



ESPRIT RAFTING, QC JULY 27-29, 2007

COMPETITOR NEWSLETTER

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1.0 Notes From The Organizers

Welcome everyone, to the final stages of preparation for a Raid the North Adventure Race. This is our tenth year hosting Canada's finest wilderness adventure races, and we're always excited to be returning to Esprit Rafting, where Jim and Erin make you feel more than welcome – you'll feel at home. Plus, of course, Esprit is right in the middle of some of the best adventure racing wilderness in the country! The race is now less than two weeks away – I imagine you are just as anxious as we are to get out onto the course. I hope your team has been training and that you are well prepared for the superb terrain around Esprit Rafting.

The purpose of this Newsletter is to set the groundwork for the race, and to familiarize you with how we operate and what to expect from Frontier Adventure Racing Inc. We have also included some tips on how to prepare for the race. This Newsletter also includes detailed information about the actual racecourse and the challenges you will face in each specific event. This is an extensive Newsletter and will hopefully answer most of your questions about the race and what to expect.

This Competitor Newsletter will be available online in the Competitor Site section on our website. Once posted online, an email announcement will be sent out to each Team Captain. It is the Team Captain's responsibility to inform their teammates of the posting. We would also like to request that any questions or inquiries that your team may have come through the Team Captain, to minimize points of contact for each team.

If you have any questions about items not addressed in this Newsletter, please contact our office at 416.783.4464 or email rtn@raidthenorth.com. Meanwhile, good luck with your training and we look forward to seeing you at the race!

1.1 Rules and Regulations

Posted on our web site (on the Esprit Rafting race page in the Raid the North Series 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.

1.2 Raid the North Website

Many of you familiar with our site, www.raidthenorth.com, know it is a wealth of information and resources, including the Raid the North Competitor Site, AR Resource Centre and Online Database System for registering and updating Team Profiles.

The Competitor Site section contains the latest race news and information, including links to specific race information, including host site details, team lists, competitor Newsletters and gear lists. Also in this section you can create/update your profile, find teammates, review the race rules & regulations and check the latest national points standings.

1.3 Payment and Withdrawal Policy

Final payment for Raid the North – Esprit Rafting is now due. If your team has not yet submitted final payment, please remit as soon as possible to confirm your team's spot in this race.

Payment can be made quickly and easily from anywhere in the world via PayPal, by Visa, Mastercard, American Express, or Discover:

- visit www.PayPal.com - sign in or set up an account
- select 'send money'
- enter our recipient address (paypal@far.on.ca)
- enter the amount of your payment
- enter your team name in the 'note' area

Or: **Email money transfer with [Interac](#) and [Hyperwallet](#)**

You may also pay by cheque, which must be received in the Toronto office (2409 Bankside Dr., Streetsville, ON, L5M 6E6) before July 20, 2007.

Failure to submit this balance payment on time may result in the loss of your race spot. Once final payment has been made it is non-refundable. For details on the withdrawal policy please see the Rules and Regulations available online at www.raidthenorth.com.

1.4 Team Profile Update Instructions

At this time, all Team Captains should have updated their Team Profile online. Team Profiles are displayed on our Web site making them a great opportunity to gain some exposure for your sponsors and for us to generate some media attention.

Please be aware that all Team Profiles on our Web site also serve as your team database. It is our sole source of contact information for each of your teammates. For this reason, it is MANDATORY that you complete at least the contact information for all teammates and support crew.

1.5 Prizes

At this race, there will be some great prizes, race entries and giveaways. Our focus is to reward more teams for their accomplishments by spreading the prizes out among more teams, and to ensure volunteers leave with some swag as well to show our appreciation for their contribution.

2.0 Race Information

2.1 Accommodations and Meals

Make a weekend of it - Esprit is a classic rafting hangout, with great accommodations, a huge deck overlooking the Ottawa River, and a wood-fired oven in the pub! Talk about atmosphere, this is an Athlete's Village!

Accommodations

- Camping: \$10 + tax = \$11.50/night/person
- Hostel: \$25 + tax = \$28.75/night/person
*space is very limited!
- Local Hotels:
 - The Red Bridge Motel – 819-683-2153
 - Motel Ben – 819-683-2830
 - Cabin de la Chute – 819-683-3469

Meals

Friday Pre-Race Dinner Options:

- #1 – Ultimate Bar-B-Que Dinner
\$25/person + tax
Served at 7:00pm
Choice of Bourbon Peppercorn steak, Thai sweet chile marinated chicken breast, Carolina BBQ ribs, Cajun Blackened salmon, orange-ginger sesame shrimp or a vegetarian option... with salad, baked potato, bread and dessert.
- #2 – “All you can eat” Wood Fired Pizza
\$15/person + tax
Served from 7:00- 10:00pm
This option gives racers the flexibility of arrival times on Friday night. Pizza is served continuously throughout the evening and comes with garlic bread, Caesar salad and dessert pizza.

Saturday Breakfast - \$8/person + tax

Sunday Breakfast - \$8/person + tax

Sunday, July 29th and Monday July 30th Rafting Special:

Special Adventure Racers Rafting or Riverboarding Trip

An incredible deal for only \$75/person - two channels in one day, an incredible deal not to be missed! (Regular price \$125/person) Limited space remaining - sign up soon!

**CALL ESPRIT RAFTING AT 1.800.596.7238
TO BOOK YOUR MEALS, ACCOMMODATIONS and RAFTING**

2.2 Directions

The Raid the North website (www.raidthenorth.com) offers a link for exact directions from your location to the race. It also includes maps and driving times.

2.3 Schedule of Events

Friday	1000 – 1530	Registration
	1600 – 1700	Race Briefing
	Midnight	Race Starts
Sunday	1200	Official Race Cut Off Time
	1600	Race Course Closes
	1700 – 1900	Awards Banquet

In an effort to give more teams a chance to see the finish line, the racecourse will remain open for an extra four hours. The official cutoff time for the race will remain at the 36-hour mark and teams must finish within 36-hours to be officially ranked. We hope the extra time will allow more teams a chance to improve their skills by seeing the course through to completion.

While only teams that actually cross the finish line with all members are considered to have truly completed the race course, all teams will receive a ranking rather than a DNF, no matter how far through the course they get. Teams in this position will be ranked in a third category, after teams that complete the Advanced and Regular Courses. This ranking will be based on the team's performance as far as they get in the race – if they've accepted assistance, been moved forward, dropped to a team of three, or for any other reason become 'unofficial'. We hope this provides incentive to teams to push as hard and work as well together as possible to complete as much of the course as they can.

2.4 Registration

Registration will take place on Friday, July 27 beginning at 1000 at Esprit Rafting. It is advised that all teams check-in at registration before 1200.

The Team Captain should first check-in at the Main Registration table, where you will be asked to hand in all your team's registration forms:

- Completed and signed medical forms from each team member (including support crew).
- Signed waivers from each team member (including support crew).
- Full payment of entry fee for the team and complete contact information for each team member.
- Signed image release forms from each team member (including support crew).

Once your paperwork is in order, your team will be issued their race jerseys and registration checklist.

Race jerseys must be worn throughout the registration process.

At this point your team will move through the various stations (bike inspection, mandatory gear and first aid check, navigational testing, emergency protocol briefing and ropes). Once your entire team has completed a station, race staff will initial your registration sheet. When you have completed the entire process your team captain should return to the Main Registration area where your team will turn in your complete registration checklist, and be issued your race package. All items listed on the mandatory gear list will be checked. Teams missing items from the list will not be allowed to compete. Teams will be given until the close of registration to pass the mandatory gear check.

