	\$30,000
3 rd Place	20%	\$20,000

12. GAS STOPS AND FUELING

- 12.1. All designated gas stops are checkpoints.
- 12.2. Fuel can be purchased from community pumps at Churchill Falls (1&17), Central Labrador (2), L'Anse aux Clair (4), Red Bay (5), Port Hope Simpson (6), Cartwright (7), Rigolet (9) Makkovik (10) Postville (11), Hopedale (12), Nain (13) and Natuashish (14).
- 12.3. This rule is currently under review
- 12.4. Two-stroke oil will be the responsibility of the racers. All gas will be regular octane 87. Racers may carry octane booster if necessary.
- 12.5. To avoid leakage, all lids must be put back on fuel containers and containers left upright. Fuel cans designed by the manufacturer to be stored on their side, must be stored on their side.
- 12.6. Upon completion of fueling, racers will proceed out of the area with the same degree of caution as when they entered.
- 12.7. Only a registered Racer can sign for fuel for their team at a Cain's Quest fueling station. The Racer that signs the gas form will be charged for the full amount of fuel he/she signs for. Racers are responsible for purchasing gas at community gas stations. These stations are not considered Cain's Quest fueling stations. Machines must be turned off when fueling. Smoking is not permitted within 10 feet of fueling station.

APPENDIX A: Checkpoint Coordinates and Distances

CP#	Check Point Name	Express/Lay over	Layover Length	Northing	Easting (Westing)	Leg Length (km)	Distance from Start (km)
0	Labrador City	START	-	N52 56 40.2	W66 56 16.1	0	0
1	Churchill Falls	EXPRESS	-	N53 31 39.4	W64 00 32.1	280	280
2	Central Labrador	LAYOVER	12hr	N53 18 40.0	W60 22 39.1	320	600
3	Eagle Plateau	EXPRESS	-	N52 41 12.2	W58 30 19.5	235	835
4	L'Anse au Clair	LAYOVER	12hr	N51 26 01.0	W57 03 48.2	240	1075
5	Red Bay	EXPRESS*	10hr Flex Layover (not eligible at Mealy Mtn Park)	N51 43 50.9	W56 25 39.6	60	1135
6	Port Hope Simpson	EXPRESS*		N52 32 49.7	W56 17 53.3	140	1275
7	Cartwright	EXPRESS*		N53 41 15.3	W57 00 42.4	185	1460
8	Mealy Mtn Park	EXPRESS		N53 40 27.0	W58 10 43.5	100	1560
9	Rigolet	EXPRESS*		N54 10 39.1	W58 25 49.5	120	1680
10	Makkovik	EXPRESS*		N55 05 02.5	W59 10 32.2	180	1860
11	Postville	EXPRESS*		N54 54 40.2	W59 46 25.8	55	1915
12	Hopedale	EXPRESS*		N55 26 54.0	W60 13 42.9	110	2025
13	Nain	LAYOVER	12hr	N56 32 33.2	W61 41 17.7	180	2205
14	Natuashish	EXPRESS	-	N55 55 04.6	W61 06 57.8	100	2305
15	Border Beacon	EXPRESS	-	N55 20 09.9	W63 11 31.0	175	2480
16	Sail Lake	EXPRESS	-	N54 20 03.3	W63 12 19.4	175	2655
17	Churchill Falls	LAYOVER	8hr	N53 31 39.4	W64 00 32.1	165	2820
18	Labrador City	FINISH	-	N52 56 40.2	W66 56 16.1	280	3100

Note:

- (1) All coordinate data uses WGS84 Datum and Lat/Long coordinate system.
- (2) EXPRESS* = Express with flex layover option (2hr min, 10hr max)
- (3) Total layover time: 54hrs
- (4) Total route length: 3100kms

