

Rules



Presented by Ultra Unlimited LLC

NCOM

1000 Mile Llewellyn Moss (RAAM Qualifier)

383 Mile Anton Chigurh (RAAM Qualifier)

208 Mile Ed Tom Bell

N C O M is a non-stop, no drafting ultra cycling challenge event.

All racers and crew must sign and turn in the Release of Liability/Agreement to Terms and Conditions prior to the race.

It is the responsibility of all riders and crew to read the rules carefully BEFORE the pre-race meeting.

Ignorance is no excuse for time penalties assessed during the race against the racer or crew.

These rules are intended to maximize safety for the racers and protect the integrity of the race.

The Race Director reserves the right to alter the 'intent of the rules' if necessary before, during or after the event under extreme circumstances that were not foreseen by any of the rules or if a rider is trying to find 'loopholes' in the rules.

Riders should direct rules questions to the Race Director.

SAFETY IS UTMOST. CALL 911 IN CASE OF EMERGENCY. IF YOU ARE OUT OF CELL COVERAGE, GO TO THE NEAREST TIME STATION. THERE SHOULD BE CELL COVERAGE AT ALL TIME STATIONS.

1. General Race Information

- Start/Finish location: Kokernot Park, Fighting Buck Ave, Alpine, TX
- Start time for all races and divisions: October 11, 2025. 07:00 AM CDT
- Mandatory pre-race meeting October 10, 2025 5:00 pm at Kokernot Park, Fighting Buck Ave.

- This is a RAAM style race, meaning that each racer must provide their own crew and support vehicle. There are no support stations for either route. Self supported racers are not allowed for safety sakes.
- This region of Texas is extremely remote and racers are without cell service for probably 80% of the time and convenience stores can be 100+ miles apart. If a racer had any type of mechanical or medical emergency, they could be stranded.

2. Fairness

- The importance of fair play on the part of all Race participants cannot be stressed enough. As such, any action by a cyclist or crew member that leads to an unfair advantage or disadvantage will result in a penalty determined by the Race Director.

3. Divisions

- Solo
- Tandem
- 2 person, 3 person and 4 person teams.

4. Categories

- Age groups for both male and female: 18-49, 50-59, 60+ (Teams: Average age of all riders)
- Age groups are determined by racers age as of 12-31-2025.
- Bike categories: standard (diamond frame, including TT bikes), recumbents and tandems. No fairings or fairing vehicles allowed. No 3 wheeled bicycles. No E bikes.
- More than one bike can be used. Solo and team riders must continue the entire race on the same category bike they start the race. In other words, riders may have back-up bikes but they must be in the same category.
- Team riders may not use both standard and recumbent bikes. In other words, one team person can not ride a diamond frame and the other team person ride a recumbent

5. Time limits

- 1000 mile Llewellyn Moss: 96 hours. 10.41 avg mph 7:00 Wednesday, Oct. 15. All solo racers who finish within the 96 hour time limit will be Race Across America qualified. There are no intermediate time cut offs in the 1000 mile..
- 383 mile Anton Chigurh: 32 hours. (11.96 mph) 15:00 Sunday Oct 12. All solo racers who finish within the 32 hour time limit will be Race Across America qualified. There are no intermediate time cut offs in the 383.
- 208 mile Ed Tom Bell: 16 hours.(13.0 mph) 23:00 Saturday Oct 11. There are no intermediate time cut offs in the 208.
- Time limits are the same for all Team participants.
- The race organization cannot be held accountable for unforeseen circumstances such as trains, road construction, traffic jams, detours, weather or any other uncontrollable contingencies. There will be no time bonuses issued or deductions from a rider's time due to such events.

6. Route

- Each racer or relay team must ride every inch of the prescribed course.
- If a Racer makes a wrong turn and rides off the course regardless of the reason, the Racer must either walk, ride or be driven back to the spot where the course deviation was made, then continue riding.

Racers are not permitted to ride the course in reverse at any time.

- If a wrong turn is made by a Team Racer, then a new Team member may begin riding at the point where the wrong turn was made. This is the only time Team members do not have to overlap wheels during an exchange.
- If the wrong turn was due to a Racer/Crew error, no time credit will be given to the Racer.
- Solo Racers cannot be shuttled up the course for any reason except for going to a motel or emergency situations. They must then return to the point where they last left the Race Route to begin riding again.
- Uncorrected routing error will result in disqualification.
- For safety purposes, the race will be neutralized at a designated point prior to the finish line at QC7.. Racer standings will be determined by arrival time at the neutralized point. An equal additional amount of time will be added to every racer's time of arrival at the neutralized point. This will be the official finishing time of each racer.
- Direct follow is mandatory during nighttime hours from neutralization point to finish line.
- No racer support, direct follow or leap frog support for the 1st 10 miles of all races. Don't even think about it. Tell your crew you will see them after 10 miles.

