



2019 Race Bible

kokopellirelay.com

[Facebook.com/kokopellirelay](https://www.facebook.com/kokopellirelay)

Last Updated: 6/3/19

This document is subject to change.

Table of Contents

Table of Contents

Introduction	4
Updates & Highlights	4
Event Information	5
Dates, Times, & Info	6
Team Breakdown	9
What's In It For You	10
Registration	10
Categories	11
1. 8 Person Team	11
2. 4 Person Team	11
3. Solo.....	12
a. Specific Requirements	12
b. Recommendations	12
4. Open.....	12
Packet Pickup	13
1. Check-in.....	13
General Points.....	14
Rules.....	15
1. Emergencies.....	15
2. Event Director's Rules Prerogative	15
3. Contingencies.....	15
4. Support Vehicles	15
5. Riders	17
A. Bicycle Marking	17
B. Night Time Riding.....	17
6. Transitioning	18
7. Support Vehicles (SV).....	18
Safety! Safety! Safety!.....	18
"The Law"	19
Post Ride	19
Contests	19
Best Video	19

	3
Best Vehicle.....	19
Best Picture	19
On-Course Markings	20
Basic Leg Descriptions.....	20
Kokopelli Transition Names & Details.....	25

Introduction

This Race Bible is a no-frills document that includes important information intended to promote safety for the benefit of all Kokopelli Relay participants. It is the responsibility of every Captain, Rider and Crew Member to read these rules carefully.

We can in no way foresee all potential situations or problems and thus cannot guarantee the absence of accidents. However, with the help of all participants, volunteers, and city and state agencies, we are confident the Kokopelli Relay can be enjoyed without major problems. If all riders and support crews follow the advice and recommendations included here, the potential for accidents can be significantly diminished.

Team Captains are responsible for knowing and understanding all content included in this Bible and for educating team members on the important information. We highly recommend that **all** participants read through the Race Bible.

This Race Bible is subject to change. Event organizers have the authority and right to change, update or adjust these rules as they see fit. After reading the Race Bible, if you have any questions, concerns or recommendations, please contact us.

Updates & Highlights

This Race Bible is subject to change. Make sure your team has the latest version of the Race Bible by checking the “Last Updated” date on the cover.

Special Notes:

- Remember, while this is billed as a race, it is a road-regulation event. Roads will NOT be closed for the event, and you are responsible to obey the law at all times. We repeat, **you must obey road regulations!**
- The original 12 legs from the Rockwell/Vision Relay have been divided into halves, creating 24 legs and 23 transition areas. See the Categories section for more details.
- Kokopelli Relay will use Tracking devices and NOT chipped timers. There are NO gates/pads to ride through/over. Riders wanting to compare leg splits should use cycling-specific tracking software such as Strava. **DON'T FORGET TO TURN IN YOUR TRACKERS...**
- There will be NO designated trash receptacles at transition areas. Plan to pack out what you bring in.
- Shadow Vehicles – vehicle marking, hours for shadowing.
- E-bike – “pedal assist” electric bike are permitted on a case-by-case scenario.
- Parking along the course – only in specific pull out areas or designated parking areas, not just anywhere along the shoulder. Become familiar with transition areas!
- **Many of the transitions take place in small towns. Please be courteous to the residents by keeping the noise to a minimum during night-time hours. This is especially the case in towns such as Henrieville. Excess noise/trash may result in denial of permit for future events. Please, please, please shhhhhh!**
- **No urinating or defecating on the side of the road!**

Event Information

Event Director: Cameron Scott | cameron@enduranceutah.com | 662-306-0407

Event Director: Clay Christensen | caly@enduranceutah.com | 801-234-0399

Marketing Director: Natasha Scott | natasha@enduranceutah.com | 385-352-5489

Course Director: TJ Stone | tj@enduranceutah.com

Social Media: Communicating on Event Day – Throughout the day the Kokopelli crew will be posting updates, photos and communicating through our social media handles. Questions and interaction are welcome. When taking & sharing photos on Instagram or Facebook please include the [#kokopellirelay2019](https://www.instagram.com/kokopellirelay2019) hashtag. This will allow us all to view and enjoy the course from many lenses and angles.

Facebook: www.facebook.com/kokopellirelay

Instagram: <https://instagram.com/kokopellirelay>

Web Site: www.kokopellirelay.com

Event Date: June 7th – 8th 2019

Dates, Times, & Info

Registration information	kokopellirelay.com	
Early Registration Deadline	3/31/2019	8 person - \$1000, 4 person - \$560
Regular Registration Deadline	5/15/2019	8 person - \$1120, 4 person - \$620
Late Registration Deadline	5/26/2018	8 person - \$1240, 4 person - \$680
Registration fee		4.97% + \$1.25
Sales Tax		7.1%
Packet Pickup	Tuesday 6/4/19	Scheels Sporting Goods (11282 S State Street Sandy, UT) 5:00 PM - 8:00 PM
	Thursday 6/6/19	Start Line Grand County High School (608 Fourth E St, Moab, UT 84532) 6:00 PM - 9:00 PM
	By Appointment	Start Line Grand County High School (608 Fourth E St, Moab, UT 84532)
Start Times	6:00 AM	Non-Competitive Teams
	6:30 AM	8 Men, 8 Mixed Competitive
	7:00 AM	4 Women, 4 Mixed, 4B Men Competitive
	7:30 AM	4A Men Competitive
Reflective Gear & Lights Required	7:00 PM - 7:00 AM	
Shadow Vehicle allowable hours	7:00 PM - 7:00 AM	
Cut-off Time (Finish Line Close)	8:30 PM June 8th	

Definitions

Kokopelli Relay – The actual name of the event. Though it is called a relay, this also refers to the Solo division riders which never actually relay.