APPENDIX B: Layover Times

1. The total required layover time of **54 hours** must be taken by all racers. Layovers are as follows:
 - a. A total of **12 hours** layover time must be taken at Checkpoint #3 (Central Labrador).
 - b. A total of **12 hours** layover must be taken at Checkpoint #5 (L'Anse aux Clair). A total of **10 hours** layover is to be taken between Checkpoints #6, #7, #8, #10, #11, #12 and #13 (Red Bay, Port Hope Simpson, Cartwright, Rigolet, Makkovik, Postville, and Hopedale). Layovers taken at these checkpoints must be a minimum of **2 hours**. This flexible layover time was intended to break up the long leg between Checkpoint #5 (L'Anse aux Clair) and Checkpoint #14 (Nain) and to provide strategic opportunity for teams to manage daylight racing. If accommodations are required during this time, racers will be responsible to make their own arrangements.
 - c. A total of **12 hours** must be taken at Checkpoint #14 (Nain)
 - d. A total of **8 hours** layover must be taken at Checkpoint #17 (Churchill Falls).
 - e. All time differentials as a result of the start procedure will be adjusted at Checkpoint #1 (Churchill Falls)
 - f. To assure a daylight finishing in Labrador City (for marketing purposes), if the 1st place team arrives in Checkpoint #17 (Churchill Falls) on or after 4pm the Race Marshal will designate a Mandatory "off the clock" period until 6am the next morning. This period of time will be the "Hold up Time Differential" (HTD). Each team checking into Checkpoint #17 (Churchill Falls) will be delayed the same amount of time or until the place finishers (1st, 2nd, 3rd place) have crossed the finish line, at which time all teams will no longer be subject to the HTD.

APPENDIX C: Summary of Changes

For clarity, the following is a summary of rule changes introduced for 2020

Event Overview

This is a team race, consisting of two (2) persons and two (2) snowmobiles (track-driven and ski-steered). The trail for 2018 runs from Labrador City to the communities of Churchill Falls, Nain, Natuashish, Hopedale, Makkovik, Postville, Rigolet, Cartwright, Black Tickle, Charlottetown, Mary's Harbour, L'Anse Au Clair, Happy Valley-Goose Bay, Churchill Falls, and finishes in Labrador City, with other non-community checkpoints in between.

Change: This is a team race, consisting of two (2) persons and two (2) snowmobiles (track-driven and ski-steered). *The trail for 2020 runs from Labrador City to the communities of Churchill Falls, Central Labrador, L'Anse Au Clair, Red Bay, Port Hope Simpson, Cartwright, Rigolet, Postville, Makkovik, Hopedale, Natuashish, Nain, Churchill Falls, and finishes in Labrador City.*

Registration and Entry

1.3 All required forms must be complete and submitted, as well as team entry fee, on or before entry deadline in order to be entered. This includes: Racer Registration Form, Participant Biography Form, Gas Form, Credit Card Authorization (for protest and incidentals), Team Manager Form, Release & Waiver of Liability, and submission of color digital headshot (close-up head & shoulders in high resolution 300 DPI) in jpeg format.

Change: *Registration procedures are currently being reviewed.*

1.4 All registered participants must sign remaining forms at or before "Racer Registration Check in" event prior to race start. These include: Media Release Form and Medical Form. Racers will be required to bring with them a government issued photo I.D. and credit card to this event. NO EXCEPTIONS WILL BE ACCEPTED FOR THIS REQUIREMENT.

Change: *Registration procedures are currently being reviewed.*

1.9 Specific team numbers may be requested upon registration and/or reserved in advance for a \$100 + tax fee pending availability. Prior to investing in embroidery, sled wraps, etc. it is recommended that the team number be reserved. Should a team request a number that had been assigned to a team in the last race, the previous team to hold the number will be given first opportunity to pay the reservation fee for that year. If declined, the number is considered forfeit and can be assigned to another team. If number reservation fee is paid, this amount is considered a down payment and is refunded once full team registration is paid.

Change: Specific team numbers may be requested upon registration and/or reserved in advance for a \$100 + tax fee pending availability. Prior to investing in embroidery, sled wraps, etc. it is

recommended that the team number be reserved. Should a team request a number that had been assigned to a team in the last race, the previous team to hold the number will be given first opportunity to pay the reservation fee for that year. If declined, the number is considered forfeit and can be assigned to another team. If number reservation fee is paid, this amount is considered a down payment and is refunded once full team registration is paid. ***You must have registered or reserved the number in the last race to hold reservation rights to the number.***

1.17 All RACERS must be at the start line 1 hour prior to their designated start time. Late arrival will result in a 2-hour penalty to be served at checkpoint #1 (Churchill Falls).

Change: All RACERS must be at the start line 1 hour prior to their designated start time. Late arrival will result in a 2-hour penalty to be served at checkpoint #1 (Churchill Falls). ***This ensures that all racers are at the start line in sufficient time to accommodate the line up process but allows that all racers are subject to equal wait time regardless of start position.***

Racers Rules

4.1 Any team may accept gas, parts, tools or assistance from anyone except as follows: a) any radio contact with an aircraft is prohibited for participants. Immediate disqualification will result. b) Only Racers who have not scratched from the race are allowed to work on snowmobiles - no pit crews. A non-Racer may do welding on machines. Racers are not permitted to work on a machine in a trailer without a Cain's Quest official present.