One member of the team will also be required to pass a navigation test. That member must demonstrate the following:

- familiarity with a 1:50,000 topographical map;
- familiarity with UTM grid system (6 digit grid coordinates);
- familiarity with a compass and declination;
- familiarity with triangulation.

If the navigator for a team has already passed a navigation test at a previous Raid the North race and is recorded in our records as having done so, the team will be exempt from the navigation test.

If the particular race includes rope sections, each team will also be required to attend a ropes review session put on by a rope rescue instructor at registration. Each team member will then be required to demonstrate a basic understanding of rappelling techniques, including self-rescue.

At least two members of each team must attend an emergency protocol briefing run by Frontier medical staff. If at least two members have attended an emergency protocol briefing at a previous Raid the North event in the last two years and are recorded in our records as having done so, the team will be exempt from attending the briefing.

No other skills will be tested in registration for the Raid the North races, although it is expected that all team members are familiar with each discipline of the race. We estimate that it will take approximately two hours for each team to complete this process. We encourage teams to register early in the day to avoid congestion and back log of teams in the afternoon.

Race Briefing

Following registration, all teams must attend the race briefing scheduled for 1600 on the evening prior to each Raid the North race. The race briefing will consist of an introduction of all teams competing in the race, distribution of the race package, description of some of the obstacles and challenges on the course and a question and answer period. Race management will be available until 2100 on the night prior to the race to answer any further questions that do not get answered during the race briefing.

The race package given to each team will include all maps required for the race (including maps for the support crew) and course instructions with the grid coordinates for all checkpoints and transition areas.

The maps provided in the race package are the only maps permitted on the course. Any team found using maps other than those provided, will not receive an official ranking. This includes the use of non-provided maps, other than standard road maps (with a scale no less than 1:500,000), by the support crew.

The course instructions will include brief descriptions of particular obstacles to watch for throughout the course and a list of all checkpoints on the course. Each checkpoint will be denoted by a 6-digit UTM grid coordinate. The racecourse and checkpoints will not be marked on the maps. It is the responsibility of each team to correctly plot the coordinates of all checkpoints on the map as well as determine the route they wish to follow. Some of the checkpoints given will also be labelled as transition areas. These areas are the only points at which teams will be allowed to meet up with their support crews. Instructions will also be included for when support crews must check in to each transition area.

The Racecourse

The racecourse will start at an undisclosed location and will cover roughly 125 kms. Teams must travel through all checkpoints in the order specified by race management. At each checkpoint (CP) the team must check in and initial the checkpoint tracking sheet with the CP staff. Any team that does not pass through all checkpoints in the specified order will not be included in the official rankings. If a team misses a checkpoint they will be allowed to backtrack to reach it, but must still pass through all subsequent checkpoints in order, even if they had already visited those checkpoints (please refer to the Rules & Regulations).

Although each team is free to select the route they feel is most appropriate for the majority of the race, certain sections of the course will include instructions for a mandatory route (for safety reasons or to preserve certain environmentally sensitive areas). Teams that do not follow the mandatory route may be disqualified. Once the race starts all teams are on their own to navigate through the course with no outside assistance except at Transition Areas. These are the only places teams are allowed to meet with their support crews and receive assistance. Transition Areas are typically (although not always) found at the transition from one discipline to another. All Transition Areas are also checkpoints. Only areas specified by race management will be accessible by support crews.

There will be one official race clock for the entire race and all teams, and there will be a synchronization during the race briefing. The clock will start at the call of 'go' at the start line and will remain running

until the pre-determined cutoff time for the race. The official time for each team will be recorded when all four members reach the checkpoint or finish line. If a team receives a time penalty for a violation of the race rules and regulations, they must wait out the duration of their time penalty at a designated area prior to crossing the finish line. In so doing, the order that teams cross the finish line will represent the official rankings and results.

Certain cut-off times will be established for later sections on the course. If teams do not reach these points by the cut-off time established it is assumed that it will not be possible for them to complete the entire course within the maximum time allowed. At this point, each team will be given a choice to either continue on the course as long as they can (to be determined by race management) or to be moved ahead on the course to a later section so that they may cross the finish line. Teams that choose to be transported ahead on the course will not be officially ranked. All cut-off times will be communicated at the race briefing and will be listed in the course instructions provided in the race package.

The entire course will be given to teams at the race briefing. Race management reserves the right to make changes to the course during the race due to unforeseen circumstances such as, but not limited to, inclement weather. Any changes made will be communicated to all teams as soon as is reasonable and will be done as equitably as possible for all teams.

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 challenge is 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 racecourse – count on it.

2.5 Travel to the Start Line

Teams are responsible for getting themselves to the start line for the start of the race. If your support vehicle is not large enough to hold all four team members (plus gear and support crew) you will be allowed to take a second vehicle to the start line. Parking will be available nearby, and the vehicle can be picked up after the race or during a waiting period by your support crew. Alternatively, shuttle service will be available to the start line at a cost of \$10 CDN per person.

If you wish to use the shuttle service to the start line, you will need to reserve your spot in advance by emailing rtn@raidthenorth.com indicating your name, the captain, how many teammates will be taking the shuttle and which race you are in. Payment for the shuttle service should be made in advance by PayPal, email money transfer, or by mail (cheque or money order) to Frontier Adventure Racing Inc.'s Toronto office.

2.6 Water

We will be providing water at all transition areas during the race and at the finish line. We will ensure that there is enough water there for support crews and teams as they pass through each transition area. 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.

Most of the water provided at transition areas will be taken from nearby streams and lakes and purified with the Pristine Water Purification System. Pristine is a popular environmentally friendly product that eliminates both anything harmful in the water and the taste. We have been using Pristine for many years, and have been very impressed with its performance. We're certain that you will enjoy the taste of the water (it is NOTHING like iodine), and will be supportive of this effort to reduce waste (water bottles).

3.0 Raid the North Series Sponsors

SIMON RIVER SPORTS

Simon River Sports



SIMON RIVER SPORTS has taken paddling in adventure racing to a new level. Canadian-made, featuring 2, 3 and 5 piece, universally adjustable carbon fibre wing paddles, there's simply no comparison in the marketplace.

Sponsored Rental Program: All Raid the North and Frontier Adventure Challenge events have a selection of Shark, Rebel and Kicker paddles for rent. Availability and bookings can be found on the webpage for this race.

SUPER WOOL



Superwool is proud to be the official sock of Raid the North, Raid the North Extreme and the Salomon Adventure Challenge. These Superwool® socks are bound to get you

from the start to the finish line with your skin intact! Smart Compression technology® will keep your blood circulating in even the toughest conditions.

Sponsored Prizing: Super Wool socks

INTREPID TRAVEL



For travelers with a yearning to get off the beaten track, Intrepid opens up a whole new world. With a huge variety of travel styles available, Intrepid travelers explore the world's most amazing places – discovering real people, real cultures and having incredible real life experiences along the way. www.intrepidtravel.com

Prizing: All this season, enter to win a trip for two to Morocco! Immerse yourself in Morocco's exotic culture, while cycling and hiking around inspiring mountain scenery. The contest kicks off May 5th. For complete details and to enter online visit www.far.on.ca

AMBLER MOUNTAIN WORKS



Ambler Mountain Works is a cool little Canmore, AB company that is making a big splash in headwear. Funky and functional toques and performance headwear have been showing up on the noggins of many of Canada's top outdoor adventure athletes.

Prizing: *Ambler Headgear* for teams and volunteers all season.

