

RACE RULE BOOK

RACE ACROSS SRI LANKA

Colombo - Ella - Arugam Bay

Version 1.0 | 2026



Race Information	Details
Event	Race Across Sri Lanka (RASL)
Route	Colombo - Ella - Arugam Bay
Race Format	Solo, Team Relay / Uphill Race / Downhill Race
Race Director	Yasas Hewage +94 777 354194
Race HQ	Spinner Race Headquarters +94 702 444 444
Emergency Services	Suwaseriya 1990 Police 119
Official Website	www.spinnercycling.com

Table of Contents

1. Introduction and Rule Hierarchy
2. Race Format, Categories and Finishing Status
3. Timelines, Checkpoints, Cut-Offs and Timing
4. Race Officials and Race Management Authority
5. Penalties, Disqualification and Rule Enforcement
6. Police, Public Roads and Traffic Laws
7. Pre-Race Requirements and Clearance to Race
8. Elephant Movement and Safety Cut-Off Protocol
9. Rider Support Vehicles (RSV)
10. Bicycles and Rider Equipment
11. Clothing, Helmets, Logos, Branding and Promotions
12. Racer General Rules
13. Support Crew Rules
14. Route Rules and Off-Route Procedure
15. Relay Team Rules
16. Active Racer Support, Handoffs and Passing
17. Communications, Timing-Station Reporting and GPS Tracking
18. Night-Time / Low-Visibility Conditions
19. Rest, Fatigue and Fitness to Continue
20. Assistance to Others and Sportsmanship
21. Finish Procedure and Results
22. Incident Reporting
23. Cheating, Accusations and Investigation Procedure
24. Quick Reference: Penalty Matrix
25. Appendices: Checklists and Templates

1. Introduction and Rule Hierarchy

1.0 Purpose

Race Across Sri Lanka is conducted on open public roads and is built around safety, self-sufficiency, fair competition, respect for communities and the integrity of the official RASL finisher standard. Every racer and crew member must understand that the race is not conducted on a closed course and that ordinary road users, police, emergency services and local residents have priority at all times.

1.2 Binding nature of the rules

By starting the race, every racer, relay team, stage rider, support crew member and registered vehicle accepts these rules, any signed waivers, race briefing instructions, route-book instructions and official updates issued by Race HQ or Race Management.

1.3 Rule hierarchy

In the event of conflict, the following order applies: Sri Lankan law and police instructions; emergency-service instructions; Race Management / Race Director directions; Route Guide and official route amendments; this Rule Book; supplementary guidance or informal advice.

2. Race Format, Categories and Finishing Status

2.1 Race format

RASL 2026 is structured as a point-to-point endurance cycling event from Colombo to Ella and Ella to Arugam Bay. Categories may include Solo, Relay / Team and Uphill Race, Down Hill Race riders as confirmed in the final Event Guide. The same safety and conduct standards apply to all categories unless a category-specific rule states otherwise.

1. **Solo (340Km)** - Riders will attempt the full distance as individual
2. **Team (340km)** – Up to Three riders will attempt full distance with change overs as per the guidelines
3. **Uphill Race (200km)** - All Solo Riders registered for full race will be eligible
4. **Downhill Race (140km)** – All Solo Riders and Downhill Race Riders will be eligible

2.3 Official finisher status

To be considered an Official RASL Finisher, a solo racer or team must be eligible to race, must not be disqualified, must follow the official route, must complete the required distance or stage, must report timing-station data as required, and must finish within the time allowed for the relevant category after all time adjustments and penalties are applied.

2.4 Stage-rider status

Stage riders must fully complete their registered stage, comply with route and timing procedures for that stage, and complete all official check-ins required by Race HQ.

2.5 Withdrawal / DNF

A racer or team may withdraw at any time due to physical exhaustion, medical concerns, mental or emotional condition, mechanical issues, crew issues or any other reason. A voluntary withdrawal must be reported immediately to Race HQ. The racer/team will be placed on a two-hour hold. During that period, they may resume racing only from the exact point where they left the course, after notifying Race HQ and following Race HQ instructions. If the two-hour hold expires without resumption, the racer/team will be recorded as DNF.

3. Timelines, Checkpoints, Cut-Offs and Timing

3.1 Race start

The working start procedure from the draft rule book is: rider check-in at **5:00 a.m. and race start at 5:45 a.m. from Colombo** and at rider check in at **7.00 am and race start at 7.45 am in Ella**. Final times, waves, category starts, check-in window and staging positions will be confirmed at the Race Briefing.