7. Traffic laws

- All racers and crew members must obey the vehicle code laws of Texas at all times. Racers must obey all traffic laws, including stopping for lights and stop signs.
- Racer should ride to the right side of the roadway as much as safety allows. Should a racer stop for any reason, they must be out of the traffic lane and as far right as possible.
- Follow vehicle should never impede normal traffic

8. Racer requirements

- All racers must wear ANSI approved helmet.
- Headphones/earbuds are permitted in the right ear only and must allow for the racer to hear traffic, officials and other road noise. Officials reserve the right to disallow the use of headphones/earbuds completely

9. Bicycle requirements

- All bicycles must have at least one tail light ON (flashing or steady) at all times.
- All bicycles ridden at night, must be accompanied by a Follow Vehicle and must be equipped with a headlight and at least one tail light (two are better) attached to the bicycle. The tail light must be ON (flashing or steady) at all times. Both front and rear lights must be visible from 500 feet.
- Front headlight must always be ON from 7:00 PM to 8:00 AM. (These are direct follow hours.). Headlight may be required during daytime hours dependent on weather conditions. Headlight will remain on steady mode. No flashing/strobe mode allowed.
- All bicycles must have reflective tape on both crank arms that is visible from the rear that is at least ¼ in. wide and 3 in. long
- All wheels, including spare wheels, must have reflective material visible from both sides that is at least 1-3 inches long. Reflective material must be on the non-braking surface of the rim or affixed to spokes.
- Aero bars and disk wheels are accepted. Reflective logos are acceptable.

10. General information

- Safety must be the single most important concern of everyone connected with the race.

- In an emergency condition where human life is in jeopardy, all concerns should be directed to the injured. If a rule is violated in an emergency situation, the Race Director will make necessary allowances.
- Drafting is prohibited. Racers must maintain a distance of 10 yards from one another, except when passing, or riding alongside one another as described below.
- Racers may ride alongside one another for a maximum of 5 minutes, but may not draft each other at any time
- A racer may proceed on foot as long as they push, carry, or drag their bicycle with them.
- Circling, which includes riding any portion of the course in the reverse direction, is prohibited.
- A racer or crew member must notify Race Headquarters if they abandon the race.
- Participants will be provided the official Race Headquarters phone number at the racer check-in.
- Each crew must carry at least one cell phone, and provide the number to Race Headquarters at racer check-in.
- Consumption of alcoholic beverages by crew or racer is strictly prohibited throughout the race.
- Mandatory pre-race meeting. Typically held the evening before the start of the race. All racers and crew are required to attend. Racers will receive their packets which will include route books, vehicle signage, bicycle racer numbers, tee shirts and any items ordered during registration.

11. Time Penalties

- Race officials will monitor the progress of the Racers and the route throughout the competition. It is not the intent of the officials to see how many penalties they can issue. Their purpose is to insure the safest race possible and maintain the integrity of the race to all Racers.
- Warnings will be issued for minor first time infractions. A 30 minute time penalty will be given for repeated minor infractions. Cumulative infractions could result in disqualification at the discretion of the Race Director.
- A breach of the rules committed by a cyclist's crew, escort vehicle(s), or media car will count as a penalty against the cyclist.
- Race Management reserves the right to modify the amount of time per penalty depending on the severity of an offense.
- Time penalty will be added to the official race time of the Racer.

12. Disqualification

- Consumption of alcohol by the cyclist
- Completing part of the Race in a vehicle
- Not completing the entire route
- Refusing to take a sleeping break when ordered to do so by a Race Official or Race Management
- Behavior on the part of the crew or cyclist that severely endangers the safety of the cyclist or anyone else using the roads
- Harassment of other cyclists
- Unsportsmanlike conduct. Including racer to crew or crew to racer.

13. Time Station Procedures

- Time Stations are located in designated places along the race route. **Route Books indicate all Time Stations.**
- All Racers or their crew members are required to text or call (text is preferred) to the War Room when arriving at a Time Station.

- Teams should:
 - ◆ Identify themselves
 - ◆ State the Time Station number and location
 - ◆ Provide their Racer's number and name
 - ◆ Provide their time of arrival.
- The War Room will provide confirmation either by voice or text.
- Failure to report accurate time of arrival at a Time Station within 15 minutes of arrival may result in a penalty.
- Route book indicates all Time Stations. Please keep in mind that cell phone service is extremely limited in this area of Texas. You could lose service in less than 15 minutes from the Time Station.