RYDERS EYEWEAR



Ryders Eyewear, based in adrenaline sport mecca North Vancouver, British Columbia, puts their backyard to good use testing the endurance and performance attributes of their eyewear products. Ryders is the leader in the price point eyewear category, providing quality performance eyewear at an amazing value in the biking, wintersports, motorsports and lifestyle categories.

Prizing: *Ryders Eyewear*

4.0 Training and Preparation

In an effort to give you better perspective on the challenge that lies ahead, the following are some suggestions on how you can prepare yourself for a race. Please keep in mind, some of the details provided in this newsletter are written assuming this is your first race. The following training and preparation tips may not be something new to those of you who have raced previously but may be worth reviewing.

4.1 Trekking

The best way to train for the trekking section is to simulate it. Trek or run with a pack, as you will be wearing one in the race. Also, don't just stick to the trails – the racecourse certainly won't. Finally, do some training at night as well. Picking your way through the bushes or across rocks is much more difficult at night but it is something you can get better at with practice.

In terms of gear, pick your footwear carefully. In adventure racing, even in the middle of summer, your feet will probably get wet, and you will likely encounter a lot of uneven terrain. It's wise to make sure your shoes fit well and your feet are ready for anything. You may want to consider footwear with a little more stability to protect your ankles and arches. The tradeoff is that the more stable the shoe (typically) the heavier it is. Lighter is always better. Also, put some thought into the type of socks you are going to use, and of course blister care. Make sure you test it all before the race. During the race is not the time to discover your socks are tearing your feet apart and your blister pads are too thick to be comfortable in your shoes.

You may also want to consider trekking poles. They add a considerable amount of stability in rough terrain and make great crutches when you are tired and sore. Many people swear by them for adventure racing. If you learn to use them properly, they can make a noticeable difference to your trekking speed.

4.2 Mountain Biking

For biking as well, remember to wear a pack when you train. Having weight on your back changes your center of gravity on the bike and will affect your technique on technical trails. It also takes a little more low-back strength and is definitely something you need to get used to. Night training is also very important for mountain biking, not just to get used to what it's like to ride in a narrow beam of light, but also to make sure you have the right light setup. Mounting your light on your helmet is more effective than on the front of the bike. Seeing around corners is difficult if the only way to turn your light is to turn your handlebars. We also strongly recommend you look into good light systems. It makes a significant difference.

4.3 Paddling

Paddling is the most neglected discipline in adventure racing. Do not underestimate how tiring it will be to paddle continuously for several hours. It is important to figure out in advance what combination of teammates in each boat will work best for you. Look for a balance of power between boats, but make sure both boats can steer. Knowing how you will handle a portage is also worth rehearsing.

4.4 Navigation

Navigation will be challenging for some sections of the race. All teams will be given official 1:50,000 topographical maps for the entire course and it is mandatory that you have at least two compasses per team. This, plus your knowledge, is all you need to find your way. There will be a navigation test at registration that at least one member of each team must pass.

If you are not familiar with the Universal Transverse Mercator Grid System (UTM) we suggest you do some reading. [The Essential Wilderness Navigator](#) by David Seidman (McGraw Hill) is an excellent book

for getting started and can be easily found in bookstores and some outdoors stores. This can give you the basic conceptual knowledge of wilderness navigation, but we strongly recommend you get out and practice it as well. Navigation is something that can only really be understood by applying it.

4.5 Why Teams Fail

Historically, roughly 50% of teams finish Raid the North races (although it is often lower in mountain races). Each race is designed to be a stretch for teams and reaching the finish is a significant accomplishment. At the same time, we work to ensure that it is achievable for any team that shows up to the race, aware of and prepared for the challenges of adventure racing. A good first step for those that are competing for the first time or looking to finish their first race is to look at what typically stops teams from reaching the finish line. The following is a summary of why teams have failed in a typical Raid the North race. These fall into two categories: avoidable and unavoidable.

Avoidable		Unavoidable	
Long Breaks	15%	Injury	10%
Slow Pace	07%		
Navigation	15%		
Exposure	25%	Teams that finish	25%

As you can see the majority of problems can be considered avoidable and only a small percentage relate to 'fitness' issues (slow pace). Surprisingly, 25% of teams did not finish this particular race (and many Raid the North races) because they were not prepared for the cold of nighttime in the wilderness (hypothermia). A properly prepared team carrying suitable extra clothing can significantly increase their chance of finishing the race.

It is impossible to plan for everything in an adventure race but it is necessary to be prepared for almost anything that may arise. The best adventure racers will always treat a race as an expedition where the possibility of rescue is almost non-existent. Please note, although Raid the North always have Search and Rescue staff you may find yourself on your own until we can get to you. The more prepared you are for the worst-case scenario the better prepared to deal with whatever the racecourse can throw at you.

5.0 Gear

The following is a list of the mandatory gear for participation in this race. Each team is required to show all items on this gear list at registration on the Friday 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.

5.1 Mandatory Gear List

Please note, the mandatory gear 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.

MANDATORY GEAR - Competitors**Full Time Mandatory Gear (to be carried at all times during the race)**

Personal (per person)

ITEM	QUANTITY
Flashlight or headlamp	1
Emergency blanket	1
Whistle *	1
Knife with fixed or locking blade	1
Synthetic hat for warmth (not baseball cap)	1
Minimum 2L of water capacity	1
Race jersey to be worn at all times (provided)	1
Long sleeve synthetic shirt	1
Long pants (or tights)	1

* whistle must be accessible at all times, ie attached to the outside of your pack or pfd

Team (per team)

ITEM	QUANTITY
Compass	2
Red distress flares (launching)	2
Survival mirror	1
First aid kit (as described below)	1
Emergency radio (provided)	1
Shovel for burying human waste	1
Lighter or waterproof matches	1
Maps 1:50,000 topo's (provided)	1 set
Dry bag (for emergency radio)	1

Canoeing/Kayaking (to be carried at all times during any paddling sections)

Personal (per person)

ITEM	QUANTITY
Coast guard approved life jacket (Type III or better)*	1

Team (per team)

ITEM	QUANTITY
Canoes (provided)	2
Glowsticks **	16
Paddles (provided – personal paddles optional)	4
Waterproof flashlight***	2
Dry bag for maps	1
15 meter buoyant heaving line****	2

*Life jacket must have a legible certification sticker from the Canadian Coast Guard, U.S. Coast Guard or the Department of Transport Canada (DOT).

**Glowsticks must be activated while paddling between dusk and dawn, attached to the back of each competitor, and the front and back of each canoe or kayak.

***Can be same as that required for your Full Time Mandatory Gear.

****This item is a safety requirement made by the Canadian Coastguard. 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)

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 headlamp	1
Rear mounted light (red)	1
Certified safety helmet	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

Team (per team)

ITEM	QUANTITY
Tire pump	1
Spare tube	2
Tire levers	1
Allen key set	1
Chain repair tool	1

Ropes (to be carried at all times during ropes sections)

Personal (per person)

ITEM	QUANTITY
Approved climbing harness	1
Helmet (mtn bike helmet acceptable)	1
Pair of full leather gloves*	1
Locking carabiners	2
Prussik (or other friction knot) minimum 115cm length**	1
Rappel device***	1

* Mountain bike gloves are not acceptable

** Prusik is made of minimum 115cm length of 6, 7 or 8mm cord tied in a loop with a double barrel knot (double fisherman), to be used either above or below rappel device with the tails being a minimum of 4cm long. Please ensure that the cord used is designed for climbing. We will only accept 6, 7 or 8mm cord. (If there is any doubt about the diameter we will require a new cord).