3.2 Checkpoints and timing stations

Racers and teams must reach checkpoints / timing stations within the designated operating periods and cut-off times. Checkpoints are used to maintain safety, race integrity and the legitimacy of official finisher status. Race Officials, Race HQ and staffed time stations will operate according to the official race timeline.

3.3 Official race clock

The official race clock starts at the official start and does not stop for rest, delays, mechanicals, traffic, food stops or other ordinary race circumstances. Race HQ maintains the official race time. The Race Director may apply time adjustments only for extenuating circumstances accepted by Race Management.

3.3 Time adjustments

Time adjustments may be considered for police-directed significant delays, approved animal-safety cut-offs, approved route deviations, route-book errors or assistance given in a genuine emergency. No adjustment will normally be granted for wrong turns caused by racer / crew error, fatigue, poor navigation, phone failure, battery failure, fuel stops, food stops, support-vehicle logistics or ordinary traffic.

4. Race Officials and Race Management Authority

4.1 Officials

Race Officials enforce these rules. The Head Official / Head Referee, Race HQ and Race Management may issue reminders, warnings, penalties, time adjustments and disqualification recommendations. Race media or other appointed event representatives may serve as Race Officials if requested by Race Management.

4.2 Ultimate authority

Race Management is the final authority on the interpretation and application of these rules. Race Management may waive a rule, issue a new rule or clarify an existing rule when required. New or clarified rules will be communicated as soon as practical and enforced uniformly from the communicated effective time.

4.5 Dispute resolution

Where a support crew requires a ruling, the Crew Chief should contact a Race Official. If no official is available, contact Race HQ. If neither is available and the matter is urgent, contact the Race Director

5. Penalties, Disqualification and Rule Enforcement

5.1 Enforcement levels

Race Officials, the Head Official, Race HQ and Race Management may issue reminders, warnings, time penalties or disqualification. A reminder may be issued for an inadvertent minor violation. A warning may be issued for more serious inadvertent violations. A time penalty may be issued with or without a prior warning where the violation warrants it.

5.2 Standard time penalties

Most time penalties are 15 minutes. Serious violations, arguing with officials, unsafe conduct or repeated violations may attract higher penalties, including a one-hour penalty or disqualification.

5.3 Cooling-off authority

A Race Official may stop a racer or crew to discuss safety or rule concerns. The official may use up to one hour as cooling-off time to explain a rule or resolve a safety matter. This time will not normally be offset.

5.4 Notification

When a warning or penalty is issued, the Race Official will notify the racer and/or Crew Chief as soon as practical. The notified racer or crew member is responsible for informing the rest of the team. Some incidents may require review before a final decision is made.

5.5 Disqualification

The decision to disqualify an individual racer or team will be made by Race Management. Disqualification may be immediate for cheating, dangerous conduct, intentional route violation, refusal to obey police or Race Officials, use of a prohibited bicycle or vehicle, deliberate drafting from vehicles, serious support-vehicle risk, abusive conduct or any conduct that damages event safety or integrity.

5.6 Allegations by the public

Reminders, warnings and penalties will not be issued solely on allegations by other participants or the general public. Race Officials may investigate allegations, observe behaviour and act where evidence supports enforcement.

6. Police, Public Roads and Traffic Laws

6.1 Public-road event

The race is conducted on public roads, highways and bridges. Racers and crew must obey Sri Lankan law, police instructions, traffic signs, stop signs, traffic lights and all lawful directions from authorities.

6.2 Police authority

Police authority supersedes race rules. Racers and crew must be respectful at all times. If detained or instructed by an officer, comply immediately and report the incident to Race HQ as soon as practical.

6.3 Detention procedure

If detained or delayed by police, the crew should record the time stopped, exact location, mileage / kilometre point, officer name and badge number if available, police station or unit, reason for the stop and time released. Race HQ must be notified. The Race Director will decide whether any time or distance adjustment is justified.

6.4 Traffic-law penalties

Violations of traffic laws witnessed by Race Officials will result in a penalty. Making manoeuvres to avoid a red light, including immediate U-turns and repeated turns to bypass a signal, is prohibited.

7. Pre-Race Requirements and Clearance to Race

7.1 Mandatory requirements

All racers and crew must complete registration forms, waivers, vehicle details, support-crew details, emergency contact details, inspection requirements and briefing attendance before being cleared to race.

