



Western Newfoundland, Canada

**Hosted by:
Frontier Adventure Racing Inc**



2004 Adventure Racing World Championship Raid the North Extreme Western Newfoundland Canada

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WESTERN NEWFOUNDLAND Competitor Update #1

1.0 NOTE FROM THE ORGANIZERS

Firstly, welcome, and congratulations on being selected to join the world's best teams at the start line of the 2004 AR World Championship in Western Newfoundland, Canada!

The purpose of this first update is to set the groundwork for the race. It will provide all of the basic logistical and background information you will need to familiarize yourself with how we operate and what to expect from Raid the North Extreme. We have also included some details about the racecourse and challenges you will be faced with while on it. Subsequent newsletters will contain further information and details.

Should you feel there are some pressing questions you need answers to that were not addressed in this update, do not hesitate to contact our office. Meanwhile, good luck with your training!

1.1 About Western Newfoundland

For those of you who joined us for Raid the North Extreme in 2001, you know exactly why we're so keen to be returning to Corner Brook, Newfoundland. Nestled in the hills along an inlet on the Gulf of the St Lawrence, this beautiful little city has the biggest heart and the most welcoming citizens you could imagine. Corner Brook is blessed with incredible wilderness in all directions, and is less than an hour from world-renowned Gros Morne National Park.

Corner Brook provides us with the perfect gateway to the outdoor adventure paradise of Western Newfoundland. Competitors will be greeted with daunting fjords, wind-sculpted flora, curious terrain formations, historic lighthouses, whales, colorful isolated fishing communities, coastlines of cliffs, rocks, and white sand, and expanses of remote untouched landscapes.

Living up to its philosophy, Raid the North Extreme will host a memorable Adventure Racing World Championship. Real Wilderness. Real Navigation. Real Adventure. With Newfoundland in the mix, we can certainly add Real Hospitality.

2.0 THE RACE – HOW THINGS WILL WORK

All of you are very familiar with the way an adventure race works in general, although each race is unique in approach. So that all of you know what to expect from your experience this summer, the following is an overview of how we operate Raid the North Extreme.

2.1 Schedule of Events

Friday, July 30

10:00 a.m. - 7:00 p.m.	Race Registration
7:00 p.m. - 9:00 p.m.	Opening Ceremonies, Map Distribution and Race Overview

Saturday, July 31

8:00 a.m. - Noon	Race Registration
12:00 p.m. - 2:00 p.m.	Race Briefing

Sunday, August 1

4:00 a.m.	Buses leave for Start Line (may change with final course design)
8:00 a.m.	Race Starts (may change with final course design)

Saturday, August 7

8:00 a.m.	Official Race Cut Off Time (may change with final course design)
2:00 p.m. - 6:00 p.m.	Banquet
5:00 p.m. - 6:00 p.m.	Official Awards Presentation
7:00 p.m.	After Party

2.2 Registration

Registration will take place on the Friday and Saturday before the race (see specific times above). It will take approximately 2 hours for each team to complete the registration process, although it is possible to complete registration in less time if you are organized and prepared. **All team members must attend race registration.** There will be a number of stations set up that teams must successfully pass through before competing in the race (paperwork, bike inspection, certifications check, gear check, first aid check, navigation test for one team member, ropes test, and radio/competitor kit pick up). We encourage teams to register on Friday to avoid congestion on Saturday. For registration to run smoothly we ask that all paperwork be filled out ahead of time. Waiver forms, medical forms, and image release forms will be sent to you in the next competitor update.

In an effort to simplify the registration process, any team that has previously completed a recognized expedition-length competition that required the same skill level required for Raid the North Extreme will be exempt from that skill test in the registration process. For example, a team that has successfully completed any of the races within the AR World Series will not be required to do the navigation test. Competitor Update #2 will include a full list of registration tests as well as specify races that qualify for exemptions from the tests.

2.3 Map Distribution and Course Description

For a race of this magnitude, we believe strongly that teams should have adequate time to prepare themselves and their gear for the challenge that lies before them. As such, we will be providing all teams with their maps and basic race information such as the general route and order of disciplines on Friday night during the opening ceremonies.

A full race briefing will occur on Saturday afternoon, once teams have been able to familiarize themselves with the terrain and the structure of the race course. Detailed course directions will be distributed, and a review of the course by race director Geoff Langford and course designer Lawrence Foster will give teams a thorough overview of the challenges, highlights, and history of the land you will be exploring.