Bike Path – A non-motorized vehicle paved path.

Course/Route – The Official Event Route as designated in the maps.

Course Maps – The Official Maps which detail the Course with instructions and directions. The course maps detail Group A and Group B mileages and transition areas. The Men 4A category must only use the Group A legs and transition areas—which are the even-numbered transitions (the original Rockwell/Vision 12 legs).

All other groups may use either Group A or the Group B legs and transition areas.

Crew – Any non-riding persons in any of the team support vehicles. Riders also become “Crew” members when they are not riding the bike down the road.

Cut Off – 8:30 PM, the designated at which the finish line will be pulled down, and participants will no longer be considered event participants or finishers. **If you are worried about finishing in the allotted time, please consult with the Event Director for possible consideration.**

EAS – Estimated Average Speed of a team as specified by the Team Captain. Calculate by taking the average speed of your team on a 20 mile ride with moderate to rolling terrain. This is done by adding the average speed of each member of your team together and dividing by the total number on your team.

Event/Course Official – A Kokopelli Relay staff member designated to help riders and enforce any of these Rules.

Impeding Traffic – Driving a support vehicle at such a slow speed that it could delay, prevent, obstruct, hinder, or block the normal and reasonable movement of traffic.

Leapfrog – A technique where support vehicles send a rider off and then drive ahead to the next transition in order to prepare the next Rider for their leg.

Motorhome or Recreational Vehicle (RV) – A Support Vehicle that is larger than a 12-15 passenger van, Suburban or pickup truck. Typically they’re equipped with cooking facilities, toilet facilities, sleeping accommodations, etc. These vehicles **MAY NOT** be used as “Follow Vehicles”. There are also limitations to which transitions these are allowed.

Night Riding/Conditions – Night riding shall be considered from 7:00 pm LOCAL time until 7:00 am LOCAL time, OR any time when vehicles would normally have their night driving headlights on, OR any time visibility is less than 1000 feet (300m). If you have any doubt about the visibility conditions, operate as if it is night riding. Shadowing a rider is permitted only during these hours. Shadow Vehicles must be properly equipped and marked to shadow a rider.

Open Division – Team with a number of riders different than the standard team sizes.

Ride Time – The elapsed time starting from 6:00 am Friday morning and ending with the team’s finish time.

Rider – A Rider may refer to a riding entity (team or solo) or an individual on a team. Riders are those on the official roster and eligible to participate and ride towards the finish line carrying the Tracker.

Road Shoulder – The area of paved road to the right of the yellow line.

Rolling Exchange – A Rider Exchange where the new Rider starts riding while the incoming Rider is approaching the Transition area; *****this is not allowed**. For your safety and the protection of our equipment, the incoming rider must come to a stop to pass the Tracker.

Shadow – To follow directly behind the Rider with a properly equipped Shadow Vehicle; directly behind means within 50 feet only.

Shadow Vehicle – A vehicle properly equipped and designated to “shadow” the Rider if the Team/Rider desires it. Shadow vehicles may not be wider than 6’6” and/or longer 20’. To use a larger vehicle to “shadow” creates unsafe riding conditions for other riders on the road.

Start Time – Time assigned to each team specifying the time they start riding.

Stationary Exchange – A Rider Exchange where the incoming Rider stops, the tracker is handed off, and the new Rider starts.

Support Vehicle – Any motorized vehicle being used to support, or transport people and or equipment for Riders, their Crew members. Follow Vehicles are a specific kind of Support Vehicle.

Thin Shoulder – Area with little to no rideable pavement to the right on the yellow line.

Time Allowance – The allotted time given to each team to finish.

Transition Area – A designated parking area, with portable toilet, to exchange one rider for another. It is an area chosen for its parking and safety. “Follow Vehicles” are welcome at every Transition area, but there are limitations to which Transition Areas motorhomes and RV’s may enter.

Transition Window – The window of time Transition Areas will be open.

Winners – Every team that finishes this great adventure.

Whiners – The team mate that no one wants in the car... Too cold, too hot, hungry, I can't feel my legs, "my bike fell off back there"... just don't be that person!

Team Breakdown

Divisions are made up of:

- Rider Category
- Gender

Rider Categories

- 8-Person –eight riders sharing the entire distance
 - Men 4A Competitive
 - Original Rockwell/Vision 12 legs (exchange at even transitions) only
 - Men 4B Competitive
 - May exchange at any combination of transitions
 - Men Non-competitive
 - Women Competitive
 - Women Non-Competitive
 - Mixed Competitive
 - Mixed Non-competitive
- 4-Person–four riders sharing the entire distance
 - Men Competitive
 - Men Non-competitive
 - Women Competitive
 - Women Non-Competitive
 - Mixed Competitive
 - Mixed Non-competitive
- Solo – one rider riding the entire distance
- Open – non-competitive only; teams of all other sizes

Gender Categories

- Men
- Women
- Mixed - indicates that there is at least one male and one female member

What's In It For You

In addition to the experience of a lifetime riding, this beautiful route and partying all night with some of your crazy friends, you will also receive:

- A well-marked course (signage telling riders where to turn)
- Live GPS tracking
- Driving directions for your support vehicle
- Cool finisher medals for all those who complete the ride
- A good-looking T-Shirt you'll actually want to wear after the event
- Team bag with goodies from sponsors
- Vehicle Markings
- Well-planned, safe transition areas
- Port-a-potties or other restrooms at each transition
- Accurate overall timing (individual legs are not chip-timed)
- Kokopelli Relay window decals for every rider
- Great finish line atmosphere including music, drinks and other goodies
- Killer schwag drawings throughout the day
- And more... Oh so much more!

