



## Rules and Regulations Cain's Quest 2012

Revised: Dec 5, 2011

## **MISSION**

The purpose of Cain's Quest is to provide reliable, consistent, safe and honorable cross-country snowmobile racing and recreational riding in Labrador.

This is a team race, consisting of two (2) persons and two (2) snowmobiles (track driven and ski steered). The trail for 2012 runs from Labrador City – Churchill Falls – Happy Valley Goose Bay – Postville – Makkovik – Hopedale – Natuashish – Nain – Kuujjuaq – Schefferville and finishes in Labrador City. The routing may be changed at the discretion of the committee and will be determined on a year-to-year basis. Racers will display honor and integrity throughout all of their involvement with the race. These snowmobilers will brave subzero cold, bad visibility, and deep snow to push their snowmobiles and bodies to the limits to reach the finish line. Cain's Quest is a true test of machine and racers. Cain's Quest participants will always treat Race Officials with respect and their decisions will be final. Each participant is required to read Cain's Quest rules.

## LIABILITY

Each applicant acknowledges receipt of Cain's Quest Rules, which shall be applicable to each participant ("racer"). Racers accept and agree to be bound by the terms and conditions of Cain's Quest rules.

Each racer acknowledges that: Cain's Quest has limited resources; is dependent on donors for a significant portion of its funding; functions with limited employed staff and hundreds of volunteers under only limited control of Cain's Quest; and must organize the event in some of the most remote and uninhabited locations in Labrador in the most severe weather conditions. Under these circumstances, Cain's Quest cannot and does not commit to perform obligations or responsibilities of any kind.

Cain's Quest disclaims all obligations and responsibilities of every kind and nature. While Cain's Quest will attempt to perform all tasks it undertakes with reasonable care and effort, as determined in its sole and absolute discretion, it shall owe no duty of any kind or nature to racers, and it shall perform only such acts it deems necessary at its sole and absolute discretion. Cain's Quest reserves the right to cancel or postpone the race in the event of insufficient registration numbers, unsafe conditions or any unforeseeable circumstance that may arise at any time. Racers shall have no claims, demands, suits or actions ("claims") of any kind or nature against Cain's Quest, its agents, servants, employees, directors, officers, contractors or volunteers, regardless of whether any such claim is in the nature of contract, tort or other type of claim, and regardless of whether any such claim is for injury or damage to person or property, except only if, and to the extent that, the claimant demonstrates, by clear and convincing evidence, that any such claim arises solely, directly and proximately from the intentional and willful wrongdoing by Cain's Quest Committee or by employed Cain's Quest staff.

Each racer agrees, by participating in any Cain's Quest event, to release, indemnify, defend and hold harmless Cain's Quest, its agents, servants, employees, officers, contractors and volunteers, from and against any and all such claims, specifically including claims by third parties, except only if, and to the extent that, the claimant demonstrates, by clear and convincing evidence, that any such claim arises solely, directly and proximately from the intentional and willful wrongdoing by Cain's Quest Committee or by employed Cain's Quest staff.

The disclaimers, the limit on claims, and the agreement to release, indemnity, defend and hold harmless set forth herein shall apply to every act and omission of Cain's Quest, its agents, servants, employees, officers, contractors and volunteers, including, by way of example only, acts and omissions in planning, organizing, facilitating, staging, conducting, and judging the race and other Cain's Quest events, and shall survive conclusion of the race and termination of the relationship between Cain's Quest and racer. Each racer accepts and assumes all risks in any way arising from, related to, or connected with participation in any Cain's Quest event and each racer is encouraged to obtain and maintain appropriate insurance covering all such risks. Please respect the time and effort of others in compiling these rules in an effort to

create a level and consistent field for all involved. These rules are for the racer's safety and the future of Cain's Quest depends on these rules being abided by. By breaking any rules, you are risking the future of the event and future participants getting a chance to compete.