Change: Any team may accept gas, parts, tools or assistance from anyone except as follows: ***a) Via private aircraft. Any support and/or communication from private aircraft is strictly prohibited during the race event.*** b) Only Racers who have not scratched from the race are allowed to work on snowmobiles - no pit crews. A non-Racer may do welding on machines. Racers are not permitted to work on a machine in a trailer without a Cain's Quest official present.

4.7 Team numbers and arm bands issued by Cain's Quest will be unaltered, displayed and worn at all times. Team numbers provided by Cain's Quest must be displayed in the center of the windshield as low as possible. Team numbers cannot exceed two digits.

Change: Team numbers and arm bands issued by Cain's Quest will be unaltered, displayed and worn at all times. Team numbers provided by Cain's Quest must be displayed in the center of the windshield as low as possible. Team numbers cannot exceed two digits. ***Race sleds must be unique and easily distinguishable from support or parts sleds. Teams must not share the same look with other teams and can only display their own team number.***

4.23 Air support is prohibited anywhere on the trail except as indicated as follows. Penalty will be disqualification. The following checkpoints are the only acceptable locations along the race route that an aircraft may land to deliver parts:

Wabush Airport	Rigolet Airport
Churchill Falls Airport	Cartwright Airport
Nain Airport	Black Tickle Airport
Natuashish Airport	Charlottetown Airport
Hopedale Airport	Mary's Harbour Airport
Postville Airport	Blanc Sablon Airport
Makkovik Airport	Goose Bay Airport

Change: This rule has been removed. Rule numbers have been adjusted accordingly and is now as follows: 4.23 If one team member becomes immobile the remaining team member must take the tracking unit with them.

Start and Finish Method

6.2 Teams line up in their starting position order in Labrador City 1 hour prior to their scheduled start. Teams will depart in racing position order in two-minute intervals starting at 12:00 noon.

Change: 6.2 Teams line up in their starting position order in Labrador City 1 hour prior to their scheduled start. Teams will depart in racing position order in two-minute intervals starting at **designated start time.**

6.4. There is no time limit disqualification rule at checkpoint #17 (Churchill Falls).

Change: This rule is not applicable and has been removed. Rule numbers have been adjusted accordingly. This rule number now reads: 6.4. Staged finishes will not be permitted. Though it is recognized that cooperation on the trail will be necessary, the spirit of racing dictates that one team finishes in each position. Staged finishes may result in a penalty and/or disqualification.

Protest Procedures

This section is currently under review.

Gas Stops and Fueling

12.2 Fuel can be purchased from community pumps at Churchill Falls (1 & 18), Nain (4), Natuashish (5), Hopedale (6), Postville (7) Makkovik (8), Rigolet (9), Cartwright (11), Mary's Harbour (14), L'Anse au Clair (15) and Goose Bay (17).

Change: Fuel can be purchased from community pumps at Churchill Falls (1&17), Central Labrador (2), L'Anse aux Clair (4), Red Bay (5), Port Hope Simpson (6), Cartwright (7), Rigolet (9), Makkovik (10) Postville (11), Hopedale (12), Nain (13) and Natuashish (14).

12.3 Pre-paid fuel will be available at Cain's Quest fueling station at Sail Lake (2) if required. Two-stroke oil will be the responsibility of the racers. All gas will be regular octane 87. Racers may carry octane booster if necessary.

Change: This rule is currently under review

Appendix A: Checkpoints, Coordinates and Distances

This section has been updated to reflect 2020 race route.