Registration

Team Captains **do not** need to register their entire team at the same time. They are responsible to register themselves, pay for the team, and choose their team name. Once the Team Captain registers he/she can share the Team Name and password with teammates who will add themselves to that team.

The Team Captain has the ability to go back and edit the info as needed. See the "Dates, Times & Info" section for registration deadlines.

Categories

1. 8-Person Team

This is a new category for this race. Divided into 24 legs, each Rider should try to ride 3 legs at a minimum, and non-competitive teams may use discretion to assign Riders to legs as they see fit. By utilizing 24 legs, teams can include riders with a variety of skills from beginning riders to accomplished racers.

Competitive: Each Rider must ride 3 legs, in any order. Transitions may take place at any transition station over the 24 legs. There is no specific leg-order requirement for riders. For example, the first Rider will begin and may ride to T1, T2, or T3. The first Rider may choose to transition or the team may choose to have the first Rider continue. Once started, Rider must complete that leg or the team must switch to Non-competitive category (contact Race Director).

Non-competitive: May use any of the transition areas. No required number of legs per Rider. Rider may be substituted mid-leg without penalty.

2. 4-Person Team

Generally speaking this is the category that most competitive cyclists choose.

Mens 4A: Each Rider must ride 3 legs, in any order. Transitions may only take place at even-numbered stations (T2, T4, T6...) over the 12 legs. Although the race technically has 24 legs, "A" riders will skip the odd-numbered transition areas. There is no specific leg-order requirement for riders. For example, the first Rider will begin and ride to T2. The first Rider may choose to transition at T2 or the team may choose to have the first Rider continue until T4 (which would mean that Rider has ridden TWO legs). Once started, Rider must complete that leg or the team must switch to Non-competitive category (contact Race Director).

"A" Riders are the only group REQUIRED to follow the "Group A" notes on the course maps, with respect to legs and transitions areas.

Mens 4B: Each Rider must ride 6 legs, in any order. Transitions may take place at any transition station over the 24 legs. There is no specific leg-order requirement for riders. For example, the first Rider will begin and may ride to T1, T2, or T3. The first Rider may choose to transition or the team may choose to have the first Rider continue. Once started, Rider must complete that leg or the team must switch to Non-competitive category (contact Race Director).

All Other Competitive categories: Each Rider must ride 6 legs, in any order. Riders may exchange at any/every transition or go for multiple legs to spend more time on the bike.

Non-competitive: May use any of the transition areas. No required number of legs per Rider. Rider may be substituted mid-leg without penalty.

3. Solo

Solo means one Rider from the start line to the finish line. You are welcome to work with other riders on the road and to eat or sleep whenever and wherever you want.

Solo Riders will start at 6:00 AM and have 38.5 hours to complete the ride.

a. Specific Requirements

- All solo riders must have a support crew of at least **2 people**. No one person should be responsible for driving the entire distance. It is unsafe and unwise.
- Riders must know and understand night time riding rules. Especially the reflective gear and lighting rules. This will take extra work as you will need to make sure your team keeps your batteries charged and keep you visible with reflective gear. (See night time riding rules)

b. Recommendations

- Ultra-distance cycling is a mental game. Make sure you have ways to keep your mind active and alert while riding.
- We recommend that support vehicles stay behind riders during night time riding hours. This does not have to be directly behind the rider, though this is not a bad idea, but staying behind on the course will ensure your rider has help if there are mechanical problems and no cell service.
- Take a cell phone with you. Though cell phone service comes and goes along the course, there is more coverage than dead spots. This will help in case you get lost along the course, or need more clothing or new batteries.

4. Open

If you would like to create a team consisting of a different number of riders than listed above, it is an option. However, this must be approved by the event committee prior to registration. Please contact us via info@enduranceutah.com to explain what team size you would like to have and an explanation of why.

Final Category Notes:

While these rules exist to promote fair and safe competition, our main goal is to provide an incredible, fun experience. We realize there are bound to be exceptions that we haven't considered or that you feel should be addressed. Therefore, the Race Director(s) reserve the right to permit, on an exception basis, waivers to the rules provided they don't result in an unfair competitive advantage to any specific team or race participant. If you feel that your team requires an exception, please contact the Race Director(s).

Packet Pickup

1. Check-in

A. Where

Teams can pick up event packets from the one of two locations:

6/4/19 (Tuesday) – Scheels Sporting Goods, Sandy, Utah 5:00 – 8:00 PM. Enter the North Entrance and head upstairs. We'll be in the room down the hallway by the elevators, back behind the firearms.

6/6/19 (Thursday) – Grand County High School, Moab, Utah 6:00 pm – 9:00 PM at the Start Line area in the parking lot next to the football field.

B. Who needs to be there

One representative from your team may check your team in, but we **recommend sending two**. It may be tricky to carry all the required items. See the list below to make sure the team representative brings everything they need. If only one representative checks the team in, they are required to sign their name for the team and take responsibility for the team receiving all information they have been given.