We want you to start this race as prepared as possible.

2.4 The Racecourse

The entire course will cover roughly 450-500 km on foot, on bike, and in boats. The course will be given to each team as a series of checkpoints that you must reach in the order specified. The checkpoints represent the only points on the course you must visit. The actual route between checkpoints will NOT be marked and, in many cases, there is more than one route possible. There are definitely a few areas where the best route is not at all obvious as well. It is the responsibility of each team to make their own decisions and find their way from checkpoint to checkpoint and teams are encouraged to think creatively about how best to do that. We try to limit the number of checkpoints in the race so that we maximize your freedom in choosing routes to get between two points. (Note: For safety reasons, some areas such as highways or roads will be off-limits. Any team found in an off-limits area will be immediately disqualified from the race.)

The start line of the race will be at a remote location that is only disclosed on the Friday prior to the race. All competitors are required to travel in buses (provided by race management) at the same time in a convoy to the start line. Currently, the race is scheduled to start at 8:00 a.m., which may require teams to load onto the buses as early as 4:00 a.m.

Once the clock starts at the start line it remains running for all teams until they reach the finish line. The final rankings will be determined by the order that teams cross the finish line. If a team receives a time penalty for a rule infraction (see Rules and Regulations) that team will be required to serve that time penalty at a designated area before the finish line. As a result, teams will cross the finish line in the correct official ranking order for the race.

Although we will do everything we can to prepare you in advance for the types of challenges you will be facing in this year's race, the actual course, order and length of each discipline and even the start line will not be revealed to any competitors until the Friday before the start. At that time, each team will be given one set of maps for the entire course and a list of checkpoint coordinates. There will also be some route descriptions with the coordinates. The checkpoint coordinates will be given using 6 digit UTM grid numbers along with the map number that they are on. Nothing will be marked on the maps you receive. It will be the responsibility of each team to accurately plot the checkpoints on the maps themselves as well as choose the best route to get from one checkpoint to the next. All checkpoints on the course are staffed and well marked (at night they will be marked with glowsticks). Teams are required to check in with checkpoint staff where their time of arrival will be recorded and passport signed.

Checkpoints are almost always located near distinguishable features and are reasonably obvious once you are within the general vicinity. The course description accompanying the checkpoint coordinates will often describe the location of the checkpoint. It is our philosophy that navigational challenges on an adventure-racing course come from the journey between checkpoints, not from trying to find a needle in a haystack.

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

2.5 GPS Tracking

As a safety feature, and to encourage a more 'spectator-friendly' event, we will be providing all teams with a GPS tracking unit to carry throughout the race. Each team's unit will transmit a precise location in

realtime back to our basecamp and directly onto the race website, allowing anyone with internet access the ability to see the progression of all teams on the course. In many ways, anyone watching will know the exact location and ranking of teams, better than the teams themselves.

The units, operated by Montreal-based Competitio, have been used by Raid the North for several years. The GPS tracking unit weighs only a few pounds, and will replace the safety radio normally provided for Raid the North Extreme. Each unit not only contains a GPS transmitting unit, but a working satellite phone with spare battery. This allows us a much more reliable means of team communications from the course than a standard UHF or VHF radio unit.

These tracking units have proven to be extremely popular in the past, and we're looking forward to reaching a wider audience worldwide with the colourful web-based realtime tracking map during the race.

2.6 Unsupported Format Logistics

Raid the North Extreme operates as an unsupported race. In place of a support crew, race staff will transport your transition gear and mountain bike gear to the various transition areas on the racecourse. We feature this format to decrease the costs and logistics for teams flying to the race and given the limited vehicle access to the racecourse. For safe and easy transport of your gear on the racecourse **it is necessary that all teams be able to pack all of their gear (including food) that they wish to have on the racecourse at transition areas in no more than 5 gear boxes or bags and 4 bike boxes.** It is not necessary for the gear or bike boxes to be hard shell, although it is strongly recommended. Although we will always handle your gear with reasonable care, we cannot guarantee that fragile items will not be damaged in duffle bags or bike bags.

Given the gear requirements for this event and the length of the event, the above container allowance should be more than enough. Please be respectful of the logistics required to manage your team equipment when packing your gear and choosing your gear and bike containers. Wooden frames with no side panels do not make acceptable bike boxes. We have seen these used in some races as a way to leave the bike fully assembled to shorten transition time. For ease of transport we will only accept standard, fully enclosed bike boxes (approximate maximum dimensions: Length = 48", Width = 15", Height = 30").