## GENERAL COMPETITION RULES

- 1.1 No racer under the age of eighteen (18) will be allowed to compete.
- 1.2 Event participants should also be aware that other people use the trail for different purposes. Participants should always be prepared for people and/or animals on the trail.
- 1.3 Safety equipment will be inspected prior to the start of the event, in Labrador City, and at the Finish Line, and/or at the discretion of the Race Marshal, or his designee, at any time during the event. This inspection will be done “off-the-clock”.
- 1.4 Racers are required to sign the “Release and Waiver of Liability and Indemnity Agreement” and an acknowledgment that he/she has read the Official Race Rules provided by Cain’s Quest prior to competing in the event.
- 1.5 Injured racers or damaged machines shall be reported immediately by teams aware of such incidents.
- 1.6 Mandatory Racer’s Meeting must be attended by both racers. Both Racers must remain at the meeting for the entire duration. Breaks will be provided at designated times. Racers are not permitted to leave the room unless it is during break time or with the Race Marshal’s permission.
- 1.7 Cain’s Quest reserves the right to refuse entry to, or disqualify any team not possessing sufficient survival equipment.
- 1.8 Any interpretation of Cain’s Quest rules, which is not in conflict with the spirit of the rules during the race, is strictly at the discretion of the Race Marshal.
- 1.9 In the event of an emergency, extreme weather conditions or in case of low registration, Cain’s Quest Committee is not to be held liable, if it has no choice but to cancel the event.
- 1.10 In no way whatsoever shall any racer present negative publicity in any form to the media or the public in general. Generally, the Co-Chair or Race Coordinator of Cain’s Quest shall coordinate all media relations.
- 1.11 Cain’s Quest Officials, or its designee, for record of its condition may videotape snowmobiles during the race at any time.
- 1.12 The Race Marshall will have the authority to scratch a team in the event a team no longer meets the requirements of competition. All scratches must be reported at the nearest checkpoint as soon as possible.
- 1.13 Restricted Speed Zones may be monitored by radar. Failure to abide by the posted speed may result a penalty.
- 1.14 All participants must complete a form verifying basic GPS usage knowledge prior to the start of the race.
- 1.15 Cain’s Quest will have 1<sup>st</sup> aid trained or medical personnel positioned along the route. For the safety of the Racers, the medical personnel may conduct medical checkups on Racers if there is concern for their health and safety. Check-ups will be given “off the clock” and Racers must comply or risk disqualification.
- 1.16 Support teams are not permitted to break trail.

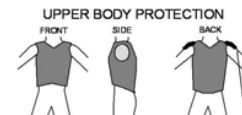
## CODE OF CONDUCT

In the spirit of good sportsmanship and Cain's Quest, all participants must adhere to the following:

- 2.1 Racers and Race Officials will conduct themselves in a prudent and respectful manner at all times.
- 2.2 Any unsportsmanlike conduct on or off the course will subject the racer and his teammate to immediate disciplinary action and/or disqualification by the Race Marshal.
- 2.3 Racers working on snowmobiles must allow a path for other racing machines on the course proper.
- 2.4 Racers must always be prepared for other racers wanting to pass them. All racers will not purposely hinder or obstruct the overtaking machine or operate a race machine in an unsafe manner. Racers should always be prepared for any kind of traffic on the trail that is not a part of Cain's Quest event.
- 2.5 Racers will not block the access into or out of the checkpoint and/or impound areas.
- 2.6 Racers shall not sabotage Racer's snow machines or equipment either intentionally or accidentally.
- 2.7 Racers will not sabotage Cain's Quest race markers along the race route either intentionally or accidentally.
- 2.8 No fighting, vulgarity, or offensive language will be tolerated.
- 2.9 Littering of the trail will not be tolerated. Zero tolerance. (This includes dropped gas containers and/or water bottles full or empty).
- 2.10 Racers will mark safety hazards on the trail. Zero tolerance.
- 2.11 Cain's Quest participants will always treat Race Officials, volunteers, staff and committee members with respect and their decisions will be final.
- 2.12 Any teams who will have accompanying support people during the race must understand that support teams are representatives of the racers and any unsportsmanlike conduct may reflect on their associated team. Unsportsmanlike conduct includes but is not limited to support teams breaking trails for race participants.