Appendix B: Layover Times

1. The total required layover time of **58 hours** must be taken by all racers. Layovers are as follows:
 - a. A total of **12 hours** layover time must be taken at Checkpoint #1 (Churchill Falls).
 - b. A total of **12 hours** layover must be taken at Checkpoint #4 (Nain). Due to limited accommodations, the leading 22 teams will take the mandatory layover at Checkpoint #4 (Nain). The remaining overflow teams will express through and take the mandatory layover at Checkpoint #5 (Natuashish).
 - c. A total of **10 hours** layover is to be taken between Checkpoints #5 #6, #7, #8, #9, #10, #11, #12 and #13 (Natuashish, Hopedale, Postville, Makkovik, Rigolet, Mealy Mtn Park, Cartwright, Black Tickle, Charlottetown, & Mary's Harbour). Layovers taken at these checkpoints must be a minimum of **2 hours**. This flexible layover time was intended to break up the long leg between Checkpoint #4 (Nain) and Checkpoint #14 (L'Anse au Clair) and to provide strategic opportunity for teams to manage daylight racing. If accommodations are required during this time, racers will be responsible to make their own arrangements.
 - d. A total of **12 hours** layover must be taken at Checkpoint #16 (Goose Bay).
2. All time differentials as a result of the start procedure will be adjusted at Checkpoint #1 (Churchill Falls)
3. To assure a daylight finishing in Labrador City (for marketing purposes), if the 1st place team arrives in Checkpoint #18 (Esquer) on or after 4pm the Race Marshal will designate a Mandatory "off the clock" period until 7am the next morning. This period of time will be the "Hold up Time Differential" (HTD). Each team checking into Checkpoint #18 (Esquer) will be delayed the same amount of time or until the place finishers (1st, 2nd, 3rd place) have crossed the finish line, at which time all teams will no longer be subject to the HTD.

Change:

1. The total required layover time of **54 hours** must be taken by all racers. Layovers are as follows:
 - a. A total of 12 hours layover time must be taken at **Checkpoint #3 (Central Labrador)**.
 - b. A total of 12 hours layover must be taken at **Checkpoint #5 (L'Anse aux Clair)**. A total of 10 hours layover is to be taken between Checkpoints **#6, #7, #8, #10, #11, #12 and #13 (Red Bay, Port Hope Simpson, Cartwright, Rigolet, Makkovik, Postville, and Hopedale)**. Layovers taken at these checkpoints must be a minimum of 2 hours. This flexible layover time was intended to break up the long leg between **Checkpoint #5 (L'Anse aux Clair) and Checkpoint #14 (Nain)**

and to provide strategic opportunity for teams to manage daylight racing. If accommodations are required during this time, racers will be responsible to make their own arrangements.

- c. A total of **12 hours** must be taken at **Checkpoint #14 (Nain)**
- d. A total of **8 hours** layover must be taken at **Checkpoint #17 (Churchill Falls)**.
2. All time differentials as a result of the start procedure will be adjusted at Checkpoint #1 (Churchill Falls)
3. To assure a daylight finishing in Labrador City (for marketing purposes), if the 1st place team arrives in **Checkpoint #17 (Churchill Falls)** on or after 4pm the Race Marshal will designate a Mandatory “off the clock” period until **6am** the next morning. This period of time will be the “Hold up Time Differential” (HTD). Each team checking **into Checkpoint #17 (Churchill Falls)** will be delayed the same amount of time or until the place finishers (1st, 2nd, 3rd place) have crossed the finish line, at which time all teams will no longer be subject to the HTD.

Glossary of Terms

1. Air Support: Any assistance provided by aircraft (commercial or otherwise) and aircraft personnel that may be following along or present during the race event.

Change: 1. Air Support: Any assistance provided by aircraft and aircraft personnel that may be following along or present during the race event.

2. Assistance: This strictly pertains to the Section 2 under “Racers Rules” and is defined as any assistance other than: working on or fueling a snow machine, air support, and other exceptions indicated in this section.

Change: Assistance: This strictly pertains to Rule 4.1 under “Racers Rules” and is defined as any assistance other than: working on or fueling a snow machine, air support, and other exceptions indicated in this section.