*** Acceptable rappel devices include: ATC, Bug, Variable Controller, Air Brake, Stitch Plate, and other devices similar to these designs. Figure Eights and any other rope twisting devices are not acceptable.

NOTE: Rappel Devices and Prussik are only needed for races with a rappel ropes section.

MANDATORY GEAR - Support Crew

ITEM	QUANTITY
Waterproof tent	1
First aid kit (as described below)	1
100mL of sunscreen	1
Insect repellent	1
Shovel for burying human waste	1

FIRST AID**Team (per team)**

ITEM	QUANTITY
Water purification system/tablets	for 50L of water
Closure 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
Oral rehydration salts (e.g. Gastrolyte)	4
(3" X 5') tensor bandage	2

Support Crew

ITEM	QUANTITY
Water purification system/tablets	for 50L of water
Closure (butterfly) bandages	4
Adhesive tape	1 roll
5" X 5" moleskin	2
Antibiotic ointment	1 tube
Antibacterial towelettes	5
2" X 5' gauze roll	2
Antihistamine tablets	6
Anti-inflammatory tablets	20
Oral rehydration salts (e.g. Gastrolyte)	4
(3" X 5') tensor bandage	2

5.2 Emergency Radios

Each team will receive an emergency radio at registration. The radio will be given to you in a waterproof wrapping with the instructions inside on how to operate in the event of an emergency. The waterproof wrapping has a tamper seal so we can detect whether or not the radio has been used. As stated in the Rules and Regulations, if a team uses their radio without cause they will be disqualified.

Please note that your team's safety is our first priority, therefore if your team's safety is in jeopardy, please use the radio. You will not be disqualified for calling in with a medical question or inquiry, or to update race staff of your status if you are overdue or believe we may be concerned.

Although we try to make the radio bag waterproof, we cannot guarantee this. For this reason, a dry bag is included in the mandatory gear list. You will want to protect the radio as best as you can because once we issue a radio to you at registration it becomes your responsibility until you return it to race management, after the race. As stated in the Rules and Regulations, we will be collecting a **credit card** from one member of your team before we issue the radio. This will be returned, when the radio is returned in the same condition as it was issued, at the end of the race. These radios are very sensitive to moisture. Getting the radio wet can destroy it and will cost you over \$700!

6.0 Discipline Update

The following is an overview of the challenges you will be facing in each of the disciplines for this race. It is meant to provide you a little further insight into the type of preparation you should be doing for this race. Keep in mind that the type of weather we have greatly affects the challenges you will face during the race. Review this information about the course conditions thoroughly prior to the event so you can make any necessary adjustments to the equipment and clothing you bring.

6.1 Trekking

The trekking in this race can be summed up as classic Canadian Shield route finding over extensively varied terrain. During our testing we found ourselves running over rock and root strewn hunting trails, bushwhacking through fast, open deciduous forests, puzzling through recent logging and ATV trails, fording and swimming across rivers, coasteering around boulder-ridden lakeshores, stumbling down dried up river beds, and even crawling on our hands and knees through entangled cedar marshes. There will be many, many route options on the treks, which could include trail running, bushwhacking, coasteering, and/or packrafting - we're still not certain which route-choice will be the fastest.

As with all Raid the North races, the course is completely unmarked and there is no set route between checkpoints – you can expect navigation decisions and route finding to play a significant part of the race. Potential routes have been tested for safety and these details will be given in the competitor instructions. It is up to you to choose your own route and follow your map to avoid cliffs and other obstacles.

6.2 Mountain Biking

The mountain biking in this race will primarily be on ATV and snowmachine trails and old logging roads in varying states of repair. For the most part, the roads are still traveled by recreational 4X4's and ATV's, which has kept them smooth and reasonably fast. Navigating on the bike will be just as important as maintaining a steady pace as there are numerous intersections and off-shoots from the desired route of travel. You'll also experience some short sections of purpose-built single-track riding toward the end of the race.



If the course remains dry, semi-slick tires would be the ideal choice. However, if the course receives some precipitation prior to, or during the race, this could easily change, and you'd be faced with a few significantly muddy stretches where more aggressive treads would be preferred.

In terms of bike logistics there may be at least one bike drop along the course instead of a full TA. While we try to limit large loads being carried on your bikes and back, it is sometimes impossible to have your support crew meet you at the beginning or end of a section, especially if they are traveling on the same roads as you.

6.3 Paddling



The paddling in the Ottawa River Valley is always a highlight. You'll be paddling almost exclusively moving water, with repeated stretches of Class I and II whitewater, interspersed with calm stretches and a few medium sized lakes. While the whitewater will be fun and exciting, it is also very safe. The photos in this section highlight the typical conditions you will encounter. However, if your team is not confident in your paddling abilities we'd recommend practicing your paddling strokes or reading up on whitewater techniques.

What will make the paddling even more fun and safe at the same time is our new boats. Two inflatable [Aire Tomcat Tandem whitewater kayaks](#) will be provided per team at the start of the paddling section. Teams that do not bring their own paddles, or rent from our SRS fleet will also be provided with four standard flatblade paddles. Teams using their own paddles must be prepared to carry them before or after the paddling sections in the case of a remote start or end.

The Simon River Sports paddle rental program is not yet sold out – book yours now on the RTN Esprit webpage as there is a limited supply.



6.4 Ropes

This race course features two ropes locations – a fun short rappel, and a stunning traverse across a raging waterfall that will certainly get your heart pumping and your clothes wet!

For competitors or teams that are uncomfortable with their own ability on the ropes, assistance from our ropes staff is available with no penalty. There will also be an 'escape route' around the ropes, with a time penalty.

Please ensure you still bring all other posted mandatory ropes gear with you. You never know what may be added or not at the last minute for your racing enjoyment!!

6.5 Advanced Section

The Advanced Section will be a series of extra checkpoints near the end of the race involving one or more disciplines. You can expect the advanced section to be an area where teams will get to put their navigation, orientation, and route finding skills to the test. One or more disciplines may be used, and teams will have a number of choices in terms of routes. The decision to continue on the advanced section will be made at a Transition Area (TA) so that teams can let their support crew know while they are there with them.

Teams reaching the checkpoint from which the Advanced Section starts before a pre-determined cut-off time are able to continue onto the Advanced Section. However, teams may choose to defer the Advanced Section and continue on the regular course. Teams reaching the checkpoint from which the Advanced Section starts after the pre-determined cut-off time for the Advanced Section but before the pre-determined cut-off time for the race (this second cut-off time is set to the point where teams not passing the checkpoint before will not have enough time to complete the entire race) will proceed on the regular racecourse. Teams continuing on the regular racecourse are still fully ranked teams in the race.

All teams completing the Advanced Section and the entire race as a ranked team will be ranked ahead of all teams completing the regular course. Teams that take the Advanced Section but do not finish the race will not be ranked and, therefore, not accumulate any points toward their national standings. Final standings for the race will be posted with only one category. No distinctions in rankings will be made between the Advanced Section finishers and the regular course finishers, other than as described above.

7.0 Support Crews

Each team needs at least one support crew member, although having two is recommended. Depending on how effective your team is at using your support crew, there could be a lot of work. Race management will attempt to keep your support crew updated as to your team's progress so that they have an idea of when you will be arriving at transitions. If you strategize and plan ahead, they can have things ready for you when you arrive so you can be in and out of transition quickly. Make sure your support crew is properly equipped. If you would like to eat a hot meal at transition, remember they will be cooking for at least four. One WhisperLite burner is probably not enough. Being efficient in transitions can make a big difference in your overall race speed. We have seen some teams go through transitions in 10 minutes while others take an hour. Work with your support crew so that you can anticipate potential problems and create a smooth reliable process for getting in and out quickly.