7.2 Pre-race readiness penalties

A 15-minute penalty may be assessed for failure to arrive at check-in on time, failure to present bicycles and support vehicles at inspection, failure to be inspection-ready, failure to attend the full race briefing, or failure to maintain a working phone capable of Race HQ communication. These penalties count toward official race time and may count toward disqualification where cumulative.

7.3 Race briefing

Attendance at the race briefing is mandatory for all racers and may be mandatory for Crew Chiefs as specified by Race Management. Final safety instructions, route changes, elephant-safety guidance, check-in procedures and sponsor / media obligations may be issued at the briefing.

7.4 Press and media obligations

If Race Management requests attendance at an interview, start-line media moment, finish-line media moment or press conference, attendance is mandatory unless Race Management grants an exception.

8. Elephant Movement and Safety Cut-Off Protocol

8.1 Purpose

Elephant movement and wildlife risk must be treated as a serious safety matter. The Race Director may activate an elephant cut-off where there is an imminent threat or unacceptable risk to racers, crew, officials or the public.

8.2 Activation

Elephant cut-offs may be executed only by the Race Director or by Race HQ acting under Race Director authority. Cut-offs should be limited to the minimum practical distance and are expected not to exceed approximately 3 km unless conditions require further action.

8.3 Procedure

When an elephant cut-off is activated, racers must stop or follow Race HQ instructions immediately. Racers may be held, neutralized, transported or rerouted as instructed. Race timing may be adjusted based on the rider's average speed up to the cut-off point or another fair method determined by the Race Director.

8.4 Known caution area

The Lahugala area is identified in the draft rule book as a potential elephant-crossing / elephant-risk zone. Racers and crew must pass with extreme care and report any wildlife threat to Race HQ immediately.

9. Rider Support Vehicles (RSV)

9.1 General requirement

Riders using Rider Support Vehicles must register the RSV before the race. Each rider is allowed one designated RSV unless Race Management approves otherwise. RSV details must include vehicle model, colour, registration number, support-crew names and contact numbers.

9.2 Vehicle legality

All support vehicles must be properly registered, insured to the minimum legal requirement and operated only by drivers holding a valid licence for that vehicle.

9.3 Mandatory RSV equipment

All RSVs must have race signage, effective headlights, working lights, operational turn signals, brake lights, reverse lights, hazard lights, at least one Race HQ-capable mobile phone, and a Slow Moving Vehicle Triangle. Roof-mounted amber lights are recommended.

9.4 Vehicle size limits

The RSV must not exceed 80 inches in width measured at 3 feet from the ground, excluding mirrors; 88 inches in vehicle height excluding attachments; and 244 inches in length excluding racks, lights or attachments. SUVs, cars and mini-vans are recommended. Lorries, conversion motor homes, trailers and towing arrangements are prohibited as Follow Vehicles.

9.5 Follow-vehicle status

The RSV designated as the Follow Vehicle may change during the race only after Race HQ or a Race Official is notified. Only the vehicle actively following the racer is treated as the Follow Vehicle at that time.

9.6 Windows and driver visibility

The Follow Vehicle must maintain clear driver visibility. The windshield, driver window, passenger-side front window and passenger-side second-row window must remain clear of obstruction. Rear windows should remain as clear as practical, and the driver must be able to see following traffic through mirrors.

9.7 Lighting discipline

High beams and auxiliary lights must be dimmed when approaching, following or overtaking traffic and for oncoming traffic. Additional driving lights are allowed only where they do not create undue glare and can be turned off. Ultra-bright handheld spotlights are prohibited.

9.8 Sound systems

Music and public-address systems may be installed only if used responsibly. Their use must be curtailed in residential areas and particularly during hours of darkness or low visibility.

10. Bicycles and Rider Equipment

10.1 Permitted bicycles

Bicycles must be propelled solely by human power. E-bikes are prohibited. Bicycles should generally comply with UCI-style safety and equipment principles unless Race Management approves a deviation during inspection. Prohibited equipment

Time-trial bikes, aerobars and related accessories are not allowed. Windscreens, fairings and airfoils are prohibited. Race Management may prohibit any bicycle or component judged unsafe or contrary to the spirit of the event.

10.2 Dimensions and components

Maximum bicycle length is 79 inches, except tandem bicycles where the maximum is 102 inches. Maximum width is 30 inches. Disc wheels and composite spoke wheels are allowed. There are no restrictions on gearing, wheel size or tyre size unless Race Management determines that a setup is unsafe.