3.0 DISCIPLINES AND RACE CONDITIONS

The following is a preliminary description of the challenges you will be faced within the different disciplines for this year's race. More details will follow in Competitor Update 2.

3.1 Navigation

Navigation is a very important element of all Raid the North Extreme races. Our goal is to provide teams with a unique and natural wilderness experience. We also have a strong commitment to a "leave no lasting trace" philosophy. We put no markings on the racecourse (so nothing can be left behind) and we make no new trails or obstacles. Teams are challenged by the natural landscape and wilderness. This means navigation skills are a must and teams must be familiar with routefinding and feature reading in natural wilderness environments. Although trails exist in some of the areas you will be travelling through, few of them are marked on the maps.

In the course instructions provided just prior to the race, we include descriptions of any known trails that are not shown on the map and could have a significant impact on the speed of teams through that section. We do this to eliminate the "luck" factor in navigation. We do not want some teams to have a significant advantage because they accidentally found an unmarked trail that took them a significant

distance in the right direction. Indirect trails, trails shown on the maps provided or wildlife trails are NOT described in the competitor directions, however. As with most 1:50,000 scale maps of wilderness areas, it is not expected that the maps provided will be a complete representation of all features your team will encounter. Interpreting the accuracy of maps is one of the fundamental challenges of wilderness navigation.

The navigation in this race will be challenging, but it will be very achievable with solid navigation skills. We expect that all teams competing in Raid the North Extreme take this seriously and arrive with the necessary wilderness navigation skills and experience.

3.2 Kayaking

The kayak sections in this year's race will be unsurpassed by any previous Raid the North Extreme. With over 17,000 kms of coastline, Newfoundland and Labrador offer some of the most breathtakingly scenic paddles in the world. Its' rugged coastline consists of sheer basalt cliffs up to 300 metres, seemingly endless rock and sand beaches, and fjords that penetrate the heart of the island.

All watercraft and standard paddles are included in your registration fee. There is no need to rent or transport your own canoes or kayaks. As outlined in the gear list, you will only need to supply your pfd.

Boats

Competitors will be paddling in Sea Knife kayaks (www.seaknife.com) built locally and specifically for this race. Sea Knife has been producing a fleet of special edition ARWC boats for us since January, and all teams will have the opportunity to purchase these boats at an exceptional price following the event. The boats are decaled with both the ARWC and Raid the North Extreme logos, and labeled 'AR World Championship Special Edition'.

For this race we will be using a combination of one double and two single kayaks per team. We encourage you to begin training now to discover the right combination of teammates, sails, etc.

As course design evolves, we may introduce the use of alternative watercraft. At the moment, there is a likelihood of the option of packrafts for at least one trekking section. We are also working to introduce the use of an indigenous boat, the Dory, which is a wide-hulled wooden row boat used historically for fishing in this region. The second competitor update will contain more details on these disciplines.

Paddles

[Simon River Sports](http://www.simonriver.com), a Canadian performance paddle manufacturer, are offering a limited number of 5 piece, carbon-fibre and fibreglass, wing- and spoon-blade kayak paddles available to rent. Rental rates are extremely competitive:

Rebel – flat blade plastic paddle	\$30 each
Hammer – spoon blade composite paddle	\$40 each
Shark – wing blade carbonfibre paddle	\$50 each

Rental booking is available immediately, simply email us at arwc2004@raidthenorth.com to book.

Safety

August is typically a good time to paddle the coastline of Western Newfoundland but there is still the possibility of severe winds and large waves. In times past, pirates would light fires along the shore to lure boats to false safety. The unfortunate crews were drawn to this beacon, and to their deaths, when their ships would smash to pieces on the submerged reefs. While we are doing everything possible to choose the safest route for the racecourses it is very important that competitors do not underestimate the skills and ability required to paddle in the Atlantic Ocean. It is critical that teams stay very close to

their team-mates and choose appropriate "escape routes" in case of bad weather. Paddling sections will be shut down in case of high winds and alternate routes or disciplines will be substituted in case of unsafe paddling conditions. Safety boats will be on the water at all times but can not be shadowing all boats at all times. Teams that are already on the water when the weather picks up must rely on their own skills and judgment to make safety decisions. **Teams that pull off the water must radio race headquarters (see radio protocol) to let safety crews know your status.**

Whales and Icebergs

There are several species of marine life in Newfoundland and Labrador, including whales, dolphins, porpoises, seals, sea lions, and walrus. Whales will be the most likely encountered of any of the sea life during the race. A good indication that whales are feeding are the many sea birds that gather, particularly gulls. If teams do encounter whales it is important that they let the whales control the interaction. Maintain a respectful distance – at least 50 metres – and always make sure that the whale knows where you are by tapping your kayak. Whales are curious animals and will come in for a closer look once they have become familiar to your presence.