Support crews will need to have a vehicle large enough to transport themselves and all of your gear, including four bikes. It is recommended that they have a van, truck or sport-utility vehicle. Although it is not necessary to have, a 4-wheel drive vehicle is helpful. Typically, the roads we will use are reasonably accessible, but some types of cars may find it difficult to get to transitions. It is your responsibility to provide your support crew with a vehicle suitable for reaching all transition areas. We do our best to use only roads that are safe and easy to drive on, but sometimes need to trade this off when getting to the best terrain.

Please also note that **only one support vehicle is allowed per team**. Due to limited space in the transition areas we cannot allow extra vehicles or trailers to be on course.

How things will work for Support Crews – All support crews will be required to be at the start line of the race. Once the race has started there will be a support crew briefing for all support crew members at the start line. At this point, we will take them through the general rules of conduct for the race and answer any questions about the directions and maps provided the previous night. They must then proceed directly to the first transition area where they must remain until their team passes through. While at the transition area they will be instructed by race staff where they can set up to prepare for their teams arrival. Once their team has passed through, they must immediately pack up and head to the next transition area where they will repeat the process.

7.1 Support Crew Newsletter – Information

The Support Crew Newsletter (page 26-31 of this Competitor Newsletter) has been developed to provide support crews with suggestions and tips on how to prepare for an adventure race. Our intentions in preparing this portion of the newsletter are to make it easier for your crew to prepare. These suggestions have been developed by racers and experienced crews to assist in their planning.

7.2 Unsupported Option

For those that have difficulty finding a support crew or do not benefit from the rewards of having a support crew, we are offering an 'Unsupported Option'. For an additional fee of \$250 CDN per team, we will transport your gear between transition areas throughout the race, as well as provide some basic hot food (soup, pasta, mashed potatoes). Although this will not replace all of the benefits a team would receive from an individual support crew, it does give you the option to race without one and avoid the additional expense of travel, food and support vehicle. It also has the side benefit of reducing the number of vehicles we take into these remote and sometimes sensitive areas. We believe that support crews play an important role on a team in adventure racing and bring great energy and camaraderie to the experience, but we don't want them to be a limiting factor for people getting into the sport. Teams interested in racing under the 'Unsupported Option' must register at least three weeks prior to the race. The Unsupported Option Registration Form is on page 20 of this Competitor Newsletter.

9.0 Frequently Asked Questions

1. Can the front mounted light under the mountain biking section on the gear list be a headlamp?

Yes. We still feel a headlamp is not ideal but it is adequate. The rest is up to you.

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

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

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. It is also acceptable to carry a fixed-blade knife in a sheath.

4. Is the gear required for the support crew still mandatory if we register for the unsupported crew option?

Yes. That equipment needs to be kept in your gearbox. The purpose of the tent is so you have the ability to get warm in transition areas if needed, the first aid kit is there for you to re-supply when at transition areas.

5. Can you comment on the availability of water at transition points? We really want to know if our support crew will 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. While we endeavour to have it ready for consumption (using Pristine), your support crew should be prepared to treat water for you at any point on the course.

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, until the night before the race. Take a look at the description for our previous races to get a sense for what it might be like (but no guarantees). We keep it a secret like this 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 larger 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 have also been sections of mountain biking legs that did not have a trail. Teams had to push their bikes through the bushes while searching for the start of the next trail. Anything is possible in a race, but we do not create these challenges simply for the sake of it (we won't force you to carry your mountain bike through the trekking section just for the sake of making it harder).

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. Will the Petzl Meteor or Elios be approved for biking?

Yes, these helmets are both certified for mountain biking and climbing.

10. Which flashlights for the paddling gear will qualify as waterproof?

There is much debate about what makes a headlamp or a flashlight waterproof. Refer to your light's packaging or manual to assess whether it is truly waterproof, or if it is water resistant, which is not acceptable. An example of acceptable waterproof headlamps are the Princeton Tec Aurora or eos.

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

Yes, the mirror on your compass is acceptable.

12. 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 gauze.

13. 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 or a similar rating from another country we will not approve it.

14. Is the Suunto Vector watch with the compass/altimeter fine?

Yes, it is acceptable as your compass, although we find it 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.

15. Will the scissors and tweezers out of the victorinox swiss card be accepted for the team first aid kit?

Yes.

16. Does our team need certification for the ropes section?

No. However, it would be best if you and your team were familiar with rappelling. You should also be comfortable with your rappelling device and how it operates. In addition, you should know how to tie a prussik knot and how to self-rescue from it, if necessary.

10.0 Registration Forms

Just a reminder that all team members (including support crew) must fill out and bring a medical form and insurance waiver to registration. **Please make sure that you bring your health card as well,** as your support crew will need to carry it for you throughout the race. When you arrive at registration, please have all your team members available to sign whatever additional forms may be necessary, since you won't be able to start moving through the stations until we have **ALL** your completed forms.



**RAID THE NORTH SERIES
UNSUPPORTED OPTION
REGISTRATION FORM**

Team Name: _____ Team Captain: _____

Please check the race you wish to register for the "Unsupported Option":

- Raid the North – Esprit Rafting (\$250 CDN)

Unsupported Option Details:

- Frontier Adventure Racing Inc. will provide BASIC hot food.
- Basic hot food can include, but is not limited to: soups, pasta, potatoes, and hot cereal.
- Frontier Adventure Racing Inc. will provide transportation of gear to and from all transition areas.
- All gear to be transported must be stored in no more than two gearboxes that are clearly labeled with the team name and number for the specific race they are entered in. Bikes are considered separate.
- Gear must be loaded by the team into the assigned vehicles before going to sleep the night before the race.
- Teams must "look after" themselves at transitions without relying on the staff transporting their gear.
- All gear must be packed up before a team is allowed to leave the transition area.

In granting my request to be provided with an unsupported crew during this adventure race, whether using equipment provided by me or by the unsupported crew staff and consuming food and/or liquids provided to me or by the unsupported crew staff I agree that I will not hold Frontier Adventure Racing Inc., or the unsupported crew staff, liable for equipment damage, personal injury, death and/or property loss.

Signature: _____ Date: _____

To register for the Unsupported Option, you must confirm at least two weeks before the event.

If paying by PayPal (www.paypal.com, user id paypal@far.on.ca), please note "Unsupported Option" and the race name in the 'notes' field, and fax this form to 1.866.876.8470

If paying by cheque or money order, please **MAIL** this completed form along with your payment for the Unsupported Option to the address below.

Frontier Adventure Racing Inc.
2409 Bankside Dr
Streetsville, ON
L5M 6E6



RAID THE NORTH SERIES
COMPETITOR MEDICAL FORM
(Please answer all questions)

THE FOLLOWING INFORMATION IS TO BE PROVIDED IN CASE A HEALTH EMERGENCY IS EXPERIENCED BY ONE OF OUR PARTICIPANTS. THIS INFORMATION WILL BE USED ONLY IN CASE OF AN EMERGENCY AND WILL BE DISCLOSED ONLY AS NECESSARY.