C. What you will need to check in

This is a list of items that will be required at check-in. Please make sure you bring all of them so your team can be cleared to ride:

1. **Two bike headlights.** By law, lights must be visible from 500 ft. We recommend you **use a light you can see well with, not just a light that can be seen**. As a rule of thumb, if you have to ride slower at night than in the day (meaning you can't see what's in front of you very well) your light is not bright enough.
2. **Two flashing red taillights.** Must be visible from 500 ft. Taillights should have a strobe setting to help you be more visible.
3. At least **two reflective vests or jackets** – we recommend that every person that plans on getting out of the vehicle at night wears reflective clothing.
4. **Two cell phone** numbers that may be used to contact your team. Preferably different carriers as to increase the chance of one or the other being in service.
5. **Copy of this document, the Race Bible.**

General Points

- **The Competitive Category Rules for Kokopelli Relay are different from the Rockwell/Vision Relay Competitive Rules. Please be sure you have read both the Categories and Rules sections!** We have gone to great lengths to repeat ourselves over and over to ensure everyone is familiar with the changes, but feel free to contact us if you still have questions.
- The flexibility of the Kokopelli format is designed to add to the fun. We do not tell you that rider 1 must ride legs X, Y, and Z. We give you recommendations of course, but if you think you have a better strategy... use it! You can transition at every transition area or every other transition. This is where your brain comes in. You will have to decide which rider will ride what leg(s).
- Teams will be assigned a start time between 6:00 and 7:30 AM, according to their category.
- Each team that participates in the Kokopelli Relay will be assigned a Satellite Tracking unit between 15-30 minutes prior to their departing wave on race morning. It will normally be carried in a jersey pocket. This tracker provides live GPS tracking. It is NOT a timing chip and does NOT keep track of the splits for each leg/transition. *There are no timing pads to ride over and no timing gates to ride through.* If you want transition split times, you are encouraged to use third-party cycling software such as Strava.
 - *** Your tracker must be turned in on Saturday after you cross the finish line. ***
 - If you do not cross the finish line or forget to turn in your tracker, the Team Captain is responsible for sending the tracker back to the supplying company via OVERNIGHT delivery on Monday; the tracking companies use these for many events all over the world, so we must get them back on time.***
 - Don't keep your tracker!***
- This event is **SELF-SUPPORTED**. This means that you should NOT rely on transition sponsors to provide your nutrition. Bring MORE than enough food and water for you and your teammates! While we are striving to encourage sponsors to adopt transition areas and provide goodies, services and entertainment, we cannot offer any guarantees. We cannot promise that your favorite transition from a prior event year will have the same sponsor or amenities from year to year. There are unforeseen circumstances and changes in partnerships that limit our ability to provide permanent sponsored transition locations. The best way to increase the likelihood of a given sponsor returning to a transition area is to make sure you thank them and let them know how awesome they are!
- Transition areas will, in most cases, be supplied with a portable restroom if no permanent restroom is available. However, **trash services will NOT be provided at every transition.** Please make plans to pack out what you bring in, and DO NOT deposit litter or trash into the portable restrooms. Organic (ewww....) materials only!
- Due to road construction and other unforeseen problems along the course, the route is likely to change slightly from year to year. This includes transition areas! **Even though you may have ridden the event in the past, we may be required to move a transition somewhere along the route. Do NOT assume that you know the transition locations without consulting the official event maps.** Generally, the course should not fluctuate too much and will be between 520 and 530 miles. That being said, don't hold us to the mile...because even the course distance is subject to change!

Rules

These rules are designed and enforced for three primary reason: 1) Safety; 2) To create a fun, memorable atmosphere; 3) To ensure the continued cooperation and permission of all City, Town, State and other government agencies. They come from our experience as well as other well established cycling events. They are intended to minimize hazardous situations. Yes, accidents do happen, but if teams and riders follow these rules as well as use good common sense, the likelihood of accidents is diminished. While these rules are here to ensure safety, fairness, and a fun time, ultimately the responsibility for all of these things remains with the Riders and their teams.

If a team disregards or breaks any of the following rules, we reserve the right to take your number and Satellite Tracking device and you will be asked to abandon your race.

Safety is essential for everyone involved. Riders, Support Crew, and Staff must all do their part to make the Kokopelli Relay safe and successful. Please pay attention to safety at all times.

1. Emergencies

If the police or ambulance are needed call 911 immediately. Then, contact the Event Director(s) as soon as possible.

2. Event Director's Rules Prerogative

The Event Director reserves the right to clarify the "intent of the rules" to preserve the integrity of the event. The Event Director(s) may construct new rules and penalties, or alter old rules and penalties if necessary, before, during or after the event under circumstances that were not foreseen by any of the following rules, or if a Rider is trying to find "loopholes" in the rules.

The interpretation and enforcement of any rule will be primarily governed by these principles:

- Safety is always followed.
- Any action of a Rider or Crew which results in either an unfair advantage to the Rider or an unfair disadvantage to another Rider may result in a penalty.
- The integrity of the event.

Full responsibility for any rule decision and any penalty will be borne by the Event Director(s).

3. Contingencies

While we have worked hard to minimize "contingencies", when riding over 500 miles across a large portion of Utah, there is a chance you will experience "unplanned events" such as traffic light malfunctions, traffic jams, trains, winds, bad-weather/storms and other "acts of God," road construction and other similar occurrences of "unplanned events" over which the event organization had no control. It is possible one Rider may be stopped for road construction while another is not. It is possible that one Rider has to follow a longer line of cars than another or that one Rider will be stopped at a red light while another is not. These inconveniences are all part of your experience and part of the challenge of the Kokopelli Relay.