14. Follow Vehicles

- Must be equipped with at least two amber (not red) flashing lights mounted on the far left and right rear of the roof visible only from the rear. The FV must use the flashing roof lights at all times when in Direct Follow. Must be purchased prior to race start.
- 2. A rear-facing reflective sign that reads CAUTION BICYCLE AHEAD Available at racer registration. \$25.00
- 3. A standard reflective equilateral "slow moving vehicle" triangle must be displayed at all times. Must be purchased prior to race start.
- 4. If the vehicle is working with the rider (whether in leapfrog or direct follow), all external lighting should be on and the slow-moving triangle displayed.
- May not pull a trailer of any kind.
- Bike racks mounted on the rear of a Follow Vehicle must not obstruct the required signage.
- Must dim their front headlights when any oncoming traffic approaches within 500 feet. Lights must also be dimmed when following within 300 feet to the rear of another vehicle, or when another vehicle passes.
- Racer numbers will be provided for each participant that must be attached to the driver's side door of the FV, the passenger's side door of the FV and the rear window. [Attachment instructions](#)
- Exterior sound system is allowed on Follow Vehicles. Please use low volume through populated areas.
- Must be no more than 80 inches in width, measured at 3 feet from the ground. The width across this point is the width of the vehicle, not including side mirrors.
- Must not be more than 88 inches in height. Measurements are of the vehicle only and not racks, lights or other attachments.
- Must not be more than 244 inches in length. Measurements are of the vehicle only and not racks, lights or other attachments.
- Mini-vans are recommended because most are less than 72 inches wide. Large passenger vans are allowed as long as they meet the width requirement.
- In addition to front and rear windows and driver and passenger side windows, the Follow Vehicle must have windows on both sides of the vehicle behind the driver and front passenger seats.
- Shall not be a conversion motorhome and cannot be a step van (e.g. commercial delivery truck).
- Vehicles following a Racer may not tow any kind of vehicle, trailer, motorcycle or motor scooter.
- Please contact the NCOM race director concerning special FV circumstances

- May not have additional headlight beams that are not factory standard. In other words, no automotive light bars.
- Absolutely no hand-offs to the racer from the driver side of the vehicle. All hand-offs must either be from the passenger side of the vehicle or by person standing on the right side of the road.
- Secondary bikes and equipment must not obscure the Caution Bicycles Ahead sign or the Slow Moving Vehicle triangle.

15. Auxiliary Vehicles

- Auxiliary Vehicles may TEMPORARILY (no more than six hours) follow a Racer during darkness in emergency and unexpected situations only (e.g. breakdown).
- You must notify Race Headquarters or a Race official prior to following a Racer with an Auxiliary Vehicle at night. If a Race Official is unavailable and cell phone coverage precludes notification of Race Headquarters, contact the first available Race Official or Race Headquarters as soon as cell coverage is re-established.
- Running out of gas, buying gas during dark hours, stopping to eat, stopping to call in at a time station and other similar "poor planning errors" by a Crew do not qualify as emergency situations and will not qualify for temporary following of a Racer by an Auxiliary Vehicle. The Racer will simply have to stop riding and wait until these "poor planning" matters are addressed.
- Are required to have all required vehicle signage and lighting while in emergency follow.
- Are required to have racer numbers on driver and passenger door and rear window at all times.
- Media vehicles are allowed in NCOM to film, photo or interview racers. Media vehicles must operate within the rules of NCOM at all times. I.E., must obey all traffic laws, must not impede traffic and must not caravan. Media vehicles should exercise extreme caution when pulling up beside a rider for interviews or photos. They should not do so in double stripe areas of the road.
- A Media vehicle may take over FV role in emergency situations as long as they have the SMV triangle, amber roof lights and Caution Bicycle Ahead signs.

16. Crew Requirements

- All racers are required to have a support crew and Follow Vehicle
- One person shall be assigned the title of crew chief, and will act as the spokesperson for the crew and racer.
- A solo Racer may not be the crew chief.
- There are no restrictions on the maximum number of support crew members.
- One person crews are allowed for the Ed Bell 208 race and the Anton Chigurh 383 race.
- 2,3 or 4 person teams may self crew for the Ed Tom Bell and the Anton Chigurh 383.
- 3 person minimum crew for the Llewelyn Moss 1000
- Team racers may be counted as a crew person
- All crew members must sign the Waiver of Liability.
- Each racer is responsible for the actions of their crew. A racer may be penalized or disqualified as a result of crew member misconduct.
- Crew must notify a Race Official or Race Headquarters if the Racer plans to be off course, resting or sleeping longer than 30 minutes, has made a navigation error and is off course or if a Racer refuses to comply with the crew's demand to rest and the crew feels the racer is in danger of causing personal harm to themselves or others.