NAME OF PARTICIPANT: _____ TEAM NAME: _____
 RACE NAME: Raid the North – Esprit Rafting DATE: July 27-29, 2007

1) Are you currently taking any medications (prescription and OTC)? If so, please specify the type and amount you take:

2) Are you allergic to any medications? If yes, please specify:

3) Please list any other allergies (food, hay fever, dust) and if you are currently being treated for them:

4) Have you been treated for any serious illnesses within the last three years? If yes, please describe:

5) Have you recently experienced or been diagnosed with any of the following? (Circle those that apply)

- | | | |
|------------------------|----------------------|--------------------|
| shortness of breath | heart racing | headaches |
| dizziness | high blood pressure | heart palpitations |
| numbness in limbs | low blood pressure | chest pains |
| nausea/vomiting | blurred vision | loss of hearing |
| blood in urine | blood in stool | mononucleosis |
| hypo-thyroid | hyper-thyroid | tuberculosis |
| hepatitis (which type) | epilepsy or seizures | |

6) Have you had any surgeries or surgical procedures within the last three years? If yes, please describe:

7) Do you wear eyeglasses or contact lenses? Circle one. YES NO

8) Is there anything else pertaining to your health that we should know about? If so please explain.

9) Name of current Health Care Provider (if other than Provincial Health Care – eg. OHIP); please **attach copy of insurance card** (insurance carrier):

Subscriber Identification Number:

10) Please provide the name, address and telephone number of your doctor:

Name: _____

Address: _____

Phone #: _____

11) Who should we contact in case of an emergency?

Name: _____ Telephone #: _____

Address: _____ Relationship: _____

I hereby certify that the information provided on this form is complete and accurate to the best of my knowledge.

Print Name: _____

Authorized Signature: _____
(Parent's Signature if Under 18 years of age)



WAIVER AND ASSUMPTION OF RISK

I, the undersigned, do understand and hereby acknowledge and agree that participation in a Frontier Adventure Racing Inc-organized adventure race (the "Event")...

In consideration of the organizers of the Event accepting my registration and permitting my participation in the Event, I agree that neither I nor my heirs or successors will hold Frontier Adventure Racing Inc. or any of its employees, directors, volunteers, heirs, successors, sponsors, partners or any other individuals or organizations involved or associated in any way with Frontier Adventure Racing Inc. and the adventure race in which I am participating, liable for any personal injury, death or damage to any property and/or equipment that may occur during my participation in the Event or in any way associated with my participation in the Event.

I further agree and acknowledge that:

- 1) I have read the Event rules and regulations and will abide by these rules at all times during my participation in the Event.
2) I acknowledge and confirm that I can swim to a safe standard reasonable for an event of this nature.
3) I acknowledge and confirm that I am in good physical condition and that I will be able to complete the required activities of this Event.
4) I am familiar with and understand the dangers associated with Event activities and I will take all reasonable precautions to ensure the safety of myself and my team mates during the Event.
5) I agree to promptly notify an Event staff or volunteer of all incidents or accidents of which I become aware during my participation during the Event where injury or damage to property or equipment does or may occur.

I hereby release and forever discharge Frontier Adventure Racing Inc., its employees, directors, volunteers, heirs, successors, sponsors, partners and all other individuals or organizations involved or associated in any way with Frontier Adventure Racing Inc. and their adventure race series (the "Organizers"), on my own behalf and on behalf of my heirs and successors, from any liability arising from personal injury, death, or loss or damage to property however caused arising out of or in connection with my participation in the Event, except for liability arising out of the gross negligence of the Organizers.

Please Print Clearly:

Event Name: Raid the North - Esprit Rafting

Date: July 27-29, 2007

Participant's Name:

Address:

Signature:

(Signature of parent if under 18)

CARA WAIVER

RELEASE OF LIABILITY, WAIVER OF CLAIMS, ASSUMPTION OF RISKS AND INDEMNITY AGREEMENT

BY SIGNING THIS DOCUMENT YOU WILL WAIVE CERTAIN LEGAL RIGHTS, INCLUDING THE RIGHT TO SUE.

PLEASE READ CAREFULLY!

In consideration for allowing me to participate in any or all events and related activities of The Canadian Adventure Racing Association and Frontier Adventure Racing Inc, I hereby warrant and agree that:

1. I am familiar with and accept that there is always the risk of serious injury and death resulting from participation in any organized recreational activity particularly those involving paddling, trekking, mountain biking, swimming, navigation and like activities offered as part of the programme of The Canadian Adventure Racing Association and Frontier Adventure Racing Inc
2. I have satisfied myself, and believe, that I am physically, emotionally and mentally able to participate in this programme, and that my equipment, if applicable, is appropriate for use in this programme; and
3. I understand that all applicable rules for participation must be followed and that at all times the sole responsibility for personal safety remains with me; and
4. I will immediately remove myself from participation, and notify the nearest official, if at any time I sense or observe any unusual hazard or unsafe condition or if I feel that I have experienced any deterioration in my physical, emotional or mental fitness, or that of my equipment, or exceeded my comfort level, for continued participation in any event or related activity.

I UNDERSTAND AND AGREE, ON BEHALF OF MYSELF, MY HEIRS, ASSIGNS, PERSONAL REPRESENTATIVES AND NEXT OF KIN THAT MY EXECUTION OF THIS DOCUMENT CONSTITUTES:

1. AN UNQUALIFIED ASSUMPTION BY ME OF ALL RISKS associated with my participation in the any or all of the events and activities of The Canadian Adventure Racing Association and Frontier Adventure Racing Inc, even if arising from the negligence or gross negligence, including any compounding or aggravation of injuries caused by negligent rescue operations or procedures, of the Canadian Adventure Racing Association, Frontier Adventure Racing Inc, any event organizer, event venue and any and all persons associated therewith or participating therein in any capacity; or in transportation to and from such events and activities, and
2. A FULL AND FINAL RELEASE AND WAIVER OF LIABILITY AND ALL CLAIMS that I have, or may in the future have, against the Canadian Adventure Racing Association and Frontier Adventure Racing Inc, all associated sponsors and partners, and their respective directors, officers, employees, coaches, leaders, contractors, agents and representatives, advertisers, volunteers, others participating in any capacity, (all of whom are collectively referred to as "the Releasees") from any and all liability for any loss, damage, injury or expense that I may suffer as a result of my use of or my presence at event facilities, or my participation in any part of, or presence at, any or all of the events and related activities of the Releasees due to any cause whatsoever, INCLUDING NEGLIGENCE, GROSS NEGLIGENCE, BREACH OF CONTRACT, OR BREACH OF ANY STATUTORY OR OTHER DUTY OF CARE, INCLUDING ANY DUTY OF CARE OWED UNDER THE RELEVANT OCCUPIERS LIABILITY ACT ON THE PART OF THE RELEASEES.
3. AN AGREEMENT NOT TO SUE THE RELEASEES for any loss, injury, costs or damages of any form or type, howsoever caused or arising, and whether directly or indirectly, from my participation in any aspect of the said events and related activities; and
4. AN AGREEMENT TO INDEMNIFY, and to SAVE and HOLD HARMLESS the RELEASEES, and each of them, from any litigation expense, legal fees, liability, damage, award or cost, of any form or type whatsoever, they may incur due to any claim made against them or any one of them whether the claim is based on the negligence or the gross negligence of the Releasees or otherwise.
5. AN AGREEMENT that this document be governed by the laws, and in the courts of the Province of Ontario.

I HAVE READ AND UNDERSTAND THIS AGREEMENT AND I AM AWARE THAT BY SIGNING THIS AGREEMENT I AM WAIVING CERTAIN SUBSTANTIAL LEGAL RIGHTS WHICH I AND MY HEIRS, NEXT OF KIN, EXECUTORS, ADMINISTRATORS AND ASSIGNS MAY HAVE AGAINST THE RELEASEES.

