



SALT TO SAINT

R E L A Y

2026

Event Bible

SaltToSaint.com

Facebook.com/salttosaint

Draft

This document is a "Draft" and is subject to change.

Table of Contents

Table of Contents

Introduction	3
Updates	3
Event Information	3
Dates, Times, & Info	4
Team Breakdown	8
What's In It For You.....	8
Registration	9
Categories	9
1. 8 Person Team.....	9
2. 4 Person Team.....	9
3. Solo.....	9
4. Open.....	11
Packet Pickup	12
1. Check in	12
General Points.....	13
Rules.....	14
6. Non participant	17
7. Transitioning	17
Safety! Safety! Safety!.....	18
"The Law"	19
Post Ride	19
Contests.....	19
Best Picture	19
On Course Markings.....	20
Transition Names and Address for Phone GPS.....	20

Introduction

This Event Bible includes important information that is for the safety and benefit of all Salt To Saint Relay participants. It is the responsibility of every Rider and Crew Member to read these rules carefully.

We can in no way foresee all potential situations or problems and thus cannot guarantee the absence of accidents. However, with the help of all participants, volunteers, involved city and state agencies, we are confident the Salt To Saint Relay can be enjoyed without major problems. If all riders and support crews follow the advice and recommendations included here, the potential for accidents can be significantly decreased.

Team Captains are responsible for knowing and understanding all content included in this bible and for educating team members on the important information. We do recommend that all participants read through the Event Bible.

This Event Bible is subject to change. Event organizers have the authority and right to change, update or adjust these rules as they see fit. After reading the Event Bible if you have any questions concerns or recommendations please contact us.

Updates

This Event Bible is subject to change. Make sure your team has the latest version of the Event Bible by checking the “Last Updated” date bellow.

Last Updated Dec. 09, 2025

Event Information

Event Director: Clay Christensen | info@salttosaint.com | [801-234-0399](tel:801-234-0399)

Social Media: Communicating on Event Day – Throughout the day the Salt To Saint crew will be posting updates, photos and communicating through our social media handles. Questions and interaction are welcome. When taking & sharing photos on Instagram or Facebook please include the #salttosaint2024 hashtag. This will allow us all to view and enjoy the course from many lenses and angles.

Facebook: www.facebook.com/salttosaint

Instagram: <http://instagram.com/salttosaint>

Web Site: www.salttosaint.com

Event Date: September 25th – 26th 2026

Dates, Times, & Info

Register at	Salttosaint.com	
Registration Deadline #1	4/30/2026 (11:59pm)	8 person - \$1040, 4 person - \$560, Solo - \$165
Registration Deadline #2	6/30/2026 (11:59pm)	8 person - \$1200, 4 person - \$640, Solo - \$185
Registration Deadline #3	9/07/2026 (11:59pm)	8 person - \$1360, 4 person - \$720, Solo - \$205
Late Registration Teammate (\$15 per rider)	9/010/2026 (11:59pm)	
Registration fee		4.97% +1.25
Sales Tax		7.75%
Packet Pickup	9/23/26	The Bike Shoppe (4390 Washington Blvd, Ogden, UT) 3:00 pm – 6:00 pm
	9/24/2026	Start Line (2601 E. Sunnyside Ave. Salt Lake City, UT) 5:00 pm – 8:00 pm
	9/25/2026	Start Line (2601 E. Sunnyside Ave. Salt Lake City, UT) At least 1 hr before assigned start time
Start Times (To be assigned)	7:00 am to 12:00 pm every hour on the hour	
Start Times Assigned	Early Sept. After Registration Closes	
Reflective Gear & Lights Required	7:00 pm – 7:00 am	
Shadow Vehicle allowable hrs	7:00 pm – 7:00 am	
Cut Off Time	6:30 pm September 20 th	

Special Notes

- 1) **Non-Rider Participants:** All non-rider participants, i.e. non-riding drivers, must register as participants
- 2) **Community Issues:** We understand that it is fun to push yourself and your team to accomplish this goal in the shortest time possible. That is completely great. What is not great is if you do it at the expense of ignoring other participants, road regulations, and especially respect for local communities etc

In past years we have had a few bad examples create problems in local communities. We want to state it very clearly that we are guests in these small towns. You do not have the “right” to infringe on them. You only have the permission to pass through their towns acting respectful and grateful. We have asked the local towns to please make note of any issues that may happen and report them to us, including the team number of the offending team. If a team is reported, we will contact a team directly and they will be informed that they are no longer welcome to participate in the ride. They will be asked to turn in the tracker and no longer associate with the event.