## RACER'S RULES

- 3.1 All mandatory gear **MUST** remain with the team throughout the duration of the race. Random checks may be made at any time during the race off the clock. Pre-paid gas will be available at designated checkpoints. These checkpoints will be listed when the route is released.
- 3.2 Only a Racer can put fuel in a race machine. Only a registered Racer can sign for fuel for his/her own snowmobile or for both snowmobiles on his/her team at a Cain's Quest fueling station. The Racer that signs the gas form will be charged for the full amount of fuel he/she signs for. Racers are responsible for purchasing gas at community gas stations. These stations are not considered Cain's Quest fueling stations. Any team may accept gas, parts, tools or assistance from anyone except as follows: a) any radio contact with an aircraft is prohibited for participants. Immediate disqualification will result. b) Only Racers who have not scratched from the race are allowed to work on snowmobiles - **no pit crews**. A non-Racer may do welding on machines.
- 3.3 Assembled parts, i.e., track with studs, may be installed.
- 3.4 Machines for each team must finish the race with the original crankcase and tunnel. At the Safety Inspection, Race Officials will record serial numbers of the engine and tunnel for each machine.
- 3.5 Engine assemblies consisting of assembled crankcases, crankshafts, cylinders, rods, heads, and pistons; and rear suspension assemblies consisting of assembled torque arms, slide rails, shocks, and hyfax cannot be replaced in whole. These assemblies must be repaired with the individual components.
- 3.6 Teams are responsible for the clearing of all parts, machines, and supplies from the trail and impound area. All excess supplies, broken parts and other materials belonging to any team must be turned in at the next checkpoint, including the finish line. Each Checkpoint Official will be required to check and report each machine for obvious missing parts.
- 3.7 Racers are advised to have their own medical insurance.
- 3.8 Team numbers and arm bands issued by Cain's Quest will be **unaltered**, displayed and worn at all times. Team numbers provided by Cain's Quest only **MUST** be displayed in the center of the windshield as low as possible.
- 3.9 All sponsored items and logos furnished by Cain's Quest must be clearly and creatively displayed on the exterior of machines or helmets.
- 3.10 Helmets with DOT or SNELL approval must be worn and securely fastened at all times while riding.
- 3.11 Eye protection is mandatory during the event. The use of goggles and/or face shields is required. If corrective lenses are required to drive a motor vehicle, the racer will also be required to wear them when they race.
- 3.12 The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas shown in illustration below. It will protect the Racer in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.
- 3.13 Racers will stop and render aid if they come upon another team in a life-threatening situation.



- 3.14 No racer will be allowed to fly in a chartered or private airplane during the race.
- 3.15 Each Racer shall have a GPS unit and must have a good operating knowledge of the unit.
- 3.16 All work performed on the machines, outdoors or indoors, must be done “on-the-clock” anywhere along the racecourse. Race Officials must have immediate access, outdoors or indoors, to observe work performed on the machines. No machine or parts of a machine, on a mandatory layover, may be worked on. Machines must enter the impound with ALL its parts. Racers who choose to carry a sleigh can only make repairs to their sleigh “on the clock”. Only racers will be permitted to work on their sleigh(s).
- 3.17 Use of alcohol and drugs by any racer and Race Officials from the start of the race to the finish of the race is strictly prohibited. Cain’s Quest reserves the right to randomly breathalyse and drug test. Any violation of this rule will result in disqualification.
- 3.18 Each participating racer must stay with original teammate throughout the race.
- 3.19 No racer may clear (raise & spin) the track of his/her snowmobile at the starting areas.
- 3.20 If the Race Marshal suspends the race at any time, racers shall not leave a checkpoint, if a team is on the trail, they are to stop and stay at the next checkpoint. The Race Marshal will announce when the race is suspended and resumed.
- 3.21 Substitute racers are allowed prior to the start of the race only, but proper paperwork and fees must be received and approved by Cain’s Quest, prior to participation.
- 3.22 Racers cannot ride the trail during any layover.
- 3.23 Impound areas are completely off limits except to a race official and/or other race teams “on the clock”.
- 3.24 Air support is prohibited anywhere on the trail except as indicated as follows. Penalty will be disqualification. The following checkpoints are the only acceptable locations along the race route that an aircraft may land to deliver parts:
 

Wabush	Wabush Airport
Churchill Falls	Churchill Falls Airport
Goose Bay	Goose Bay Airport
Makkovik	Airstrip
Postville	Airstrip
Hopedale	Airstrip
Natuashish	Airstrip
Nain	Airstrip
Schefferville	Schefferville Airport
Kuujuaq	Kuujuaq Airport
- 3.25 If one of a team snowmobile becomes immobile the remaining snowmobile must take the tracking unit with them.
- 3.26 If a team chooses to tow a sleigh from the start line, the sleigh and machine becomes “one unit” whereby the sleigh MUST be brought across the finish line. If a team does not leave the start line with a sleigh in tow, but chooses to pick one up somewhere along the route, that team does NOT have to bring the sleigh across the finish line providing that: a) The sleigh is not left in the country

(litter) b) Cain's Quest does NOT assume any responsibility for the care of transportation of the sleigh at any time. Teams are responsible for their own sleighs.