Although most icebergs will be farther north, some do drift far enough south along the coastline to be encountered during the race. Caution must be used when kayaking around icebergs as they are very unpredictable. A good rule is to never go closer than a distance equal to the length of an iceberg. Underwater rams or spurs can capsize a kayak easily if the iceberg rolls. Large waves and rolling can also be caused when the iceberg calves.

3.3 Mountain Biking

Western Newfoundland does not have a complex network of roads and trails. With higher elevations consisting of rocky outcroppings and barren fields there has been no need for logging roads and with it being common to have 10 metres of snow covering the ground in winter months there is little need to cut and maintain snow machine trails. You can expect a significant portion of the mountain biking to be on paved or hard packed gravel roads and abandoned rail beds. The elevation changes are not numerous but do start at sea level and can go up to 500 metres.

3.4 Trekking

The terrain in Newfoundland is seemingly straight forward due to the barren and flat landscape, however fluctuating water levels and lack of obvious features to navigate from will make orienteering very difficult. To date we have only met one person who has even come close to trekking in the areas we are considering. Do not expect much trekking on roads or man-made trails; they just do not exist.

Vegetation in the upper elevations can range from barren rock to smaller trees, and you can expect a small quantity of tuckamore. Those that visited Newfoundland in Raid the North Extreme in 2001 will remember that tuckamore is a seemingly impenetrable tangle of stout unbending branches. Shin pads and patience are a necessity when this thick growth cannot be avoided.

In the lower lands you can expect smaller coniferous trees and forested areas with the possibility of old unmapped logging roads. We will provide you with all available information regarding roads and trails but because route choice is so open we cannot possibly describe everything.

As mentioned, packrafts may be a consideration for portions of the treks depending on wind conditions. There are few fast flowing streams and creeks but there are endless small lakes and ponds that may be easier crossed with a boat rather than circumnavigated on foot.

3.5 Ropes

Current course design is dictating that there will be several rope sections in this race. You can expect at least one very large and very scenic 100 metre rappel as well as some smaller descents and ascents. Zip lines and high lines will also be employed to cross inlets and dangerous water. More information and descriptions will be provided as we get closer to the race.

3.6 Weather

August is a good time to be in Newfoundland. The high winds that frequent the coast are not as common but can still be very intense during a Gail. The days are usually warm and sunny, however nights are cool and proper clothing or a sleeping bag will be necessary if you plan to sleep out on the course.

3.7 Wildlife

There are not many animals that may be cause for concern in August. Moose and black bears can be encountered but are rarely aggressive unless spooked or in fear for their young. If moose or bears are encountered it is important to make noise and give them an escape route.

3.8 Water

We will be providing water at all transition areas during the race. We will ensure that there is enough water for teams as they pass through the transition area. There will also be water at the finish line and at base camp prior to the race. We will NOT provide water at any other point on the racecourse. It is the responsibility of each team to look after their water supply between transition areas. Frequent natural water sources should be easy to find on this racecourse, however, so water supply should not be an issue.

4.0 EQUIPMENT

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

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

4.1 Mandatory Equipment

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

Personal (per person)

ITEM	QUANTITY
race jersey to be worn at all times (provided)	1
flashlight or headlamp	1
emergency blanket	1
whistle	1
knife with fixed or locking blade	1
hat for warmth (not baseball cap)	1
minimum 2L of water capacity	1
long sleeve synthetic shirt	1
long pants (or tights)	1
windproof and waterproof jacket	1

Team (per team)

ITEM	QUANTITY
emergency radio (provided)	1
maps 1:50,000 topo's (provided)	1 set
compass	2
red distress flares (launching 30m)*	2
survival mirror	1
first aid kit (as described below)	1
100mL of sunscreen	1
shovel for burying human waste	1
lighter or waterproof matches	1
dry bag (for emergency radio)	1

* Due to air travel restrictions, teams must purchase or rent flares upon arrival. Frontier Adventure Racing will have flares available for rent at registration, which must be pre-booked. Local shops will also have flares for sale. More information will come in future updates.