- 3) **Safety and Construction:** Safety is our number one priority on this ride. It is very difficult to control 400+ miles of road and make sure all road rules are being obeyed. However, that is the expectation and the requirement. With that being said, we always say that if you feel unsafe riding, whether through a construction zone, or an area of a skinny shoulder, please get in the car and drive to an area where you feel safe to ride. This is not a race and you will not be penalized for progressing down course to a safe riding area.
- 4) **Parking:**
 - a. Parking and pulling off (outside designated Transition areas) should be limited to official roads and parking areas.
 - b. **SR12** – We wanted to make a special note about parking at SR12. This is T15. T15 is located just south of the SR12 intersection. It located after a corner. As with all Transitions we ask that you not park on the road shoulder. T15 is extra important to not park in the shoulder as it is just after a turn in the hwy. Please pull down into the dirt parking area. There is plenty of area to park in the gravel and you can send your rider back to the road to meet the transitioning rider.
- 5) **Daytime tail lights:** More and more it has become a common safety practice to ride with a bright tail light all the time. Of course you are required to ride with a headlight, tail light and reflective during nighttime hours, but we highly encourage the use of a bright tail light at all times.
- 6) **“Ride” not a “Race”** – Remember, this is not a “race”. You must obey road regulations
- 7) **Shadow Vehicle’s** – vehicle marking, hours for shadowing
- 8) **E-bike** – “pedal assist” electric bike are permitted on a case by case scenario
- 9) **Parking along the course** – only in specific pull out areas or designated parking areas, not just anywhere along the shoulder.
- 10) No urinating or defecating on the side of the road
- 11) Family members, friends or other non registered participants (see Rules #6)

Definitions

StoS – Salt to Saint Relay. The actual name of the event. Though it is called a relay, this also refers to the Solo division riders which never actually relay.

Rider – A Rider may refer to a riding entity (team or solo) or an individual on a team. Riders are those on the official roster and eligible to participate and ride towards the finish line carrying the Tracker.

Non-Rider Participant – A participant that plays a key role in the event with the team that does not actually participate as a “rider”. This primarily is referenceing someone that drives but does not ride. They are required to register. It does not cost money, but it does require registration

Crew – Any non-riding persons in any of the team support vehicles. Riders also become “Crew” members when they are not riding the bike down the road.

Shadow – To follow directly behind the Rider with a properly equipped Shadow Vehicle; Directly behind means within 50 feet. Only allowed

Support Vehicle – Any motorized vehicle being used to support, or transport people and or equipment for Riders, their Crew members. Follow Vehicles are a specific kind of Support Vehicle.

Shadow Vehicle – A vehicle properly equipped and designated to “shadow” the Rider if the Team/Rider desires it. Shadow vehicles may not be wider than 6’6” and/or longer 20’. To use a larger vehicle to “shadow” creates unsafe riding conditions for other riders on the road.

Motorhome or Recreational Vehicle (RV) – A Support Vehicle that is larger than a 12-15 passenger van, Suburban or pickup truck. Typically they’re equipped with cooking facilities, toilet facilities, sleeping accommodations, etc. These vehicles **MAY NOT** be used as “Follow Vehicles”. There are also limitations to which transitions these are allowed.

Transition area – A designated parking area, with portable toilet, to exchange one rider for another. It is an area chosen for its parking and safety. “Follow Vehicles” are welcome at every Transition area, but there are limitations to which Transition Areas motorhomes and RV’s may enter.

EAS – Estimated Average Speed of a team as specified by the Team Captain. Calculate by taking the average speed of your team on a 20 mile ride with moderate to rolling terrain. This is done by adding the average speed of each member of your team together and dividing by the total number on your team.