I SIGN THIS DOCUMENT VOLUNTARILY AND WITHOUT INDUCEMENT this ____ day of _____, 200__ at _____, _____, _____ (city, prov/state, country).

Signature of Participant

Signature of Witness

Printed name of Participant

Printed name of Witness



IMAGE RELEASE FORM

TEAM NAME: _____

RACE: Raid The North – Esprit Rafting

DATE: July 27-29, 2007

THIS IMAGE RELEASE MUST BE READ, UNDERSTOOD
AND EXECUTED BY EACH INDIVIDUAL TEAM MEMBER:

The undersigned, in consideration of my participation in this Adventure Race Series, does hereby grant to FRONTIER ADVENTURE RACING INC. ("FAR Inc."), its heirs, successors and permitted assigns, and all of its sponsors and partners whatsoever, all right, title and interest in and to any videotape, slides, photographs, film or other reproduction of my image in any format whatsoever, captured in connection with my participation in this Adventure Race Series, for use in connection with broadcasting, advertising, trade shows, exhibitions, websites, promotions, training materials or otherwise.

Name: _____	Witness: _____
Signature: _____	Signature: _____
Date: _____	Date: _____

Name: _____	Witness: _____
Signature: _____	Signature: _____
Date: _____	Date: _____

Name: _____	Witness: _____
Signature: _____	Signature: _____
Date: _____	Date: _____

Name: _____	Witness: _____
Signature: _____	Signature: _____
Date: _____	Date: _____

(Parent or Guardian of participants under 18 to sign)

12.0 Support Crew Newsletter



RAID THE NORTH SERIES SUPPORT CREW NEWSLETTER

Welcome to Life as a Support Crew Member!

Congratulations on being a support crew member for this year's Raid the North Series. The intention of this Support Crew Newsletter is to let you know what will be expected of you and to help you prepare for your role during the race. Although we cannot promise to answer all your questions, we hope that the newsletter will give you some direction in preparing for supporting your team. This newsletter has been compiled from information collected from past support crews and we have done our best to anticipate your questions. We also realize some support crew teams are more experienced than others. Therefore, we have written this newsletter with the assumption that this is your first time supporting a team in an adventure race. We suggest that you thoroughly discuss all preparation procedures with your team before starting the preparation process, to ensure that you and your team are on the same path.

Please do not hesitate to ask your team captain to contact us at anytime if you have further questions. We would be more than happy to help you prepare for the race and answer any questions that we may have overlooked.

1.0 PREPARING FOR THE RACE

The preparation before the race is your most challenging aspect. Determining your role and what is expected of you must be clearly defined so that you are properly prepared to help your team and are still able to enjoy your own experience as an integral part of the race.

1.1 Your Role

Primarily your role is to "support" your team throughout the racecourse. You play an important role in keeping your team safe, happy, motivated and cared for. After being without sleep for hours and getting lost or cold, you are the face they see when out on the course. It is important to be upbeat and cheerful while tending to their needs. Understanding their personalities and their individual needs will be crucial. It is your responsibility to look after the team in the transition areas, preparing gear prior to the race and transporting gear during the race. You are responsible for preparing all their food and doing everything to help get them through transition areas as quickly as possible. It will be important for you to discuss strategy with your team captain, and be prepared for those strategies to change depending on the condition of various members of the team. Make sure you are organized and have a very well thought out plan for setting up your transition area, so that you can efficiently sort gear, prepare bikes and cook food.

1.2 Before the Race

You will need to sit down with your team and review the food requirements for them. Each person will have different needs throughout the race. Keeping your team well stocked with the items they need to keep them hydrated and well fed, will be extremely important. Consider packing some surprise treats for your team to give them an extra lift in a dreary transition in the middle of the night.

Important Points

- **All food must be purchased and arranged for PRIOR to the start of the race.** Once the race has begun there will likely be no opportunity to re-stock or purchase supplies. You must be provisioned for the full 36-hours.
- You must have a **full gas tank** prior to the start of the race, to limit your need while out on the course.
- We recommend an auto club membership in the event of a breakdown, or at the very least familiarity with your roadside assistance packages (available with many new cars, on certain credit cards, etc).
- You should also make sure that you review the MANDATORY gear list for support crews. This appears in the Competitor Newsletter and in the official Gear List for each specific race. It is important that you note the special equipment you are responsible for:

Mandatory Equipment for Support Crew

ITEM	QUANTITY
Waterproof tent	1
First aid kit (as described below)	1
100mL of sunscreen	1
Insect repellent	1
Shovel for burying human waste	1

First Aid

ITEM	QUANTITY
Water purification system/tablets	for 50L of water
Closure (butterfly) bandages	4
Adhesive tape	1 roll
5" X 5" moleskin	2
Antibiotic ointment	1 tube
Antibacterial towelettes	5
2" X 5' gauze roll	2
Antihistamine tablets	6
Anti-inflammatory tablets	20
Oral rehydration salts (e.g. Gastrolyte)	4
(3" X 5') tensor bandage	2

Please note: the mandatory equipment list above is considered the minimum requirements for safe travel. Support crew are free to bring any additional items they feel necessary, provided they are not on the list of forbidden equipment detailed in the Rules and Regulations.

1.5 Your Vehicle

Obviously your role requires you to transport your team's gear and bikes to different areas on the course. We will always ensure that roads are two-wheel drive accessible, although many of them will not be paved. When considering what vehicle to use, keep in mind that you will need room to transport any gear that your team requires in a transition area, food and stove, water and four mountain bikes. We strongly recommend using a van, or sport utility vehicle to make your life easier on the back roads of the course. Please ensure your vehicle is in good working order before you arrive at the race in order to minimize the chance of a breakdown on the course, which can be very frustrating and time consuming.

2.0 ARRIVAL AND RACE START

Friday Prior to Race

Registration is from 1000 – 1530: You are part of the team, and you will need to go through the process with the rest of the team. At this time you are required to help them organize their equipment, fill out paperwork and have their medical cards in a safe place so you can access at any time. In the forthcoming Competitor Newsletters, your team captain will receive a series of important documents that must be completed before registration. These are: medical forms, waiver and image release form. Please ensure that you receive these documents and that they are completed in full before coming through registration. This will speed up the process for your team. Your gear will be inspected along with that of your team, so you will need to bring it to registration and show it to the race staff for inspection.

Mandatory Race Briefing - 1600 – 1700: Part of registration includes attending the race briefing, which is MANDATORY for all team members, **including support crew**. This will take place at exactly 1600. Once the race briefing is over, your team is free to prepare for the race with maps and specific racecourse instructions.

Please be sure to have a health care card for each competing team member (and your own) in a safe place with you at all times. Should someone need medical attention it is crucial that the medical card be accessible and easy for us to locate.

2.1 Race Start: Friday - Midnight

Our races are point to point, and typically do not include loops or travelling over the same area twice. Since the course is approximately 125 kms in length, teams usually need to start making their way to the start line by 2200 hours. You will be provided with driving instructions and a map for you to use to get to the start line and to each Transition Area in the race.

2.2 Support Crew Briefing

Immediately following the start of the race, support crews will be briefed and given additional instructions about their role in the race and the expected schedule of events. We will also give you the times we expect teams through each transition area and how long it will take you to drive from point to point. It is important to be clear on all directions, so that you do not get lost. **Once the briefing is over, you are required to head directly to the first transition area.**

3.0 DURING THE RACE

3.1 Transition Areas

The transition areas are where you will spend most of your time throughout the race. Each transition area is a large roadside area where each crew will have a small area (enough room for your car and a small area around it) in which to park and set up your "camp". The areas are not necessarily equipped with any facilities or shelters, so make sure you are prepared to camp and stay out in the woods. This will become your home for a large part of the time you are out on the course. It will become the social area for all of the support crews while waiting for your teams to pass through. Make sure to take advantage of the outdoors, and prepare for spending time in inclement weather. You want to be comfortable while having fun! You will spend anywhere from 3 - 12 hours at these areas, so you will really get to know the other support crews.