3.27 All checkpoints must be reached consecutively. (i.e. You cannot go to checkpoint # 6 without first checking into checkpoint #5)

## SNOWMOBILE DESCRIPTION

- 4.1 An inspection may be made of all engines that place in the money. Sleighs may be required to carry gas and supplies. If a sleigh(s) is used by a team the sleigh and snowmobile will be considered one unit. There is no maximum stock engine size, however it should be noted that speed is a minor component to this race. Navigation, field craft, physical conditioning, and backcountry snowmobiling ability are all as important.
- 4.2 Brakes, headlights, tail lights, brake lights, snow flaps, and clutch guards must be in a safe and operational condition when leaving each checkpoint. Tail/brake light must be installed on rear of machine and have a minimum area of 2" x 4".
- 4.3 Broken windshields must be made safe or replaced.
- 4.4 Each team is required to carry the following:
1. Arctic sleeping bag safe to at least -20 degrees per person.
  2. One complete change of dry clothing per person excluding snowmobile suit.
  3. Adequate Arctic clothing per person. (Temperatures can reach -40 degrees Celsius during the race.)
  4. One pair of Snowmobile Boots rated for -40 degrees Celsius
  5. One First Aid Kit per team containing at least
    - a. emergency first aid safety oriented manual
    - b. 1 first aid record book
    - c. 12 safety pins
    - d. 1 splinter tweezers, blunt nose
    - e. 1 pair scissors - 10 cm
- DRESSINGS (Each item to be individually wrapped to maintain sterility.)
- f. 2 sterile bandage compresses, 10 cm x 10 cm
  - g. 12 sterile adhesive dressings, 2.5 cm x 7.5 cm
  - h. 12 sterile pads, 7.5 cm x 7.5 cm
  - i. 4 - triangular bandages, 95 cm x 95 cm
- ANTISEPTIC
- j. 100 ml bottle peroxide
- ADHESIVE TAPE
- k. 1 roll - 1.25 cm x 2.3 m
6. One GPS system per person with two extra sets of batteries or some form of power backup
  7. Canteen
  8. Hatchet and/or saw, waterproof matches, Arctic stove, and a minimum of two cans of heat cooking fuel per team. \*Arctic Stove definition: A stove that is guaranteed to burn/operate at subzero temperatures and windy conditions.
  9. One two-man "3-season" freestanding tent per team or bivy bag for each team member.
  10. Sufficient food for two days.
  11. One tow strap per team
  12. One flashlight per person
  13. All clothing and food will be in water-resistant bag.
  14. Loss & Theft Insurance is highly recommended.

15. Each team will be equipped with a personal locator, which will be mounted on the exterior of the snowmobile. The inspection will be performed by Cain's Quest Personnel. Racers will allow ample time for this installation. No team will be permitted to race without the locator properly installed. Should the locator malfunction during the race, the team must hold up at the next checkpoint "off the clock" until necessary repairs are made or until unit is replaced. Any repairs to unit on the trail by the racers must be reported at the next checkpoint. Any attempts to disconnect these locaters or obstruct the signal will result in a penalty or disqualification. Locaters are to be passed in to the official gear checkers immediately upon crossing the finish line. For teams who have scratched, personal locaters must be turned in to the Cain's Quest office at the White Wolf Snowmobile Club immediately upon return to Labrador City. If a scratched team does not return to Labrador City once they have scratched, tracers may be handed in to a checkpoint official at the checkpoint where they have scratched. Teams that do not return these locaters upon finishing/scratching the race will be charged the total cost of the unit by credit card. Refunds will not be offered for late returns of tracking units.
- 4.5 Each racer will certify upon signing the Safety Inspection Form, compliance of the mandatory equipment.
- 4.6 Cain's Quest will provide security stickers to be applied to all snow machines without crankcase serial numbers on the recoil side.
- 4.7 Additional food, gear, equipment and emergency items are encouraged.