Impeding Traffic – Driving a support vehicle at such a slow speed that it could delay, prevent, obstruct, hinder, or block the normal and reasonable movement of traffic.

Leapfrog – A technique used by which support vehicles send a rider off, and then drive ahead to the next transition in order to prepare the next Rider for their leg.

Night Riding/Conditions – Night riding shall be considered from 7:00pm LOCAL time until 7:00am LOCAL time OR any time when vehicles would normally have their night driving headlights on OR Any time visibility is less than 1000 feet (300m). If you have any doubt about the visibility conditions, operate as if it is night riding. Shadowing a rider is permitted only during these hrs. Shadow Vehicles must be properly equipped to Shadow a rider

Bike Path – A non-motorized vehicle paved path

Road Shoulder – The area of paved road to the right of the yellow line

Thin Shoulder – Area with little to no rideable pavement to the right on the yellow line.

Event/Course Official – An StoS staff person designated to help riders and enforce any of these Rules.

Course/Route – The Official Event Route as designated in the StoS maps.

Transition Area – The designated parking area where the Support Vehicles and Teams are able to park and wait for the incoming rider.

Rolling Exchange – A Rider Exchange where the new Rider starts riding while the incoming Rider is approaching the Transition area. This is not allowed

Course Maps – The Official StoS Maps which details the Course with instructions and maps.

Stationary Exchange – A Rider Exchange where the incoming Rider stops, the tracker is handed off, and the new Rider starts.

Open Division – Team with a number of riders different than the standard team sizes.

Ride Time – The running time starting from 7:00 am Friday morning

Start Time – Time assigned to each team specifying the time they start riding.

Time Allowance – The allotted time given to each team to finish

Cut Off – 6:30 pm, The designated at which the finish line will be pulled down, and participants will no longer be considered event participants or finishers. **If you are worried about finishing in the allotted time, please consult with the Event Director for possible consideration/**

Transition Window – The window of time Transition Areas will be open

Winners – Every team that finishes this great adventure. Remember, this is a “Ride” not a “Race”

Whiners – The team mate that no one wants in the car... To cold, to hot, hungry, I can't feel my legs, "my bike fell off back there"... just don't be that person!

Team Breakdown

Divisions are made up of:

- Rider Category
- Gender

Rider Categories

- 8-Rider –eight riders sharing the entire distance
- 4-Rider–four riders sharing the entire distance
- Solo – one rider riding the entire distance
- Open – teams of all other sizes

Gender Categories

- Men
- Women
- Mixed - indicates that there is at least one male and one female member.

What's In It For You

In addition to the experience of a lifetime riding, this beautiful route and partying all night with some of your crazy friends, you will also receive:

- A well marked course (signage telling riders where to turn)
- Live Satellite tracking
- Excellent driving directions for your support vehicle
- Cool finisher medals (If you finish)
- A good looking T-Shirt
- Vehicle Markings
- Well planned, safe transition areas
- Port-a-potties or other restrooms along the route
- Accurate timing
- Salt To Saint Relay window decals for every rider
- Great finish line including music, drinks and other goodies
- And more... Oh so much more!

Registration

Team Captains **do not** need to register their entire team at the same time. They are responsible to register themselves, pay for the team, and choose their team name. Once the Team Captain registers he/she can share the Team Name with team mates who will select to add themselves to that team. The team captain has the power to go back and edit the info as needed.

See the “Dates, Times & Info” section for registration deadlines.

Categories

1. 8 Person Team

This is the most popular category. Divided into 24 legs, each rider can ride 3 legs averaging 17.5 miles per leg and average about 53 miles per person. This division will include riders with a variety of skills from beginning riders to accomplished racers.

2. 4 Person Team

This category holds the course record of 17 hrs 45 minutes (set by the Simply Mac Racing Team in 2012). Generally speaking this is the category that competitive cyclists choose. Riders may exchange at every transition or go for multiple legs to spend more time on the bike.

3. Solo

The category title is pretty self explanatory. Solo means one Rider from the start line to the finish line. You are welcome to work with other riders on the road and to eat or sleep when and wherever you want.