CAIN'S QUEST RULES - GLOSSARY OF TERMS

1. **Air Support:** Any assistance provided by aircraft and aircraft personnel that may be following along or present during the race event.
2. **Assistance:** This strictly pertains to the Section 2 under “Racers Rules” and is defined as any assistance other than: working on or fueling a snow machine, air support, and other exceptions indicated in this section.
3. **Cain’s Quest Officials:** Cain’s Quest officials include all Cain’s Quest Committee members, Race Marshal, and during the race, any person designated as such by Cain’s Quest. During the event, all race officials shall have badges identifying them as such.
4. **Checkpoint Officials (Official Checkers):** Checkpoint Officials are Cain’s Quest designated volunteers at the specific checkpoints and villages along the race route. Checkpoint Officials will have insignia designating them as such. Checkpoint Officials will not interpret the rules. Checkpoint Officials are responsible for receiving pre-race Cain’s Quest supplies, checking racers in and out of checkpoints by having at least one team member sign the check in form, recording information on the designated sheets, and calling information in to Cain’s Quest headquarters. Checkpoint Officials should not be considered race “officials” where interpretation of rules, or responsibility for individual racer equipment and supplies is concerned. Checkpoint officials cannot give different teams the same time
5. **Express Checkpoint:** Checkpoints that all riders must pass through, usually located in a restricted speed zone or a trailhead and intersection. Riders must check-in at these checkpoints, but a layover is not required.
6. **Hold-up Time Differential (HTD):** The period of time between the arrival of the 1st place team into Esker checkpoint and 7am the next day. This HTD will be applied to all teams. (E.g.: if the 1st place team checks into Esker at 10:03pm the HTD will be 8 hours 57minutes. If the 2nd place team arrives at 10:50pm the HTD of 8 hours 57 minutes will be applied and the 2nd place team will leave Esker at 7:47am. All layover rules still apply. (Mechanic work done on the clock etc.)
7. **Layovers:** Layovers are designated rest stops for racers and are required. If the minimum layover requirement is not met, the racing team will be disqualified from the race.
8. **Officiating Committee:** A volunteer committee tasked with assisting the Race Marshal in protest and penalty operations as needed.
9. **Off the Clock:** Any time spent during a layover not working on, or unloading or loading a snow machine; or any time spent that has been allotted or designated by Cain’s Quest organization for race delay, hold time or as indicated by a Cain’s Quest official.
10. **On the Clock:** Actual racing time along with any mechanical time spent working on a snow machine/sleigh during the race as well as packing and unpacking the sleigh (if utilized)
11. **Participant/Racer:** Any active entrant in a Cain’s Quest race.

12. **Protest:** A protest is an allegation of unfair participation and practices during the race and may only be filed by an active racer during the race. Any protest will immediately be called in to Cain's Quest headquarters by a Race Official during the race and it shall be considered notice given. Evidence of any rule violations shall be provided to Cain's Quest no more than 12 hours after the last eligible racing team crosses the finish line. If no evidence of a violation is provided to Cain's Quest within this time frame, the protest will be considered null and void.
13. **Race Marshal:** The race marshal shall interpret the rules governing the race during the event.
14. **Racers (Driver's) Meeting:** The Racers Meeting is held the day prior to race day to determine that all racers understand the race rules, trail conditions, etc. and are granted the opportunity to have any questions answered and rules interpreted as needed.
15. **Restricted Speed Zone:** An area indicated by signage that reduced speeds are required. These areas may be monitored by radar.
16. **Safety Equipment:** All required survival and safety equipment (see section "Snowmobile Description") to be carried with all racers on their person or snow machine during the event.
17. **Safety Inspection:** The safety inspection is a mandatory gathering of racers and participants whereby each racer and snow machine are checked out by designated Cain's Quest officials to ensure the required equipment is in place to participate in the race. In the event a participant does not have all of the required equipment, they will have until the race starting line-up to acquire the correct equipment. If the participant is unable to accomplish this, they will forfeit their entry fee and will not be eligible to race.
18. **Snowmobiles or Snow machines:** For this event a snowmobile and snow machine are one and the same and are defined as a snow vehicle, track driven and ski steered, 4 stroke or 2 stroke. No minimum CC limit is required. Snowmobiles for this race must follow the basic design of skis, fuel tank, engine, and seating for racer. They must be steered by handlebars that control the skis and by shifting the position of the racer. Acceleration and braking are controlled. Further requirements are listed in the "Snowmobile Description" section in Cain's Quest Rules. Snow machines for the purposes of this race also include attached sleighs.
19. **Start Drawing:** The start drawing is held typically after the Racers Meeting or at racer sign-in for racers to have the opportunity to draw for their starting order. The arm bands are issued prior to the starting order drawing and do not determine starting order. Once a starting position has been drawn, it may not be changed or transferred to another racer. Racers will line up in their starting position no later than one hour prior to start time on race day.
20. **Staged Finish:** A planned finish in which teams deliberately cross the finish line simultaneously.
21. **Sleigh:** For the purposes of this event a sleigh is defined as a vehicle with or without runners utilized for carrying gear and or gas.
22. **Team Manager:** A team manager is a registered representative of a registered race team that will act as the team's official communications contact during the event.