Teams must notify the Event Director if the route becomes impassible due to serious accidents, flooding, fire, natural disasters or some other reason.

4. Support Vehicles

Support Vehicles – Support vehicles may take many sizes or shapes. As long as they are road legal safe, they can act as a general support vehicle. Shadow Vehicles, however, require further regulation.

Shadow Vehicle - We have worked very hard with UDOT and UHP to make this ride safe and not cause problems with regular traffic. One of the most important ways to do this is by following the Shadow Vehicle rules. Shadow vehicles must NOT impede the regular flow of traffic!

- Shadow Vehicle are **only allowed during night time hours** of 7:00 pm to 7:00 am.
- **Shadow Vehicles must have two roof-mounted amber flashing lights**, one at each far left and right end of the roof rack or roof, visible only from behind - not from the front. Tape is usually used to cover the front half of the light. They may be battery powered or powered by the vehicle electrical system, but they must not interfere with the vehicle's factory emergency flashers, turn signals, taillights or brake lights.

If the lights are too dim, modify or replace accordingly by adding higher intensity bulbs if possible or replace units so they can be seen during the day. If they are too bright, cover part of the light lens with filament tape (packing tape with the strands) or other suitable translucent material until the glare is eliminated. If the roof-mounted amber flashing lights are battery powered, the Support Crew must carry spare batteries.

The roof-mounted amber flashing lights must be bright enough to be seen during the day; however, they must not be so bright as to interfere with other driver's vision. Amber lights must be on and working at all times when Shadowing a Rider.

- Shadow vehicles may not be wider than 6'6" and/or longer 20'. To use a larger vehicle to "Shadow" creates unsafe riding conditions for other riders on the road and absolutely must not be done.
- Shadow Vehicles **must have a federal DOT standard reflective Slow Moving Vehicle Triangle**. These are orange equilateral triangles with 12-inch sides and 1.5 inch reflective red borders. The triangles must be displayed on the rear of the Follow Vehicle while following directly behind the Racer. This DOT triangle must be visible to drivers approaching from the rear. The triangle must be removed or covered when traveling at normal highway speeds. However, the triangle may be left in place during Leapfrog Support. Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required Support Vehicle signage, including Caution Bicycles Ahead, Racer Number and Slow Moving Vehicle Triangle.

Transition Access Limitation - There are a number of Transitions that have vehicle size limitations to be aware of. Vehicles larger than 6'6" wide and or 20' long are not allowed to pull into these transition areas directly (see Transitions section for breakdown). If your team is using a vehicle larger than the above stated dimensions, you will need a second vehicle to act as the "Shadow Vehicle" and to access some of the transitions. If you plan to "Shadow" your rider at any time during the event, this can only be done with a vehicle that meets the size limits of a "Shadow Vehicle" and is equipped properly. Yes, this can be a pain, but it's a safety thing. Remember, this limitation is only for vehicles larger than larger than 6'6" wide and or 20' long.

Required:

- Each Team will be given two adhesive signs displaying their team number. At least one of these signs must be visible on the rear or side windows of each support vehicle.
- Each Team will be given two "Caution Bicycles Ahead" signs. Two are to be placed in visible locations on the rear of each support vehicle.

Recommended:

- We recommend you also display your Team name and number on the other two sides of the vehicles.
- Decorate your vehicles. We encourage drawings on the windows, inspirational speeches, a tally of the number of people you pass, etc.

5. Riders

- Riders are required to follow **all road regulations without exception.**
- **Riders must wear a helmet whenever on a bicycle!**
- The Rider assigned to the leg at hand (the rider progressing down the course) is required to carry the satellite tracker. At least one rider from your team must be on the road if there is forward progression from your team on the course.
- ***Riders are NOT required to ride their legs in any particular order. Riders in competitive categories are required to ride an evenly shared number of legs, depending on team size.***
- Did we say follow road regulations? There will be **no** closed intersections, road closures or traffic directing of any kind. If there is a stop sign... Stop! Hopefully you're catching the point. Local police have the ability to ticket any cyclist that is not following road regulations, and they have informed us they will be watching. *If any of our participants are cited for breaking road regulations their entire team will be automatically disqualified.* Issues created by participants not following road regulations can jeopardize future permits.
- Riders **MUST YIELD** to any and all emergency / first-responder vehicles requesting passage. Pull off the road completely to let these vehicles pass.
- If a rider becomes lost or travels in the wrong direction, they must **return** to the point on the course where they went wrong and start from there. You may get in the car to get back to that point but do not jump in the car and catch back up to where you would have been if you had not gone off course. The satellite tracker is watching!
- All cyclists must ride non-motorized bicycles. This includes tandems, hand cycles, unicycles, fixed-gear bikes, recumbent and any other self-propelled cycle.
- TT bikes are not allowed. Aero bars are only permitted on an exception basis for physiological reasons. No drafting with aero bars. Exceptions granted by Race Director only.
- Do not take items from a moving vehicle. This is not the Tour de France!
- Support vehicles cannot assist riders in forward progression. No holding onto mirrors or pushing riders up the hills. No sticky bottles! Riders may receive mechanical and feed support between exchanges. Support vehicles must not impede traffic.
- Teams may have more than one rider on the road at a time if so desired. We recommend you send two riders out at a time during night time hours to increase their visibility.
- No naked riding, riding in the buff, wearing your birthday suit, going "au naturale" (need we say more?).
- No interfering with other riders or teams.
- Ride single file unless passing.