## **START/ FINISH METHOD**

- 5.1 Starting positions are determined by drawing numbered cards at the mandatory driver's meeting.
- 5.2 Teams line up in their starting position order in Labrador City at 8 a.m. on race day. Teams will depart in racing position order in two-minute intervals at 10:00 a.m.
- 5.3 Should a racing team not be ready at their start time the said racing team will go on the clock and move to the back of the pack to start once all other teams have left.
- 5.4 Staged finishes will not be permitted. Though it is recognized that cooperation on the trail will be necessary, the spirit of racing dictates that one team finishes in each position. Staged finishes may result in a penalty and/or disqualification.

## DISQUALIFICATIONS AND PENALTIES

- 6.1 Any team that violates the race rules may be disqualified and/or subject to penalty as deemed necessary by the Race Marshal in consultation with the Race Marshal Committee. Any penalties imposed by the Race Marshal will be consistent and fair. **All decisions of the Race Marshal are final.**
- 6.2 A racer may be removed from competition or participation at any time if, in the opinion of a Race Marshal and/or an on-site medical professional he/she has a medical/physical problem, which poses a hazard to him/herself or others.
- 6.3 Any racer or race team found guilty of an infraction will be liable for the costs incurred in the determination of said infraction.
- 6.4 Fraud/Bribery and illegal assistance: a) For cases of fraud, the racer can be banned from racing in Cain's Quest for a time period of not less than two years or possible permanent expulsion depending on the severity of the infraction. All cases of fraud will be brought before the Race Marshal for a decision and, if necessary, Cain's Quest, b) Bribing or attempting to bribe anyone connected with the race is subject to a penalty and/or immediate disqualification.
- 6.5 Teams that do not follow the specified course, as defined in the Race Course section of these rules, may be disqualified.
- 6.6 Mandatory Racer's Meeting and Safety Inspection: If both team members do not show at both events, then the team may forfeit any entry fees and may not be allowed to race at the discretion of the Race Marshall. Both snow machines, and survival equipment are required at the safety inspection. Tardiness will be penalized.
- 6.7 The Race Marshal may disqualify any team that violates the rules from the race, and depending on the infraction, may be banned from future races.
- 6.8 Racers must check in with Checkpoint officials at all checkpoints. The officials will record teams in and out times. One team member must sign at each checkpoint. Failure to sign at each checkpoint will result in a penalty at the Race Marshal's Discretion. Teams cannot take the same time at a checkpoint.
- 6.9 Railway tracks are strictly off limits, except at indicated intersections. Any racer caught on the railway tracks will result in automatic disqualification. The Railway may be patrolled by helicopter on race day.
- 6.10 Racers are NOT permitted on highways or roadways, unless indicated in the racecourse. Should any rider be caught on highways or roadways automatic disqualification may result.
- 6.11 All signage must be obeyed, especially on groomed trails and restricted speed zones.

## **PROTEST PROCEDURES**

- 7.1 Protests and appeals must be submitted in writing by a racer or Race Official within 30 minutes of arriving at next layover or checkpoint. The finish line is considered a layover for protesting purposes. Infractions must be reported at the next layover or checkpoint or they did not happen.
- 7.2 A protest submitted by a racer must include a \$100 protest fee. If the Race Marshal deems the protest valid, Cain's Quest will retain \$40, and \$60 will be returned to the protester. If the protest is deemed invalid, \$60 goes to the protested team and Cain's Quest will retain \$40.
- 7.3 Once a protest is filed, it cannot be withdrawn.
- 7.4 Alleged violations will be reviewed, and any penalties to be assessed will be done so by the Race Marshal or Protest Committee.
- 7.5 Protest can only be filed by current year Racers.
- 7.6 Protests must be more than hear-say or word-of-mouth allegations. At a minimum, two racers must have witnessed any infraction brought to protest and as noted, must certify so in writing.