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

Personal (per person)

ITEM	QUANTITY
Coast Guard approved life jacket* (Type III or better)	1
Wetsuit minimum 6mm** (Farmer John style)	1

Team (per team)

ITEM	QUANTITY
kayaks (provided)	3
kayak paddles	4
waterproof flashlight or headlamp	2
Buoyant heaving line / throwbag*** (min 15m/50 ft)	3
Bilge Pump	1
dry bag for maps	1
glowsticks	20

* Life jacket must have a legible certification sticker from the Canadian Coast Guard, U.S. Coast Guard, Department of Transport Canada (DOT), or similar from another country with a minimum buoyancy of 15.5 lbs.

** It will be necessary for all competitors to wear wetsuits during kayak sections. Wetsuits must have full-length legs (Farmer John style), but sleeves are not necessary. 'Shortys' will not be accepted.

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

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

Personal (per person)

ITEM	QUANTITY
approved mountain bike*	1
front mounted light or headlight	1
rear mounted flashing light (red)	1
certified safety helmet	1
spare tube	1
bike case (to be left at transitions)**	1

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

** It is not necessary for all bike cases to be hard shell although it is strongly recommended. Competitors using soft bike cases may be asked to sign a damage waiver prior to competing in the race. All bike cases must be completely enclosed and have maximum approximate dimensions of Length = 48", Width =15", Height =30".

Team (per team)

ITEM	QUANTITY
tire pump	1
tire levers	1
allen key set	1
chain repair tool	1

d) Mountaineering (to be carried at all times during mountaineering sections)

Personal (per person)

ITEM	QUANTITY
Approved climbing harness	1
Helmet (bike or multipurpose helmet acceptable)	1
Leather gloves (full finger, all leather)	1
Locking carabiners (twist gate or screw gate)	3
Descending device* (ATC, Air Brake, Variable Controller, Bug, Stitch Plate and other devices of similar design)	1
6 or 7mm prusik**	1
Sewn daisy chain (or sling)	2

* Figure 8's and Petzl Stops will NOT be allowed.

** Prusik length varies for use above or below the rappel device. We require a minimum 115 cm length.

e) Mandatory Transition Equipment (to be kept in Gear Boxes for use in Transitions)

ITEM	QUANTITY
Gear box or bag*	maximum 5
Waterproof bag suitable to hold team's paddling gear**	1
Waterproof tent suitable for 4 people	1
First aid kit (described below)	1

* Each team is allowed a maximum of five boxes or bags to pack all transition gear and food. It is not necessary for the box or bag to be hard shell although it is strongly recommended. Race staff cannot guarantee the condition of fragile items transported in soft shell gear bags.

** There will likely be remote transition(s) on the paddling section(s). Teams must be able to pack enough food, clothing, and equipment in this bag for the paddling section(s).

f) First Aid

Team (per team)

ITEM	QUANTITY
Water purification system/tablets	for 50L of water
Closure (butterfly) bandages	6
Adhesive tape	1 roll
5" x 5" moleskin	1
Tweezers	1
Antibiotic ointment	1 tube
Antibacterial towelettes	5
Scissors	1
2" x 5' gauze roll	1
Antihistamine tablets	12
Anti-inflammatory tablets	20
Electrolyte replacements* (e.g. Gastrolyte or e-Load)	4
(3" x 5') tensor/ace bandage	2

Transition (per team)

ITEM	QUANTITY
5" x 5" moleskin or blister pads (eg Second Skin)	2
Antihistamine tablets	6
Anti-inflammatory tablets	20
Electrolyte replacements* (e.g. Gastrolyte)	4
(3" x 5') tensor/ace bandage	2
Chemical ice pack	2
Chemical heat pack	2

The Transition First Aid kit is to be used to resupply team kits and contains additional items for use in transition.

* The electrolyte replacements required are emergency use oral rehydration salts. Although any electrolyte replacement powder will suffice each dose must contain at least 95mg of sodium and 60mg of potassium (equivalent to one packet of Gastrolyte)

Please note, the mandatory equipment list includes the minimum requirements for safe travel. Teams are free to bring any additional items they feel necessary provided they are not on the list of forbidden equipment (to be outlined in Competitor Update #2).