10.3 Replacement bicycles and parts

Any number of bicycles or replacement parts may be used during the race, provided all race bikes, including spares where practical, have passed inspection. Relay-member bikes must be checked at race start or at the procedure confirmed by Race HQ.

10.4 Lights

When riding in darkness or low-visibility conditions, every bicycle must have a front headlight and rear taillight visible from 500 feet. Lights may be steady or flashing. Helmet lights may be used in addition to, but not instead of, bicycle-mounted lights.

10.5 Reflective materials

Reflective material is recommended on crank arms and wheels. Reflective tape should not be placed on braking surfaces. Factory reflective surfaces may be sufficient where visible.

11. Clothing, Helmets, Logos, Branding and Promotions

11.1 Helmets

All racers must wear an approved cycling helmet while riding. Helmets must meet CPSC or equivalent standards. Race numbers may be required on the front of helmets.

11.2 Clothing

Racers and crew must be appropriately clothed at all times. Skinsuits and cycling clothing designed to reduce wind resistance are permitted unless Race Management determines that sponsor, safety or suitability concerns apply.

11.3 RASL logo use

Racers and teams may use the RASL logo for approved promotional purposes. The logo and usage guidelines must be requested from the organisers.

11.4 Sponsor and advertising approval

All sponsor names and logos on racer clothing, crew clothing, helmets, bicycles and vehicles must be submitted for approval if requested by RASL. RASL may require event sponsor names or logos to be displayed. RASL reserves the right to prohibit any sponsor name, logo or clothing considered inappropriate or conflicting with event partners.

11.5 Vehicle branding

Vehicle branding requires prior written approval from the organisers, requested at least two weeks before the race. Branding must be on vehicle surfaces only. External flags, fixtures or attachments are not allowed unless expressly approved.

11.6 Media in RSVs

Each RSV may accommodate a maximum of two camera / videography persons in total, subject to crew-member guidelines, safety rules and vehicle-capacity limits.

11.7 Content removal right

Organisers may request removal of video or other content published in relation to the race if it is deemed harmful to the reputation of the event, riders, crew, partners or organisers.

12. Racer General Rules

12.1 Route obligation

Racers must ride the entire official race route exactly as described in the Route Guide and as modified by Race HQ, Race Officials, Race Management or law enforcement.

12.2 No reverse riding

Racers must not ride backwards on the race route. If a racer passes a timing station or missed point, the racer must get off the bicycle and walk back or follow Race HQ instructions.

12.3 Drafting is allowed up to a maximum of 3 riders

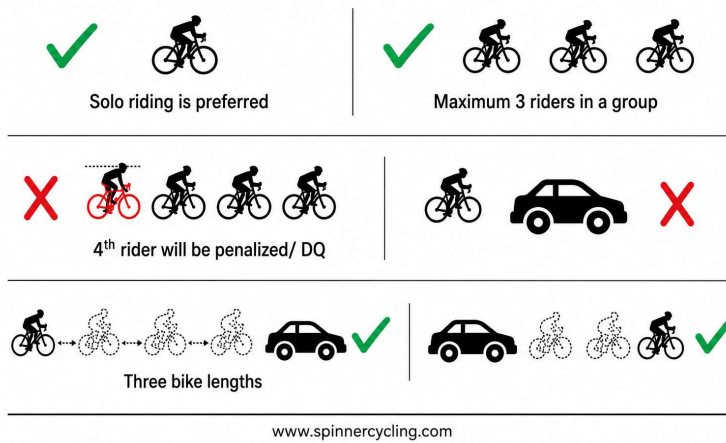
Drafting is defined as using a vehicle, bicycle in front to obtain a speed advantage. The indicated scenarios give a picture of what is allowed and disallowed.

The rules are in place for fair play as well as for safety of riders. Whenever riders are drafting the chances of an accident is higher due to a mistake of any of the members

Within **1 km of race finish drafting is not allowed**. The gap between each riders needs to be 3 bike lengths

12.4 No vehicle drafting

Racers must not draft any vehicle and must maintain at least 100 feet from support vehicles unless an authorized direct-follow procedure applies.



12.5 No unauthorized forward transport

Racers may not be driven forward on the course except in an emergency, approved hotel / sleep-break procedure, animal-safety protocol or when instructed by Race Staff. When returning to the course, the racer must return to the exact point where they left the route and notify Race HQ before resuming.