## CHECKPOINTS, LAYOVERS AND THEIR OPERATION

- 8.1 Layovers for all racers:
- a. Total required layover time of **36** hours which must be taken as follows:
  - b. A total of **10** hours layover time must be taken at Checkpoint #4 (Happy Valley-Goose Bay). Layover time must be taken in at **least** 1 hour increments **Layover time will not be calculated in minutes.**
  - c. A total of **10** hours layover must be taken at Checkpoint # 9 (Nain).
  - d) A total of **16** hours layover must be taken at Checkpoint #11 (Kuujuuaq)
- Mandatory Layover Time is subject to change depending on unforeseeable circumstances.
- 8.2 All time differentials as a result of the start procedure will be adjusted at Checkpoint # 1 (Orway)
- 8.3 Discretionary layovers can be taken at any official checkpoint “on the clock.”
- 8.4 To assure a daylight finishing in Labrador City (for marketing purposes), if the 1st place team arrives in Checkpoint #14 (Esker) on or after **4pm** the Race Marshal will designate a Mandatory “off the clock” period until 7am the next morning. This period of time will be the “Hold up Time Differential” (HTD). Each team checking into Checkpoint #14 (Esker) will be delayed the same amount of time.
- 8.5 If a team leaves a checkpoint, it is “on-the-clock” until it reaches a mandatory layover checkpoint.
- 8.6 The designated impound area is outdoors. Use of electricity to keep snowmobiles warm is prohibited. Remote starting device use is prohibited.
- 8.7 Once in a mandatory layover checkpoint, no work on the snowmobiles or parts of the snowmobile will be done “off-the-clock” or during the designated mandatory layover time. Nothing can be removed from the snowmobile. Once off the clock at a mandatory layover, riders will not be permitted to go back on the clock to access machine until the mandatory layover is completed.
- 8.8 Both machines and team members will check out of each checkpoint together. The last team member to check in will determine the team’s official time.
- 8.9 Only a teammate may tow his/her partner.
- 8.10 Racers cannot leave a checkpoint under tow unless they notify the Race Official of their intended destination. The Race Official has the option of denying this tow if he/she deems it to be unsafe depending on trail and weather conditions
- 8.11 Any bags removed from a machine or sleigh by a racer or Race Official will be done “on-the-clock” and prior to the time start of any layover. Putting bags back on the machine or sled shall be done “on-the-clock”.
- 8.12 Race Officials are not allowed to leave a checkpoint to take fuel to a racer on the trail unless they are operating under direct instruction from CQ headquarters in the fear of danger or injury; once the team takes the fuel from the race official, they are officially disqualified.
- 8.13 All racers will reduce their speed as they approach and proceed through all checkpoints.
- 8.14 Any speeding near a checkpoint will result in a penalty to the team. The interpretation of the word “speeding” will be left up to the judgment of the Race Officials involved.

- 8.15 All teams must be in Checkpoint #11 (Kuujuuaq) within 18 hours of the first place team. Any team that does not get to Checkpoint #11 (Kuujuuaq) within the required time limit will be disqualified.
- 8.16 All teams must be at the Finish Line (Labrador City) within 18 hours of the first place team. Any team that does not get to the Finish Line (Labrador City) within the required time limit will be disqualified.
- 8.17 All finishing machines must remain in the impound area until released by the Race Marshal.
- 8.18 All express checkpoints will be off-limits to support teams except in the case of an emergency.

## **RACE COURSE**

- 9.1 The racecourse shall consist of any route between official checkpoints with the following exceptions:
  - a. Groomed trails except as otherwise indicated
  - b. All railway systems.
  - c. The Trans Labrador Highway right of way which encompasses 75 feet from the centerline. (This includes road and cleared areas on both sides of the Trans Labrador Highway). Anyone caught in these restricted areas may be disqualified.
  - d. The groomed trail between North West River and Postville and Makkovik. This area is OFF LIMITS
- 9.2 Cain's Quest will have Race Officials at several "Express Checkpoints" located at each trailhead and intersection. Racers are required to stop briefly at these checkpoints. Any team attempting short cuts off the Cain's Quest mandatory course by way of areas deemed as "off limits" will be penalized. This penalty will be determined by the Race Marshal.
- 9.3 Race routes and rules may be changed. Racers will be notified at the Racer's Meeting should this occur.

## FEES AND PAYBACK

- 10.1 All entry fees are non-refundable.
- 10.2 If there are no qualified money finishers, the purse will be held in escrow for the following year's race.
- 10.3 A minimum of 15 teams must be registered by the registration deadline in order for the race to proceed.
- 10.4 The payout positions for 2012 are as follows:

PAY OUT POINT	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	TOTAL
HAPPY VALLEY GOOSE BAY	\$1800.00	\$900	\$300	\$3000
NAIN	\$3000	\$1500	\$500	\$5000
KUUJJAQ	\$4200	\$2100	\$700	\$7000
FINISH LINE	2 sleds (valued at \$34,000)+\$1000	\$12000	\$8000	\$55,000 (Total Value)
TOTAL				\$70,000 (Total Value)

\*Please note Teams do NOT have to finish the race in order to collect winnings at pay-out checkpoints\*