4.2 First Aid Kits

Odyssey Medical Supplies are assembling specialized adventure racing first aid kits for AR World Championship (Raid the North Extreme) competitors. The competitor first aid kit is available for \$45 CDN and comes in a waterproof bag. Please note: these kits do not include water purification system, anti-inflammatory or antihistamine medication. The last two items are only available through a pharmacy.

If you would like to purchase a race-specific first aid kit, please contact us at arwc2004@raidthenorth.com. Please note that all medical kits orders must be received in our office at least two weeks before the race. Kits will be distributed at registration.



5.0 RACE LOGISTICS

5.1 Travel Arrangements

The host community for the 2004 AR World Championship (Raid the North Extreme) is Corner Brook, Newfoundland. For such a remote part of Canada, Corner Brook is relatively accessible. There are two airports serving Corner Brook. Deer Lake, thirty minutes north of town, will be the destination for most teams. Some teams may fly into Stephenville, forty-five minutes south of Corner Brook, a former military airport featuring the longest runway in North America.

International flights will connect through Toronto, Montreal, or New York, and possibly St. John's, Newfoundland.

Our travel agent partner has extensive experience with athletic competitions and extra sporting equipment, as they coordinate travel for the international triathlon held in Corner Brook each July. They have negotiated discounted airfares and concessions for extra baggage, and will be coordinating airport shuttles for competitors. Fares are still quite competitive, so if you haven't already, we encourage you to begin planning your travel now.

Cecilia Thistle
Carlson-Wagonlit Travel
Corner Brook, Newfoundland
1.800.563.8686 (North America)
1.709.634.3984
csthistle@carlsonwagonlit.ca

Once you arrive at either Deer Lake or Stephenville, a courtesy race shuttle will pick you up from the airport and transport you to your condo at Grenfell College. Be sure to send your flight itinerary to us at least three weeks before the race to arwc2004@raidthenorth.com so we can ensure a shuttle is there to meet you.

Almost everything is in walking distance once you are in Corner Brook and shuttles will be available for any race activities that are not in walking distance. Alternatively, \$10 CDN will take you just about anywhere in Corner Brook in a taxi. A map of Corner Brook, a list of services available and a schedule of race activities and locations will be sent to you well before your arrival for the race.

5.2 Accommodations

The athletes' village will be on the campus of Grenfell College overlooking Corner Brook. Each condo apartment features four bedrooms, a full kitchen and living area, laundry and 1.5 bathrooms, gear storage, as well as a telephone and internet connection. Your registration fee includes one unit per team, for two nights before and two nights following the race:

Friday July 30
Saturday July 31
Friday August 6
Saturday August 7

Additional nights in these same units are available at a discounted rate of \$100 / night for up to six people.

The campus also has residence rooms available. These are private bedrooms, with every two bedrooms sharing a bathroom and fridge. These are \$25 / room (single).

To book any additional accommodation options, or for more details, please contact:

Katherine Lockhart
Conference Services Coordinator
Sir Wilfred Grenfell College
Corner Brook, NL
1.709.637.6255
klockhart@swgc.mun.ca

Photos and more details are available online at:

www.swgc.mun.ca/conference/accommodations.html

5.3 Friends and Family

We recognize that for many of you this trip is a holiday, as well as a race. We hope that you will consider bringing friends and family with you to enjoy the rugged beauty of this part of Canada. To that end, we are working with local outfitters and businesses to assemble special travel packages for friends and family as well. We hope to be able to offer great flights, great accommodation prices and great activities for anyone that would like to accompany you to the race. There will be points on the racecourse that are open to the public and regular updates in Corner Brook, so interested people can keep track of your progress and cheer you on at specific points on the course. Competitor Update #2 will contain more information on the types of packages and activities available for friends and family.

5.4 Rules and Regulations

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

5.5 Payment and Withdrawal Policy

With an event of this magnitude, your team's timely payment of race fees is critical for race organizers to pull all logistics and suppliers together in a smooth fashion. Please help us make the event as great as possible by meeting all payment deadlines. We appreciate your support in this.

Payment schedule is as follows:

Wed, March 31 first payment of \$3250 US due to confirm your place on the roster

Mon, June 1 final payment of \$3250 US due

As outlined in the registration process, all deposits became non-refundable once your team was selected from all applicants for this event. However, in the event that your team has to withdraw from the race, your registration fees will be transferable to another Frontier Adventure Racing event. This fee must be used or sold by the end of the 2005 season.