→ **All crew members must wear reflective vests at all times.**

17. Crew and Racer Rest

- There are no restrictions on how many hours a Racer may ride without off-bike rest. There are no restrictions on how many hours a Crew member can go without a sleep break. However, if in the opinion of a Race Official, sleep deprivation in any participant is compromising safety, the Race Official may assess a penalty against the Racer. In addition, if a suitably rested replacement Racer or Crew member is not available, the Race Official may impose an immediate mandatory rest break of up to 4 hours.
- It is the responsibility of the Crew and Racer to make sure they are rested and fit enough to proceed safely.
- The Follow Vehicle Crew must be prepared for night conditions by getting what rest they need during the preceding day.
- If a Racer refuses to comply with the demands of the Crew to rest and the Crew feels the Racer is in danger, a Race Official or Race Headquarters must be notified immediately.
- It is the responsibility of the Crew Chief and the Racer to ensure the Crew is receiving adequate rest to proceed safely and for safe operation of Support Vehicles. If no adequately rested drivers are available for safe operation of vehicles, then the Racer must stop.

18. Direct Follow Support

- Following directly behind the Racer with a Follow Vehicle (FV). Directly behind means keeping the Racer in the headlight beams of the FV at all times.
- When traveling alongside a Racer, the Follow Vehicle **MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION.**
- Remaining alongside longer than necessary in order to provide the Racer an advantage against prevailing wind is prohibited. •
- The Follow Vehicle must not impede following traffic for more than 2 minutes. The Follow Vehicle must pull off the road and let traffic pass when two or more vehicles are waiting to pass or if one vehicle has been held up for more than 2 minutes.
- During Daytime (7:00 am till 7:00 pm) the Racer may proceed alone, with the Follow Vehicle catching up. (also known as leap frog.)
- During Night Time the Racer must pull off the road and stop anytime they are not in the beams of the headlights of the FV.. This is especially applicable when Racers may be climbing the same hill, causing a serious problem for oncoming and following traffic to proceed around the FV. FV drivers must be aware of what's going on around the Follow Vehicle at all times and must use common sense.
- FVs should follow the Racer as far to the right as practical.
- Direct Follow is optional during daylight hours .
- **Direct Follow is mandatory from 7:00 PM until 8:00 AM.**
- FV headlights and caution flashers must be on at all times during Direct Follow. Amber roof lights must be on at all times during Direct Follow
- Vehicle to Racer handoffs are allowed during Direct Follow. However, at NO time will anyone in the

FV be allowed to place or remove anything in the racer's jersey or make bicycle adjustments. In other words, it is okay for direct hand to hand handoffs but it is illegal for someone to stuff a bar into the jersey of the racer or to place the bottle into the bottle cage of the bicycle. It is also illegal for anyone from the FV to remove anything from the racer's jersey. This applies to both Direct Follow and Leap Frog crew assistance.

- There will be NO vehicle to Racer handoffs from the driver's side of the vehicle. All vehicle handoffs must be from the passenger side of the vehicle.
- It is illegal for a crew person to give a racer a push off.
- If Racer stops during Direct Follow, FV must pull off the road at least 5 ft. to the right of the fog line as to not impede traffic.