A. Bicycle Marking

- Each Rider will receive a number plate to be attached in a visible location on the rear of the bicycle; e.g., back of seatpost, or top of seat stay.
- Bicycles that are used at night must be visible from all directions.

B. Night-time Riding

- Night-time riding hours are **7:00 pm to 7:00 am.**
- Riders must be visible from all directions during night time hours. That means headlight, taillight and reflective material on right and left sides. We recommend reflective tape on your bike in addition to the required reflective clothing.
- All cyclists riding at night must have at least one headlight and one red flashing tail light. We recommend riders have two headlights while riding (one as a backup if batteries in your primary light fail). If you are seen riding without a light **you will be disqualified.**

6. Transitioning

- **Riders must come to a complete stop before handing Satellite Tracker off to the next rider. There are no exchange chutes.**
- Riders must transition off of the road. Do not stop in the road; it is dangerous.
- Transition Areas are marked on the maps as GROUP A (12 legs/11 transitions) and GROUP B (24 legs/23 transitions).
 - a. Men 4A category must transition ONLY at the GROUP A transition areas (even numbers).
 - b. All other categories may choose either GROUP A or GROUP B transitions.
- Support Vehicles wishing to stop to cheer their riders on, or to transition to a new rider must pull off the road only where there is a legal parking area. Pulling into the dirt on a road shoulder is not permitted unless there is a designated pullout. You must only park in legal parking areas. Violations may result in disqualification.
- Once a rider has stopped in the transition area, the team can help him/her transfer the Satellite Tracker to the next rider.
- If support vehicles must stop, they must park out of the way of cyclists and other traffic.
- **Many of the transitions take place in small towns. Please be courteous to the residents by keeping the noise to a minimum during night-time hours. This is especially the case in towns such as Henrieville. Excess noise/trash may result in denial of permit for future events. Please, please, please shhhhhh!**

7. Support Vehicles (SV)

- SV must be roadworthy and legal.
- No persons should ride in any illegal fashion, such as in camp trailers, trunks, roof racks or other unwise/unsafe places.
- SV cannot hand items to a moving cyclist. Did we mention this is not the Tour de France?
- SV cannot interfere, block, heckle or bother cyclists from other teams.
- SV must pull completely off the road, all four tires, in transition areas to ensure safety of the support crew and Riders.
- When pulling off the road for any reason, do so only in legal parking areas. The SV must pull completely off even if it is stopping “just for a second”.
- Provided signs must be posted in a visible position on the back of the SV.

Safety! Safety! Safety!

Safety is the most important thing of all. Road cycling can be a dangerous sport. There are dangers like rumble strips, pot holes and other road damage to be aware of, and then there are those large motorized things to deal with. Throw in night time and over 500 miles, and the potential for an accident is definitely there. That being said, if we work together, follow the rules, putting safety first and using our best judgment, we can minimize the risk, have a blast and accomplish something great.

It is important to remember that participants must follow all road regulations. Doing so will decrease the probability of accidents and increase the level of fun from “Meh” to “Yowza!”

“The Law”

Course officials, “The Law”, will be driving the course, during event hours, looking for rule violators and/or safety hazards. They have the authority to disqualify any team, assess time penalties or any other consequence they see fit. They are there to help keep the event safe. Please treat them with respect and inform them if you see any problems.

We have tried to leave much of the ride format up to the teams, but for safety purposes, we do require that you follow certain guidelines to ensure the safety of all participants. Be sure to know and understand the safety section in its entirety, to ensure there are no problems, disqualifications or accidents. **The Law will be watching.**

Post Ride

CONTESTS

Best Video

You could go for power, beauty, comedy or drama...up to you. You can incorporate still shots or video, but the final product must be in edited into video format for posting to YouTube.

Your team movie must be submitted by June 22nd, 2019, before 11:59:59 PM.

Your video should tell us about your team’s experience during the Kokopelli Relay. It CANNOT exceed 4 minutes in length. Upload your video to YouTube and then send it in a private message to the official Kokopelli Relay Facebook page. We will then share each submitted video via our page for the contest. Once we have posted your video be sure to share it with as many of your friends as possible and get them to like it on the official Kokopelli Relay Facebook page, because the video with the most combined “likes” (on our Facebook wall) AND total “likes” (thumbs up) on YouTube as of midnight on June 30th, 2019 will be declared the winner. Your video can take any approach you desire: power, beauty, comedy, or drama. Now, let the creative juices start flowing and see if you can submit the video that will win a free entry to the 2020 Kokopelli Relay!

The winner will be announced during the week of July 1st, 2019. To be clear, we will only be counting the number of “likes” on each video received as of midnight on June 30th, 2019 (buying likes is not going to win you the prize...)

Best Vehicle

We challenge you to decorate! Let the world know what you are doing. Take a picture of your vehicle(s). Post it on our Facebook page (<https://www.facebook.com/kokopellirelay>). The team that gets the most likes will be given a really cool prize that has yet to be determined. Most likely something your team cannot live without...like a potato.

Best Picture

Bring along your cameras! Not only will it provide great memories to stroll with, but if your picture is chosen as the “Best Picture” it will be used in our marketing and you get some really cool compensation. A hard copy needs to be submitted to info@enduranceutah.com. Photos will be posted on Facebook and voted on. More details will be sent out after the event.