12.6 No moving repairs

Racers must not receive adjustments or repairs to equipment, bicycle or clothing while in motion.

12.7 Pacing

A racer may not receive pacing from a crew member or other person. Roadside cheering is encouraged. Push-offs by support crew are allowed where safe.

12.8 Mechanical issues

A racer may ride with a flat tyre or mechanical problem only if safe. If a Race Official deems it unsafe, the racer must stop or proceed on foot with the bicycle until replaced or repaired.

12.9 On-foot progress

A racer may proceed on foot along the official route only while controlling, carrying, dragging or pushing the bicycle. A racer separated from the bicycle may not proceed along the race route.

12.10 Signals and stops

At traffic signals and stop signs, racers may not hold onto or receive balance support from a vehicle or person. A permanent object may be used for balance if safe and legal.

12.11 Headphones

Headphones, smart phones, MP3 players and bone-conduction devices are allowed only where they do not compromise safety. Only the left ear may receive sound; the right ear must remain clear while racing.

13. Support Crew Rules

13.1 Primary role

The primary role of the support crew is to assist the racer to complete the event safely, legally and fairly. The racer is accountable for crew behaviour. Crew misconduct may result in a penalty to the racer or team.

13.2 Paperwork

Every crew member must complete and sign required waivers and documents before participating. New crew members may be added during the race only after completing paperwork and notifying Race HQ.

13.2 Crew Chief

Each crew must designate one Crew Chief. The Crew Chief speaks officially for the racer and crew in communications with Race Officials and Race HQ. Another crew member may act on behalf of the Crew Chief when necessary.

13.3 Self-sufficiency

Each crew must be self-sufficient for communication, food, water, fuel, medical access, hotel access, supplies and navigation. Race Officials are not responsible for logistics assistance except in emergencies.

13.4 Crew conduct

Crew members may not ride bicycles on the race route or wear racer kit / helmet in a manner that creates confusion. Crew must not misdirect another racer or crew. Crew may assist another racer as an act of good sportsmanship where safe.

13.5 Minimum crew

If a crew unexpectedly falls below a safe crew level or the level specified by Race Management, Race HQ must be informed immediately. The Race Director may decide whether additional crew is required before the racer may continue.

13.6 Reflective safety

Crew must wear reflective vests or reflective ankle / wrist bands at night or in low-visibility conditions.

Public behaviour

Public nudity, urination, defecation, lewd behaviour, abusive behaviour and indecent conduct are prohibited.

14. Route Rules and Off-Route Procedure

14.1 Official route documentation

The Route Guide / Route Book directions and maps are the official route documentation. In any discrepancy between an electronic file, supplementary navigation aid and the Route Book, the Route Book controls unless Race HQ issues a specific amendment.

14.2 Allowed deviations

Deviations are allowed only where road construction, accidents, emergency personnel, law enforcement, official route amendments or errors in the published directions require deviation. Racers or crew should contact Race HQ, describe the situation and await instructions wherever practical.

14.3 Going off-route

If a racer makes a wrong turn and rides off the race route, the racer must return to the point of mistake and re-enter the race route from there. Use of an RSV to move forward or erase the off-route section is not allowed unless Race HQ approves due to emergency or official instruction.

14.4 Route-book error

If an off-route incident is caused by a Route Book error, RASL may make a time adjustment if accurate time, distance, location and supporting evidence are recorded. Errors in an electronic version alone are not normally grounds for adjustment.

14.5 Unclear directions

“Unclear” directions are generally not sufficient for a time adjustment. However, if a significant number of racers experience the same issue, the Race Director may issue an adjustment at sole discretion.

15. Relay Team Rules

15.1 Applicability

Solo racer rules apply to relay racers unless modified by specific relay rules. Penalties for team violations apply to the entire team.

15.2 Team structure

The draft race rule book identifies relay as two stages / two riders. The final stage structure, rider order and exchange points will be confirmed in the Event Guide and Race Briefing.

15.3 Exchange procedure

The designated rider of each stage must hand over the race ring / band, timing stamp sheet and GPS / Strava device as instructed at the designated exchange point / aid station. A photo of the exchange, location name and kilometre point must be shared where required by Race HQ.

15.4 Exchange outside designated point

Relay exchange outside a designated point requires prior approval. Unapproved exchanges may result in penalty or disqualification.