- Impeding the normal flow of traffic is prohibited. During Direct Follow Support, both Racer and FV must pull over or stop to allow traffic to pass safely. DO NOT IMPEDE TRAFFIC.
- NO CARAVANING. Caravaning is described as two or more racers or support vehicles impeding traffic. This usually occurs on climbs or when passing another racer. Follow vehicles may not travel the same or similar speed in the same direction on the course. Caravaning can be by 2 or more support vehicles of the same crew or it may be 2 or more support vehicles of different crews.
- FV will not cross the center strip line at any time during racer exchanges of any kind.
- FV may not travel alongside a Racer, except when passing off food, beverage, or information. Under no circumstances should a FV disregard traffic to the rear when traveling alongside their Racer.
- Special attention by the FV drivers must be taken in passing situations when one Racer overtakes another. The Racer and FV in the lead and being passed must yield by slowing and moving to the right. The following Racer must accelerate and pass on the left. DO NOT pass on the right. Always yield to the normal flow of traffic. It is advisable for the crew to notify the Racer being passed when a pass is taking place.
- After a pass, both Racers MUST pace themselves appropriately to maintain the 10 yard separation between Racers.
- **Passing.** If another Racer is approaching, the Racer being approached must either: a) increase speed and maintain the 100-foot separation; or b) yield, move to the right, slow down, allow the pass and return to the 100-foot separation. Special attention by the Follow Vehicle drivers must be taken in passing situations when one Racer overtakes another. The Racer and Follow Vehicle in the lead and being passed must yield by slowly moving to the right. The following Racer must accelerate and pass on the left. Do not pass on the right. Always yield to the normal flow of traffic. It is advisable for the Crew to notify the Racer being passed when a pass is taking place. If two Racers decide to ride together (up to the 5 minute limit), one of the Follow Vehicles follows both Racers while the other remains parked on the side of the road or drives up ahead, pulls off the road and stops. Under no circumstances should two or more Follow Vehicles of different Racers caravan down the road or travel side by side at the speed of the Racer. Both Racers may be penalized. After a pass, both Racers must pace themselves appropriately to maintain the 100-foot separation between racers.

19. Leapfrog Support

- Leapfrog support is where the Follow Vehicle (FV) is not directly behind the Racer but instead leapfrogs the racer at the speed of traffic. The FV stops off the road, waits for a period of time, then catches the Racer and stops again.
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- Leapfrog support is not allowed during nighttime hours from 7:00 pm till 7:00 am
- While the FV is stopped off the road it must be at least 5 feet to the right of the fog line as to not impede traffic. **not really possible for most of the course**
- Vehicle headlights, caution flashers and amber roof lights must be ON while stopped. Slow vehicle triangle will remain on during Leapfrog support.
- Running handoffs from crew to Racer are allowed during leapfrog support.
- FV must travel at speed of traffic while utilizing leapfrog support. Slowing down to communicate with Racer while passing is prohibited.
- Please keep safety in mind for Racer and crew during all leapfrog procedures.
- Always park in safe places along the route.
- **Crews must be within 10 minutes of their racer at all times. DO NOT LEAVE YOUR RACER STRANDED.**
- Consult Race Director prior to race concerning questions about leapfrog support.

20. Team Division Rules

- All NCOM rules for Solo Racers apply to the team Racers
- A relay team must consist of no more than four Racers.
- Only one relay team member allowed on the official route at any time.
- At least one racer must finish.
- There are no requirements as to how much time or how many miles each team member must ride.

21. Team Racer Exchanges

- Racer and vehicle Exchanges are one of the most hazardous situations in the race. SAFETY IS UTMOST.
- More penalties are issued for Racer and vehicle exchanges than for any other reason.
- Racers and crews are encouraged, where possible, to make Exchanges at naturally slow riding locations such as stop signs or gradual inclines.
- Racer Exchanges **MUST BE MADE STATIONARY.**
- During a stationary Exchange the new Racer is stopped and waits until the retiring Racer has passed before starting.
- When Follow Vehicles are used, all Exchanges must be made in front of the Follow Vehicle.
- No other solo Racers or team Racers may be within 200 yards during a Racer Exchange.
- No Racer may RIDE the course in the REVERSE direction at any time.
- Night time Exchanges **MUST BE MADE** within the headlights of the Follow Vehicle.
- During a night time Racer Exchange, the new Racer **MUST** be waiting and start within the headlights of the Support Vehicle.

22. Exchange Site

- The Exchange site is where the Exchange is initiated. It should NEVER interfere with road traffic. SAFETY IS THE MAIN CONCERN.
- A Racer Exchange occurs when the front wheel of the Racer on the road overlaps the rear wheel of the new Racer, the Racer on the Road stops riding and the new Racer starts riding.
- Racer Exchanges may be performed at the Racers' and crew's discretion. There is no minimum or maximum distance between Exchange Sites.
- Exchange Sites must be at a safe location where there is room for all stopped Support Vehicles to be at least five feet to the right of the solid white fog line (or five feet to the right of the traffic lane) and where there is unobstructed visibility for at least **200 Yards** in both directions.
- The Follow Vehicle may not stop in the traffic lane during a Racer Exchange
- The Exchange site must be on the right side of the road.
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- Avoid Exchange sites on downhill sections, curves, crest of a hill, doubled-striped roads and limited visibility areas.
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23. Keep Reading

- Just to see who reads the rules and who doesn't, each racer is required to know the secret password for NCOM which is "Rugged". Each racer must whisper the secret password to Dex when he is introduced at the pre-race meeting.

24.

Conclusion

Please contact Dex Tooke if you have questions about the rules.

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