## **GAS STOPS AND FUELING**

- 11.1 All designated gas stops are checkpoints.
- 11.2 Fuel can be purchased at Churchill Falls, Goose Bay, Postville, Makkovik, Hopedale, Natuashish, Nain, Kuujuaq and Schefferville from the community pumps. Pre-paid fuel will be available at Cain's Quest fueling stations only. These stations are indicated on the 2011 race map. Two-stroke oil will be the responsibility of the racers. All gas will be regular octane 87. Racers may carry octane booster if necessary.
- 11.3 Any racers wishing to purchase pre-paid gas at a Cain's Quest fueling station must provide a valid credit card number upon registration as well as requested fuel amount for each Cain's Quest fueling station. Racers will be charged for the amount of fuel they requested at any of the following Official Cain's Quest Fueling Stations: (Orway, Cache River, Jack Humes, Wedge Hills Lodge and Esker). Racers will be charged pump price plus an additional 20 cents/L for shipping except for Jack Humes and Wedge Hills where racers will be charged \$5/Litre. Refunds will not be given for unused fuel.
- 11.4 To avoid leakage, all lids must be put back on fuel containers and containers left upright. Fuel cans designed by the manufacturer to be stored on their side, must be stored on their side.
- 11.5 Upon completion of fueling, racers will proceed out of the area with the same degree of caution as when they entered.

## Checkpoints and Kilometers

*Please note distances vary depending on route travelled*

Location	Checkpoint	Type	Km's traveled from start line	Km's traveled from last checkpoint
Orway	1	Express	150km	150km
Churchill Falls	2	Express	400km	250km
Cache River	3	Express	600km	200km
Happy Valley Goose Bay	4	Layover	800km	200km
Postville	5	Express	1050km	250km
Makkovik	6	Express	1100km	50km
Hopedale	7	Express	1200km	100km
Natuashish	8	Express	1325km	125km
Nain	9	Layover	1450km	125km
Wedge Hills	10	Express	1750km	300km
Kuujuaq	11	Layover	2050km	300km
Jack Humes	12	Express	2275km	225km
Schefferville	13	Express	2525km	250km
Esker	14	Express	2675km	150km
<b>FINISH</b>			<b>2850km</b>	<b>175km</b>

<b>Coordinates</b>			
<b>Location</b>	<b>Checkpoint</b>	<b>North</b>	<b>West</b>
Labrador City	Start Line	52 56 40.2	66 56 16.1
Orway	1	52 34 00.6	65 53 01.1
Churchill Falls	2	53 31 51.8	63 59 43.4
Cache R	3	53 11 06.8	62 11 42.0
Happy Valley Goose Bay	4	53 18 40.0	60 22 39.1
Postville	5	54 54 40.2	59 46 25.8
Makkovik	6	55 05 02.5	59 10 32.2
Hopedale	7	55 26 54.0	60 13 42.9
Natuashish	8	55 55 04.6	61 06 57.8
Nain	9	56 32 33.2	61 41 17.7
Wedge Hills	10	57 11 12.8	65 21 21.0
Kuujuaq	11	58 06 18.1	68 24 04.8
Jack Humes	12	56 26 33.6	68 08 16.3
Schefferville	13	54 47 45.2	66 48 39.2
Esker	14	53 52 12.0	66 25 53.0
FINISH		52 56 40.2	66 56 16.1