15.5 Substitution

If a team member is injured or cannot continue, substitution by the other team member may be permitted only with Race Director approval. Once the race starts, stages may not be switched without approval.

16. Active Racer Support, Handoffs and Passing

16.1 Support methods

Support crews must know when to use leapfrog support and direct-follow support. When providing active racer support, the RSV must display the Slow Moving Vehicle Triangle.

16.2 Direct follow

During direct follow, the RSV must follow directly behind the racer, normally within 30 feet, and as far to the left as practical while maintaining safety and obeying traffic law.

16.3 Leapfrog support

During leapfrog support, the racer may proceed unescorted while the RSV moves ahead and stops safely off the road. Stops should be efficient because racer protection and safety remain a primary role of the RSV.

16.4 Side-of-road support

Support must be provided from the left side of the race route. Crew must never cross the road to provide support.

16.5 Handoffs from moving vehicle

Travelling alongside a racer is permitted only where safe, legal and not crossing road markings. It is limited to one minute per exchange and no more than four times per hour. Handoffs must be hand-to-hand. Inserting items into pockets, bottle cages or equipment while the racer is moving is prohibited.

16.6 Pedestrian handoff

If traffic does not permit vehicle handoff, the RSV should proceed ahead, stop completely off the pavement and conduct a pedestrian handoff as the racer passes.

16.7 Littering

Discarded items may be passed safely to crew. Littering on the route will result in a time penalty.

16.8 Passing another racer

When one racer overtakes another, the racer and Follow Vehicle being passed must yield by moving left when safe. The overtaking racer passes on the right, respecting traffic flow. RSVs of different racers must never travel side-by-side at racer speed. After a pass, support vehicles must re-establish appropriate separation.

17. Communications, Timing-Station Reporting and GPS Tracking

17.1 Mandatory communications

Each support vehicle must carry at least one mobile phone with local voice / data capability, WhatsApp / text functionality and sufficient charging capacity. Each racer must carry or have access to a smart phone with Strava active as required by Race HQ.

17.2 Mandatory communications

Each support vehicle must provide a Whats app live location throughout the race and be contactable with race HQ

17.3 Official information

Official information comes only from Race HQ, Race Officials and Race Management. Information from time-station staff or third parties is not authoritative unless confirmed by Race HQ.

17.4 Timing-station check-in

On arrival at every timing station, and not before, the racer / crew must check in with Race HQ by WhatsApp / text. The message must include racer number, timing-station number and arrival time. Check-in should be completed within 10 minutes where practical and no later than 30 minutes unless lack of coverage or another valid reason applies.

17.5 Duplicate check-in

Checking in more than once for a single timing station may result in penalty. The crew should record confirmation details, time, station number and person making the check-in.

17.6 GPS / Strava tracking

All racers and teams must maintain GPS tracking through a cycling computer or Strava app on a smart phone so Race Management, Race HQ, officials, media and the public can follow the race in near real time. Relay riders must pass the device if required for continuity.

17.7 GPS failure

If the tracker stops recording for a long period or repeatedly fails, the racer / Crew Chief must notify Race HQ. If GPS location is unavailable for 30-60 minutes, report the issue as soon as possible. A dead phone battery is not an acceptable excuse for failure to report.

17.8 Finish file submission

Each rider must submit the Strava / GPS file to Race HQ within 20 minutes of completing the race or stage unless Race HQ grants an exception.

18. Night-Time / Low-Visibility Conditions

18.1 Applicability

The draft rule book notes that the race is intended to happen during day time. However, low visibility, delays, weather, fog, dust, late finishing or extraordinary circumstances may create night-time conditions. These rules apply whenever visibility requires vehicle headlights or when Race HQ declares night-time / low-visibility procedure.

18.2 Definitions

Night time is treated as 7:00 p.m. to 6:00 a.m. unless Race HQ confirms otherwise. Low-visibility conditions include fog, heavy rain, dust, smoke, blowing sand or visibility below approximately 1,000 feet. If in doubt, operate as night-time / low-visibility.

18.3 Lighting and reflective requirements

Bicycle front lights and rear lights must be on. RSV signage and lighting must be active. Crew must use reflective safety gear.

18.4 Follow-vehicle requirement

A racer must not advance in night-time / low-visibility conditions without the Follow Vehicle immediately behind the racer, unless Race HQ provides a specific exception.