Duties in transitions:

- unpack the food and get ready to prepare it so that teams have hot food when they come into camp
- prepare necessary gear your teams will need in the next section of the course

- anticipate what teams will need from you based on the last sections of the course (i.e.: if they were paddling and may be wet they may need changes of clothing)
- keep in contact with race officials for updates on your team's progress.

Important Notes For The Transition Areas:

- Be sure to check in with the Transition Area staff both when you arrive and before you leave. It is extremely important that we know where you are, in case we need you to go and pick up your team. When you check in, let the transition area staff know approximately where you will be setting up and waiting for your team to arrive. In case there is an emergency and we need to get in contact with you, this will make doing so much easier. Transition staff may also possibly have some specific instructions for you regarding that transition area.
- Support crews can periodically check in with the transition area staff to find out the status of their team. Please note that this does not mean every 10 or 15 minutes. The Transition Area staff will be quite busy and need to be free to listen to the radio and record the information that is being directed towards them in order to be of any help to you. We will do our best to keep you updated on your team's progress by giving you an estimated time of arrival, but due to the nature of the sport, this can be hard to predict!
- Attempt to anticipate what your team members will need when they arrive at each transition area. Obviously this includes whatever gear changes need to occur at each transition area. As well, if it is cold and dark, they will likely want something warm to eat and drink, and if it has been raining or if they are coming off a paddling section, they will likely want dry clothes.
- Be ready with the first aid kit to do some minor repairs, such as tending to cuts and bruises or blisters. This is almost a guarantee that one of your team members will need attention. Remember that transition areas are the only places on the course when your team can receive medical or physiotherapy care without being disqualified, if you are concerned about one of your team members, don't hesitate to contact one of the transition area staff.
- Speed through a transition area will also be a concern to many teams. Try to set things up so that they can do what they need to as simply and quickly as possible. To speed up this process, know how to set up the equipment your team needs, especially how to load bikes on and off the racks you are using. Be careful with their equipment. It is best not to alter their equipment before asking them – they might have some system you don't know about, and altering it may impact their performance.
- The waiting period at transition areas can be long and therefore very tiring. One common dilemma that frequently arises for support crews is when to sleep. The trick is to immediately pack up once your team has left the transition area, move to the next one, do your basic set up, and then try to grab some sleep. Set your alarm to get up shortly before the earliest possible arrival time, and then do more preparing (i.e. getting a thermos of hot drinks ready). Don't under estimate your need for sleep. Just because your team is going with next to no sleep, doesn't mean you should follow their lead. You need to be alert, able to quickly observe, problem solve, prioritize, and service four high maintenance racers, and drive safely to the next transition area.
- **Once you arrive in a transition area you may not leave until your team has passed through safely and you are instructed to leave by a volunteer staff member. All food and provisions must be bought and arranged for BEFORE the race, so that we can keep everyone in a central area.**

3.2 While Out On The Course

Please remember that there will be up to 40 support crew vehicles on the course at the same time. It is imperative that everyone drives with extreme caution. Everyone will be tired, driving on unfamiliar back roads, and driving at night. You will have plenty of time (often hours) to reach the next transition area, so there is no need to speed through the course. In the past we have had problems with reckless driving, and we do not want to have that happen again. Each support crew vehicle will have an identifying race sign in their window, with the corresponding team number, and **if a member of the race staff determines that you are driving recklessly along the course the consequence could mean**

that your team will serve a time penalty on the course. For your safety and the safety of the other support crews, volunteers and race officials, please be careful.

3.3 COURSE RULES AND REGULATIONS

There are several rules and regulations to follow when competing in the Raid the North Series. Below are a list of rules and regulations that directly apply to you as support crew. Each team captain should be familiar with the full list of rules and regulations. Along with reading the rules listed below, it is also a good idea to read the complete rules and regulations to familiarize yourself with the race procedures.

- Each team must have a support crew consisting of one or two members who have been registered with race management.
- At least one support crew member must possess a valid driver's license.
- Support crews will only be allowed to meet up with their team in the designated transition areas.
- Any assistance provided outside of the designated transition area may result in disqualification for the team.
- All support crews must go DIRECTLY from one transition area to the next.
- Support crews must check in and out with the transition area staff for each transition area.
- Support crews must have a vehicle suitable for rough road travel. All vehicles must be registered with race management.
- Teams and support crew will be responsible for supplying their own food and drink for the entire race and this must be purchased PRIOR to the start of the race.
- Vehicles must have a full tank of gas when heading to the start line.
- Water will be provided by race staff at transition areas only.
- Teams will also be responsible for supply and handling of all equipment required for the race unless otherwise noted.

3.4 FOR ADDED COMFORT ON THE COURSE

The following is a **suggested** list of items to bring for the weekend. Try to think of what will keep you happy and comfortable for long periods of time in an area with no shelter or facilities.

- Clothing for all weather conditions (hot/cold/wet), we suggest layers
- Comfortable and suitable hiking shoes and sandals
- Waterproof attire
- Bug Hat and Bug spray
- Hat and sunglasses, sunscreen
- Watch
- Tent and tarp
- Pillow
- Sleeping bag
- Plastic bags for keeping things dry and for garbage
- Food for yourselves
- Drinks and/or water
- Flashlight and/or headlamp
- Matches
- Lip Balm
- Stove, fuel and cooking utensils – a one burner stove will not be sufficient... remember you are cooking for a minimum of four people at a time
- Toilet paper/shovel to bury human waste
- Football, Frisbees, etc. for recreation and entertainment

4.0 THE END OF THE RACE

When you have finished at the last transition area, make sure you have all of your gear and head directly for the finish line at basecamp. Please be sensitive to the environment and pack up every last bit of garbage you may have and pack it out! The finish line will always be in the heart of the host site, so as the team motivators you will need to be there at the finish line to cheer your team in. We will also have a small expo set up at the finish line, so you may enjoy getting there as soon as possible to wait for you team. You will also need to look at what they will need from you as they will be hungry and thirsty. After they cross the finish line you will need to look after their gear, pack it up and get them back to the hotel to clean up and rest up. This is the time that you should re-organize everyone's gear and pack it up to travel home if you leave on Sunday. The official race cut off will be 1200 on the Sunday, although teams will be allowed to continue on the course until 1600. Any teams still on the course at this time will be directed, and if need be assisted, back to base camp.

Banquet and Awards Party Sunday at 1700

As an important part of the team, you are also invited to the final awards banquet. This meal is provided by race management on the Sunday after the race, and is where everyone comes together to have some fun, enjoy a delicious free meal, and take part in the awards. Prizes and giveaways will be distributed, and you will be given your share of the team's prizes – we consider you to be an important part of the team. We also give out a number of "fun" awards recognizing amazing efforts and outstanding stories from the race. In the past, support crews have won awards for their generosity, bad navigation on back roads, and best attitudes. We hope that you will be part of that spirit! This is the time to sit back and share stories with other teams, volunteers and support crews. Even if you are not actually racing, we think you will get a lot out of your experience and will remember it for a lifetime.

Good luck with your preparations, and we'll see you at Esprit Rafting!