**Note: All coordinate data uses WGS84 Datum and Lat/Long coordinate system.**

## CAIN'S QUEST RULES – GLOSSARY OF TERMS

- 1) **Air Support:** Any assistance provided by aircraft (commercial or otherwise) and aircraft personnel that may be following along or present during the race event.
- 2) **Assistance:** This strictly pertains to the Section 2 under “Racers Rules” and is defined as any assistance other than: working on or fueling a snow machine, air support, and other exceptions indicated in this section.
- 3) **Racers (Driver’s) Meeting:** The Racers Meeting is held the day prior to race day to determine that all racers understand the race rules, trail conditions, etc. and are granted the opportunity to have any questions answered and rules interpreted as needed.
- 4) **Express Checkpoint:** Checkpoints that all riders must pass through, usually located in a restricted speed zone or a trailhead and intersection. Riders must check-in at these checkpoints, but a layover is not required.
- 5) **Layovers:** Layovers are designated rest stops for racers and are required. If the minimum layover requirement is not met, the racing team will be disqualified from the race.
- 6) **Off the Clock:** Any time spent during a layover not working on, or unloading or loading a snow machine; or any time spent that has been allotted or designated by Cain’s Quest organization for race delay, hold time or as indicated by an Cain’s Quest official.
- 7) **Checkpoint Officials (Official Checkers):** Checkpoint Officials are Cain’s Quest designated volunteers at the specific checkpoints and villages along the race route. Checkpoint Officials will have insignia designating them as such. Checkpoint Officials will not interpret the rules. Checkpoint Officials are responsible for receiving pre-race Cain’s Quest supplies, checking racers in and out of checkpoints by having at least one team member sign the check in form, recording information on the designated sheets, and calling information in to Cain’s Quest headquarters. Checkpoint Officials should not be considered race “officials” where interpretation of rules, or responsibility for individual racer equipment and supplies is concerned. Checkpoint officials cannot give different teams the same time.
- 8) **On the Clock:** Actual racing time along with any mechanical time spent working on a snow machine/sleigh during the race as well as packing and unpacking the sleigh (if utilized).
- 9) **Participant/Racer:** Any active entrant in a Cain’s Quest race.
- 10) **Protest:** A protest is an allegation of unfair participation and practices during the race and may only be filed by an active racer during the race. Any protest will immediately be called in to Cain’s Quest headquarters by a Race Official during the race and it shall be considered notice given. Evidence of any rule violations shall be provided to Cain’s Quest no more than 12 hours after the last eligible racing team crosses the finish line. If no evidence of a violation is provided to Cain’s Quest within this time frame, the protest will be considered null and void.
- 11) **Race Marshal:** There are three race marshals associated with the race. The lead race marshal shall interpret the rules governing the race during the event. Two other race marshals shall be consulted on any decisions not remedied by the lead Race Marshal.
- 12) **Restricted Speed Zone:** An area indicated by signage that reduced speeds are required. These areas may be monitored by radar.

- 13) **Safety Equipment:** All required survival and safety equipment (see section “Snowmobile Description”) to be carried with all racers on their person or snow machine during the event.
- 14) **Safety Inspection:** The safety inspection is a mandatory gathering of racers and participants whereby each racer and snow machine is checked out by designated Cain’s Quest officials to ensure the required equipment is in place to participate in the race. In the event a participant does not have all of the required equipment, they will have until the race starting line-up to acquire the correct equipment. If the participant is unable to accomplish this, they will forfeit their entry fee and will not be eligible to race.
- 15) **Snowmobiles or Snow machines:** For this event a snowmobile and snow machine are one and the same and are defined as a snow vehicle, track driven and ski steered, 4 stroke or 2 stroke. No minimum CC limit is required. Snowmobiles for this race must follow the basic design of skis, fuel tank, engine, and seating for racer. They must be steered by handlebars that control the skis and by shifting the position of the racer. Acceleration and braking are controlled. Further requirements are listed in the “Snowmobile Description” section in Cain’s Quest Rules. Snow machines for the purposes of this race also include attached sleighs.
- 16) **Start Drawing:** The start drawing is held typically after the Racers Meeting or at racer sign-in for racers to have the opportunity to draw for their starting order. The arm bands are issued prior to the starting order drawing and do not determine starting order. Once a starting position has been drawn, it may not be changed or transferred to another racer. Racers will line up in their starting position no later than one hour prior to start time on race day.
- 17) **Cain’s Quest Officials:** Cain’s Quest officials include all Cain’s Quest Committee members, Race Marshal, and during the race, any person designated as such by Cain’s Quest. During the event, all race officials shall have badges identifying them as such.
- 18) **Hold-up Time Differential (HTD):** The period of time between the arrival of the 1st place team into Esker checkpoint and 7am the next day. This HTD will be applied to all teams. (E.g.: if the 1st place team checks into Esker at 10:03pm the HTD will be 8 hours 57minutes. If the 2nd place team arrives at 10:50pm the HTD of 8 hours 57 minutes will be applied and the 2nd place team will leave Esker at 7:47am. All layover rules still apply. (Mechanic work done on the clock etc.)
- 19) **Staged Finish:** A planned finish in which teams deliberately cross the finish line simultaneously.
- 20) **Race Marshal Committee:** is the Race Marshal and at least two other Race Officials.
- 21) **Sleigh:** For the purposes of this event a sleigh is defined as a vehicle with or without runners utilized for carrying gear and or gas.