Teams may not sell their entry for the AR World Championship. Your team was selected for this race based on your past performance and skill level. You may sell your credit with Frontier Adventure Racing

to a team wishing to participate in another of our events. For details on the withdrawal policy please see the rules and regulations.

5.6 Media Coverage and Sponsorship

We recognize that many teams are working to secure sponsorship to aid in covering the cost of the race and understand that this can be a very challenging task. In an effort to make this task easier, as soon as our media coverage and event sponsors have been officially confirmed we will send you a one-page outline with all the details. We have also developed a [Raid the North Extreme Team Sponsorship Kit](#). This kit provides an overview of the adventure racing industry, Raid the North Extreme, competitor demographics, media coverage and potential benefits for team sponsors. To request a copy of the Team Sponsorship Kit please email us at arwc2004@raidthenorth.com.

Race jerseys will be designed with clear areas for the addition of team sponsor logos or country flags. The second competitor update will contain a description and diagram of the race jersey so your team can prepare your additions properly.

6.0 FREQUENTLY ASKED QUESTIONS

1. What is the minimum height of the red distress flare?

They must be launching and exceed the tree line height, roughly 30 metres.

2. We are flying to the race and cannot bring flares with us. Can we buy them at the race?

Yes, flares will be available to purchase at registration. Teams may return unused flares for a refund. You must confirm your team's need for flares with us to guarantee availability.

3. Will a Swiss Army knife be acceptable as the "knife with a locking blade?"

Many multi-function knives do not have a locking blade and are therefore not acceptable. At the gear check, we will be checking that each person has a knife designed to not close accidentally. It must have the ability to lock firmly in the open position. A fixed-blade knife in a sheath is also acceptable.

4. Survival mirror - will the mirror in the compass be accepted?

Yes, the mirror on your compass is acceptable.

5. Can you comment on the availability of water at transition points? Will our support crew have access to water that they will need to filter or treat?

Water is provided at all transition areas. We will ensure that support crews have access to as much water as they require. We endeavor to provide safe, drinkable water, but we advise all support crews to always be prepared to treat or filter water if necessary.

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

No, we do not give any information about the length of each discipline or the order of events for the race. This is revealed to all competitors at the same time, during the pre-race briefing. We keep it unknown for a few reasons: locals or people scouting the area will have a very low probability of figuring out the course and gaining an unfair advantage; it forces teams to prepare for the worst in each discipline (safer from our standpoint); and it's fun to keep secrets.

7. Will some big equipment (bike, paddles...) need to be carried as part of the race?

It is definitely possible that you will have to carry some of your bigger equipment items for parts of the race. If you want to use your own personal paddles and the start of the canoe leg is not a transition area then you will need to carry your paddles from the last transition. There may also be sections of mountain biking legs that do not have a trail. Teams may have to push their bikes through the bush in search of the start of the next trail. Anything is possible in a race, but we try not to make any section difficult simply for the sake of making it harder. Our emphasis is definitely on giving you terrain that lets you use the equipment you brought and the skills you have developed, but it is an unpredictable wilderness racecourse.

8. Does the race include mystery events?

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

9. First aid equipment - the 2"x5' gauze, is this the minimum? I have 2"x4.1 yards and it is very small in size. Is the 5' (five feet) an error?

No, that is not an error. There are different types of gauze. The 'fluffier' kind comes in 5' packages, although you are completely within the rules to bring only 5' of the thin, tightly wound stuff.

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

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

11. Is the Suunto Vector watch with the compass/altimeter allowed?

Yes, it is acceptable as your compass, although it is more difficult to take accurate readings with than a traditional compass. They are great for quick referencing your bearing but it is difficult to triangulate with. Please note, we will be checking to be sure that no one has a GPS watch.

12. Will ordinary leather gloves suffice for rappelling gloves?

The gloves must have a leather surface, covering the palm area and lowest parts of you fingers. They must be thick enough to shield your hand from the rope burn. Mountain bike gloves are not acceptable. Check out official ropers gloves to get an idea for what we mean by thick enough to protect against rope burn. Our ropes crew will have the final word on whether your gloves are acceptable.

13. Will this be an awesome race?

We are working hard to develop an event that will be one of your best AR experiences to date. After years of hosting Raid the North Extreme, one of the world's most respected expedition-length events, it's an incredible honor to have the race serve as the World Championship. We hope your experience will make you want to return year after year to race in Canada's stunning and expansive wilderness.

See you in Newfoundland!