18.5 Loss of RSV

If a racer loses the RSV at night or in low visibility, the racer must stop and inform Race HQ. The rider may be instructed to wait for the official sweeper vehicle or another approved RSV. Time lost waiting will not normally be adjusted.

18.4 Lahugala night restriction

Riders will not be allowed to ride after 6:30 p.m. across the Lahugala elephant cut-off point. Riders may be transported to the drop-off point by their RSV under Race HQ instruction, with timing adjusted based on average speed up to the relevant point. Final guidance will be issued at the Race Briefing.

19. Rest, Fatigue and Fitness to Continue

19.1 Responsibility

There are no automatic limits on how many hours a racer may ride or how many hours a crew member may remain active. However, racers and crews are responsible for ensuring they are rested and fit enough to proceed safely.

19.2 Official intervention

If a Race Official believes sleep deprivation or fatigue is compromising safety, the official may require rest, issue a penalty or instruct the racer / crew to stop until safe.

19.3 Crew safety

The Crew Chief and racer must ensure that drivers are adequately rested. If no adequately rested driver is available, the racer must stop.

19.4 Racer refusal to rest

If a racer refuses to rest and the crew believes the racer is in danger, the Crew Chief must notify Race HQ or a Race Official immediately.

20. Assistance to Others and Sportsmanship

20.1 Safety priority

Safety is the single most important concern for racers, crew, officials, spectators, residents and road users. In an emergency where human life is in jeopardy, all attention should be directed to the injured.

20.2 Assistance time adjustment

If a racer or crew loses time responding to an injury-related emergency where assistance was warranted, they should record the time stopped, location, time departing and details of assistance. The Race Director may grant a time adjustment where appropriate.

20.3 Code of conduct

All participants must be respectful and courteous toward other racers, crew, Race Staff, police, spectators, residents and motorists. Racers and crews are ambassadors for cycling and Sri Lanka. Obscene gestures, abusive language, aggressive conduct and intimidation are prohibited.

21. Finish Procedure and Results

21.1 Stage and race finish

Racing ends at the designated finish for each day / stage. The draft identifies Ella as the Day 1 finish and Arugam Bay as the Day 2 finish. Final finish locations and check-in points will be confirmed in the Event Guide.

21.2 Finish check-in

At the finish, standard timing-station procedure applies. Racer / crew must check in with Race HQ, confirm finish time, submit GPS / Strava file and comply with media / podium / award procedures as instructed.

21.3 Official result

The official finish time is elapsed time from start to finish, plus or minus approved time adjustments, plus penalties. Official speed is calculated using official race distance adjusted as required by the Race Director divided by official finish time.

22. Incident Reporting

22.1 Immediate reporting

Race HQ or a Race Official must be notified immediately for life-threatening injury, non-life-threatening injury requiring medical review, accidents, police detention, dangerous riding, refusal to obey rules, support vehicle breakdown, vehicle replacement, crew changes, off-course delays above 30 minutes, route-book errors, fire, flood, natural disaster, road closure, animal threat or GPS outage.

22.2 Emergency numbers

For life-threatening medical emergencies, call Suwaseriya 1990 or another dependable ambulance service and proceed to the closest medical centre if required. For police assistance, call 119. Race HQ must also be informed as soon as possible.

22.3 Self-supported reality

Across a long point-to-point route, racers and crews are largely self-supported. Every team must be prepared for emergency action, medical transport, communication gaps and rapid safety decisions.

23. Cheating, Accusations and Investigation Procedure

23.1 Race culture

RASL is a competitive event, but it is also built on camaraderie, shared experience and personal achievement. Racers and crews should focus on their own race while Race Officials focus on officiating.

23.2 Cheating vs mistakes

Mistakes happen when racers and crews are tired. Cheating is a flagrant and purposeful violation of the rules. Race Officials will distinguish between inadvertent error, repeated careless conduct and intentional cheating.

23.3 Seriousness of cheating

Cheating may result in disqualification, removal from results, withholding or recovery of awards and further action by Race Management. Cheating may be considered before, during or up to seven full days after the race.

23.4 Seriousness of accusations

Accusations of cheating can damage a racer, crew and event. Unsubstantiated allegations are treated seriously and may result in penalties against the accuser. Race Officials follow the principle of innocent until proven guilty.

23.5 Filing an accusation

Accusations must be made in writing by letter or email to the Head Referee / Race Director at info@spinner.lk, with evidence, and submitted to the nearest Race Official within eight hours of observing the incident. Race HQ should be contacted immediately to locate an official.