On-Course Markings

Examples of the on-course markings will be displayed at the start line. Make sure to be familiar with them. We don't have excessive "comfort markings". In general, stick to the main roads indicated and keep going straight unless a turn is indicated. Become familiar with your maps and leg distances!

Course markings for Group A will be a different color from those for Group B. Mens 4A are required to use Group A legs and transitions only. Any other race category may choose to use Group A or Group B legs and transitions.

Basic Leg Descriptions

These leg descriptions are designed to help you get a better idea of what each leg holds for you. This list is a basic overview and does not necessarily cover all road conditions or situations you may encounter on a given leg. It would be a great thing for riders know before riding the leg they are responsible for.

Here are a few things it will cover:

1. Type of riding definitions:
 - City riding - stop lights, intersections, stop signs, possible motor vehicle traffic & parked cars
 - Neighborhood riding - frequent intersections, slower traffic, parked cars, speed bumps & pedestrians
 - Highway riding - rumble strips, potentially narrow shoulders, higher speed traffic & fewer course markings
 - Pathway riding - potential driveway and street crossings, dogs, pedestrians, slow cyclists & pavement cracks
2. Restroom locations
3. Gas locations
4. Transition Parking
5. Sponsor information if available

Start Line: Grand County High School

Start Line Parking: Next to the Grand County High School Football Field and surrounding areas

Restrooms: Grand County High School Outdoor Football Field restrooms

Check-In Location: Come find us under the black and white Kokopelli tents

Leg 1: Start to Wilson Arch

Distance: 26.4 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Fill up prior to starting

T1 parking: Wilson Arch pull out

Leg 2: Wilson Arch to Monticello

Distance: 28.5 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Monticello Gas Stations

T2 parking: Monticello Truck Stop on the right

Leg 3: Monticello to Blanding

Distance: 22.3 Miles

Riding conditions: Highway Shoulder

Restrooms: Blanding Park Restrooms

Gas: WARNING: There is no gas until Hanksville so be sure to fill up in Blanding!

T3 parking: Blanding Centennial Park

Leg 4: Blanding to Mule Canyon

Distance: 22.3 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: NONE

T4 parking: Mule Canyon Road Side Ruins Area – DO NOT BLOCK THE ROAD TO RUINS

Sponsor: Salt To Saint Relay

Leg 5: Mule Canyon to Fry Canyon

Distance: 31.3 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: NONE

T5 parking: Shoulder pull out on right (Fry Canyon)

Leg 6: Fry Canyon to Dirty Devil Bridge

Distance: 25.9 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: NONE

T6 parking: Pull out on right .2 miles past the bridge

Sponsor: SCC Bike Tech –get your chain lubed while you wait!

Leg 7: Dirty Devil Bridge to Poison Springs

Distance: 18.9 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: NONE

T7 parking: Pull out on right, near Mile Marker 19

Leg 8: Poison Springs to Hanksville

Distance: 26.1 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: Hollow Mountain

T8 parking: Hollow Mountain Gas Station

Sponsor: Advanced Therapeutic Massage, Body Worx (Be sure to stop and get a massage!)

Leg 9: Hanksville to Capitol Reef

Distance: 28 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: NONE

T9 parking: Shoulder pull out on right, just before Capitol Reef entrance

Leg 10: Capitol Reef to Torrey

Distance: 17.3 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: Petro US Gas Station

T10 parking: La Cueva Restaurante Mexicano parking lot

(La Cueva and the General Store will remain open until 1AM—please stop in for a bite!)

Leg 11: Torrey to Pleasant Creek

Distance: 18.4 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: None

T11 parking: Trail head parking lot on right, just past Wildcat

Leg 12: Pleasant Creek to Boulder

Distance: 20.8 Miles

Riding conditions: Highway Narrow Shoulder (watch for cattle, deer, and elk)

Restrooms: Porta Potty

Gas: Hills & Hollows

T12 parking: Hills & Hollows Market

Leg 13: Boulder to Escalante

Distance: 25.3 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Across the street from T13

T13 parking: Escalante High School

Leg 14: Escalante to Henrieville

Distance: 31.4 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: NONE

T14 parking: Road parking at Henrieville Visitor Center—Do not block road!

Leg 15: Henrieville to Pines Rest Stop

Distance: 18.8 Miles

Riding conditions: Highway Shoulder

Restrooms: Pines Rest Area toilets

Gas: Four gas stations on this leg

T15 parking: Pines Rest Area

Leg 16: Pines Rest Stop to Panguitch

Distance: 17.7 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Rally Stop Chevron after the Transition at the left turn onto Hwy 143

T16 parking: No Longer in Business, C-Stop Gas Station

Leg 17: Panguitch to Bear Paw Fishing Resort

Distance: 16.8 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: NONE

T17 parking: Bear Paw Fishing Resort Entrance (limited parking)

Leg 18: Bear Paw Fishing Resort to Duck Creek

Distance: 19 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Phillips 66 roughly one mile after T18 Transition

T18 parking: Paved pull out on right at Hwy 14 and Mammoth Rd Junction

Sponsor: Kane County Events

Leg 19: Duck Creek to SR 148 Junction

Distance: 13.5 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: NONE

T19 parking: Dirt pull out on right after turning RIGHT at SR 148 Junction

Leg 20: SR 148 Junction to Cedar City

Distance: 18 Miles

Riding conditions: City Streets and Highway Narrow Shoulder

Restrooms: Porta Potty

Gas: Lots of options!

