

## GranGravel 500 RULES

**Rule 1.)** No complaining about the rules.

**Spirit:** Above all, attempts are intended to be solo / self-supported, self-timed, and observed as one stage, i.e. the clock runs non-stop. The challenge is complete upon arrival to the opposite terminus from start. There are no required checkpoints or designated rest periods on course.

**Modus operandi:** To complete the Route, a rider may resupply food / equipment, rent a room, launder clothing, even service their bike at commercial shops along the way. The intent is to ride **unsupported** between towns, and function **self-supported** when in towns. Any services utilized must always be commercially available to all challengers and **not** pre-arranged[1]. No private resupply, no private lodging.

**Equal Opportunity:** GG500 strives for equal opportunity within the GC. Whether doing an [independent time trial](#) or tackling the [grand départ](#), TD requires that **every challenger—from those living along the route to those living on other continents—have an equal playing field**. Therefore, outside assistance[2] with navigation, lodging or resupply (especially receipt of supplies from a non-commercial shipper) is prohibited.

**Advancing (forward) on the route by any means other than one's own pedal power is strictly prohibited.** No drafting. Use of any type of air scoop or umbrella sail intended to harness wind power is also prohibited. GG500 is a solo challenge, however, racing in the company of other challengers is tolerated. Again, no drafting, and each rider must maintain separate gear. **One complete survival kit per rider.**

In the event of a serious mechanical that renders a bike unrideable, a rider may hitchhike[3] by motor vehicle in ANY direction to repair the problem. The location of the incident must be well documented by SPOT tracking or other GPS logger. A rider may also receive assistance returning back to the exact location of the breakdown to begin forward progress. Again, the entire incident, from breakdown to return to the route must be fully documented by GPS.

**Shipping/receiving supplies** (to the course): It's only 500 miles so hopefully you don't need this. In the name of equal opportunity for international riders and to minimize the GG500 'footprint', challengers are encouraged to race as reliant as possible on commercial services along the route. **However**, in advance of a start, a competitor may cache food or equipment resupply at [US Post Offices only](#), care of [general delivery](#). If a racer misses a resupply due to PO closure, that box may be forwarded to another PO down route.

Once a race clock begins, a rider may be assisted by a third party in receiving emergency repair/replacement items **only**. Food resupply is not considered an emergency. Emergency items must be shipped using a commercial shipper such as USPS, UPS, Fed-Ex, DHL, etc.

Items may not be delivered privately by family, friends or even anonymous persons. Items may only be shipped to a commercial address (P.O., motel, bike shop, restaurant etc.), provided that address is equally available to all racers. Use of a private address (residence) along the route is forbidden. Use of the race blog to 'broadcast' for help (ie. conjure 'trail magic') is also forbidden.

GPS navigators are permitted but non-essential. SPOT GPS trackers are required. Mobile phones are also permitted, however, mobile service is spotty.

GG500 is a web-administered, do-it-yourself challenge based on the purest of wagers: *the gentlemen's bet* or *agreement*. Nothing to win or lose but honor.

- For grand depart racers, there is a pre-start meeting
  - There are no checkpoints or officials on course
  - Riders alone are responsible for their safety
  - Riders alone must police their conduct
  - There is no mechanism to communicate to riders on course
  - Riders alone are responsible for communicating with their loved ones
  - [Online GPS tracking](#) is also not intended to ensure rider safety. It is for info-only, and validation of course compliance
1. **Relegation:** The GG500 has an advisory board made of experienced racers who reserve the right to relegate a rider from the General Classification (GC) for confirmed rules violations.
  2. **No rider will be notified of possible relegation mid-race. It is the sole responsibility of all riders to know the rules, police themselves, and in cases of course deviation, recognize their error + correct it before proceeding on route.**
  3. **Note:** If a racer voluntarily scratches from the GC mid-race, yet continues on to finish, their individual tracking page will remain online/updated for informational purposes, however, they will be removed from the group (GC) tracking map.

#### **Endnotes:**

[1] *Pre-arranged* is defined as prior to the start of the race clock.

[2] *Outside assistance* is defined as any third party assistance in navigation or lighting and any non-commercial assistance in food resupply and/or lodging. A service is deemed 'commercial' when it is for commerce, equally available to all racers year after year.

[3] Racers may accept motorized transport backwards, directly off and/or back to route from bystanders, passersby or commercial transportation ONLY. A racer may not contact friends or family (private parties) living along the route for direct assistance.