23.6 Confidentiality

Accusations must not be discussed with media, websites, supporters, other racers, other crews or the public. Public allegations about cheating, doping or serious negative conduct during the race may lead to penalty or disqualification.

23.7 Accusation limit and penalty

A racer / crew may file a maximum of two cheating accusations in one race. If an accusation is found to be wrong, a 60-minute penalty may be applied. This penalty will not count toward disqualification unless the accusation involved misconduct beyond the incorrect report.

23.8 Final decision

The Head Referee / Race Director will endeavour to review evidence within 24 hours where practical. The final decision of Race Management / Race Director is final.

24. Quick Reference: Penalty Matrix

This matrix is a practical guide only. Race Management may increase, reduce or waive penalties depending on seriousness, intent, repetition, safety impact and event integrity.

Violation / Issue	Indicative Penalty	Notes
Late check-in / inspection / briefing failure	15 minutes	May count toward disqualification if repeated or deliberate
Failure to report timing-station arrival within required window	15 minutes or Race HQ decision	Valid coverage failure may be considered
Traffic-law violation witnessed by official	15 minutes or more	Serious unsafe conduct may lead to DQ
Vehicle drafting	15 minutes or more	Intentional or repeated violation may lead to DQ
Unauthorised forward transport	DQ likely	Emergency and Race HQ-approved movement excepted
Off-route without returning to point of mistake	DQ possible	Time adjustment only for proven Route Book error
Support from wrong side / unsafe handoff	15 minutes	Serious danger may lead to higher penalty
Littering	15 minutes	Repeated littering may escalate
Arguing with officials / abusive conduct	Up to 1 hour or DQ	Respectful private clarification is allowed
Unapproved relay exchange	15 minutes to DQ	Depends on advantage and intent
Use of prohibited bicycle / equipment	Penalty to DQ	Race Director decision
Cheating	DQ	May include loss / recovery of awards
Incorrect cheating accusation	60 minutes	Does not count toward DQ unless abusive or public

25. Appendices: Checklists and Templates

Appendix A - Racer Pre-Race 10 Point Checklist

1. Registration complete and accepted by Race Staff.
2. Racer Agreement and waiver signed.
3. Emergency contact details submitted.
4. Helmet approved and race number applied if required.
5. Primary bicycle and spare bicycle inspected where applicable.
6. Front and rear lights available and charged.
7. GPS / Strava device tested and battery plan confirmed.
8. Route Guide received and understood.
9. Race briefing attended in full.
10. Medical, hydration, nutrition and mechanical plan confirmed.

Appendix B - RSV Inspection 10 Point Checklist

1. Vehicle registration, insurance and driver licence valid.
2. Vehicle model, colour and registration number submitted.
3. Race signage and racer number stickers correctly displayed.
4. Slow Moving Vehicle Triangle available and visible when required.
5. Headlights, tail lights, brake lights, reverse lights, indicators and hazard lights operational.
6. Mobile phone with local voice / data connection and WhatsApp / text capability available.
7. Power bank / charging plan available.
8. Driver visibility clear through required windows and mirrors.
9. Vehicle does not exceed size limits and is not towing a trailer.
10. Roof-mounted amber light recommended where available.

Appendix C - Incident Report Template

Field	Details to record
Date and time	Exact time of incident / stop / restart
Location	Nearest town, kilometre point, GPS pin where available
Persons involved	Racer number, crew names, other parties
Type of incident	Medical / police / route / animal / vehicle / public-road / conduct
Action taken	First aid, ambulance, police, Race HQ call, vehicle replacement, route instruction
Evidence	Photos, video, GPS, witness names, officer details
Reported to Race HQ	Name of Race HQ contact and time reported

Appendix D - Cheating Accusation Minimum Information

- Written accusation addressed to Head Referee / Race Director.
- Accuser racer number and Crew Chief name.
- Accused racer / team number if known.
- Exact rule believed to have been intentionally violated.
- Time, location and kilometre point.
- Evidence: photo, video, GPS data, witness details or official observation.
- Confirmation that the allegation has not been discussed publicly.

- Submitted within eight hours of observing the incident.

Purpose	Contact
Race Director	Yasas Hewage +94 777 354194
Spinner Race HQ	+94 702 444 444
Medical emergency	Suwaseriya 1990
Police emergency	119
Written rule / cheating correspondence	yasas@spinner.lk / events@spinner.lk
Website	www.spinnercycling.com