T20 parking: Veteran's Park Baseball Fields Parking Lot

Leg 21: Cedar City to Iron Mountain

Distance: 13.3 Miles

Riding conditions: City Streets and Highway Shoulder

Restrooms: Porta Potty

Gas: Cedar City

T21 parking: Pull out on right

Leg 22: Iron Mountain to Enterprise

Distance: 22 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Sinclair .5 Miles past T22

T22 parking: Enterprise Rodeo Grounds dirt lot

Leg 23: Enterprise to Veyo

Distance: 20.6 Miles

Riding conditions: Highway Shoulder

Restrooms: Porta Potty

Gas: Sinclair across the Street from T23

T23 parking: Veyo Pies & Bakery parking lot—please use the south end of the lot!

Sponsor: Veyo Pies *Mention you're a Kokopelli participant to get \$1.00 off a whole pie at the Bakery!*

Leg 24: Veyo to Finish

Distance: 22.8 Miles

Riding conditions: Highway Narrow Shoulder

Restrooms: Finish Line, Unity Park Restrooms

Gas: Schivwits Convenience Store before the finish line & Chevron in Ivins

Recommendation: Turn off of Hwy 91 then a quick right onto 400 South. This is a great place for your team to get out and finish the ride together; don't forget to send someone back to get your vehicle(s)!

T24 parking: Unity Park, Ivins Utah

Kokopelli Transition Names & Details

Transition	Name and Address	Main Route	Estimated Window
Start	Grand County High School, Moab 608 Fourth E St, Moab, UT 84532		6:00 a.m. – 7:30 a.m.
T1	Wilson Arch US-191, Moab, UT 84532	HWY 191	7:30 a.m. – 9:00 a.m.
T2	Monticello Truck Stop Gas Station 17 N Main St, Monticello, UT 84535	HWY 191	9:20 a.m. – 11:20 a.m.
T3	Blanding Centennial Park 1200 S 300 W, Blanding, UT 84511	HWY 191	10:20 a.m. – 1:10 p.m.
T4	Mule Canyon Road Side Ruins Area Mile marker 101.4, Hwy 95	HWY 95	11:20 a.m. – 3:00 p.m.
T5	Shoulder Pull Out WEST (Fry Canyon) 37°38'26.6"N 110°09'45N.5"W	HWY 95	12:45 p.m.- 5:15 p.m.
T6	Pull Out on EAST past Dirty Devil Bridge .2 Mile Past the Bridge	HWY 95	2:30 p.m. – 7:30 p.m.
T7	Pull out EAST- 7 miles North of Hwy 276 38°07'01.6"N 110°37'23.0"W	HWY 95	3:30 p.m. – 8:40 p.m.
T8	Hollow Mountain Gas Station 40 N UT-95, Hanksville, UT 84734	HWY 95 & 24 JCT	4:30 p.m. – 9:50 p.m.
T9	Shoulder Pull out (North Side of Road, East of Notom Bullfrog Basin Rd. 38°17'01.1"N 111°07'40.8"W	HWY 24	5:30 p.m. – 12:00 a.m.
T10	Torrey (PetroUS Gas Station) 875 UT-24, Torrey, UT 84775	HWY 24	6:30 p.m. – 1:15 a.m.
T11	Pleasant Creek Trailhead Parking Lot on UT 12 & FR 247 38°06'27.8"N 111°20'18.2"W	HWY 12	8:00 p.m. – 2:45 a.m.
T12	Boulder (Hills & Hollows) 840 UT-12, Boulder, UT 84716	HWY 12	9:00 p.m. – 4:00 a.m.
T13	Escalante High School 800 East Hwy 12, Escalante, UT	HWY 12	9:50 p.m. – 5:30 a.m.
T14	Henrieville Visitor Center 100 West St., Highway 12, Henrieville, UT	HWY 12	11:00 p.m. – 7:30 a.m.
T15	Pines Rest Area Bryce, UT 84764 37°42'27.6"N 112°12'20.0"W	HWY 12	12:30 a.m. – 8:50 a.m.
T16	Silver Eagle C-Store & Gas Station 575 Center Street, Panguitch, UT 84759	HWY 89	1:20 a.m. – 9:50 a.m.
T17	Bear Paw Fishing Resort 905 UT-143 Panguitch, UT 84759	HWY 143	2:00 a.m. – 11:00 a.m.
T18	FH 050, Duck Creek Village, UT 84762 37°31'06.2"N 112°38'45.1"W	Mammoth Rd FH 050	2:45 a.m. – 12:15 p.m.
T19	Dirt Pull Out on EAST Right SR 148 Brian Head, UT 84719 37°34'23.1"N 112°50'11.8"W	148 & 14 JCT	3:30 a.m. – 1:15 p.m.
T20	Veteran's Park Baseball Fields 407 E 275 N, Cedar City, UT 84721	HWY 56	4:15 a.m. – 2:15 p.m.
T21	Iron Mountain, Hwy 56 Pull Out 37°36'40.4"N 113°22'57.6"W	HWY 56	5:00 a.m. – 3:30 p.m.
T22	Enterprise Rodeo Grounds 100 N UT-18, Enterprise, UT 84781	HWY 18	6:00 a.m. – 4:45 p.m.
T23	Veyo Bakery & Pies (South End of Lot) 24 S Main St, Veyo, UT 84782	HWY 18	7:00 a.m. – 5:45 p.m.
Finish	Unity Park, Ivins 200 W 400 S, Ivins, UT 84738		7:40 a.m. – 8:30 p.m.