Solo riders will start at 8 am and have 34.5 hrs to complete the ride. The fastest woman and fastest man will receive an award and be recognized.

a. Specific Requirements

- All solo riders must have a support crew of at least **2 people**. No one person should be responsible for driving the entire distance. It is unsafe and unwise.
- Riders must know and understand night time riding rules. Especially the reflective gear and lighting rules. This will take extra work as you will need to make sure your team keeps your batteries charged and keep you visible with reflective gear. (See night time riding rules)

b. Recommendations

- Ultra distance cycling is a mental game. Make sure you have ways to keep your mind active and alert while riding.
- We recommend that support vehicles stay behind riders during night time riding hours. This does not have to be directly behind the rider, though this is not a bad idea, but staying

behind on the course will ensure your rider has help if there are mechanical problems and no cell service.

- Take a cell phone with you. Though cell phone service comes and goes along the course, there is more coverage than dead spots. This will help in case you get lost along the course, or need more clothing or new batteries.

4. Open

If you would like to create a team consisting of a different number of riders than listed above, it is an option. However, this must be approved by the event committee prior to registration. Please contact us via info@salttosaint.com to explain what team size you would like to have and an explanation of why.

Packet Pickup

1. Check in

Teams can pick up event packets from the one of two locations on one of three days: 9/23/26, 9/24/26, or 9/25/26

- 9/23/26– A team representative may check in between 3:00 pm -6:00 pm at The Bike Shoppe in Ogden Ut.
- 9/24/26 – A team representative may check in between 5:00 pm – 8:00 pm at the Start Line area.
- 9/25/26 – A team representative must check in **no later than 1 hr prior** to your team’s assigned start time. Feel free to show up early and watch the other riders take off.

A. Where

Hogle Zoo overflow parking lot. It is the lot directly across the street (north) from Hogle Zoo (2601 E Sunnyside Ave. Salt Lake City UT 84108)

B. Who needs to be there

One representative from your team may check your team in, but we **recommend sending two**. It is hard to carry all the required items. See the list below to make sure the team representative brings everything they need. If only one representative checks the team in, they are required to sign their name for the team and take responsibility for the team receiving all information they have been given at the start line.

C. What you will need to check in

This is a list of items that will be required at check in. Please make sure you bring all of them so your team can be cleared to ride.

1. **Two bike headlights**. By law, lights must be visible from 500 ft. We recommend you use a light **you can see well with. Not just a light that can be seen**. As a rule of thumb, if you have to ride slower at night than in the day, meaning you can’t see what’s in front of you very well; your light is not bright enough.
2. **Two flashing red tail lights**. Must be visible from 500 ft. It should have a strobe setting to help you be more visible.
3. At least **two reflective vests or jackets** – we recommend that every person that plans on getting out of the vehicle at night wears reflective clothing.
4. **Two cell phone** numbers that may be used to contact your team. Preferably different carriers as to increase the chance of one or the other being in service.
5. **Copy of the Event Bible**

Note: If you plan to shadow your rider, you are responsible to bring the required equipment but it will not be check at packet pickup. **See “Shadow Vehicle” definition and rules**

General Points

- Each team that participates in the Salt To Saint Relay will be assigned a Satellite Tracking unit. It will be carried in a jersey pocket or on a provided arm band.
- The flexibility of the Salt To Saint format is designed to add to the fun. We do not tell you that rider 1 must ride legs X, Y, and Z. We give you recommendations of course, but if you think you have a better strategy... use it! You can transition at every transition area or every other transition. This is where your brain comes in. You will have to decide what rider will ride what leg.
- Teams will be assigned a start time on the hour from 7am - 12 pm, according to their EAS (estimated average speed). To calculate your team's EAS, take the average speed of your team on a 20 mile ride with moderate to rolling terrain. This is done by adding the average speed of each member of your team together and dividing by the total number on your team.
- It is very important that you estimate this as closely as possible and do not manipulate it to attempt to be assigned a certain start time. These times are assigned for reasons of safety and flow. Manipulating them can make it so you arrive at transitions and the finish line before anyone arrives or after they have closed up.
- Due to road construction and other unforeseen problems along the course, the route is likely to change slightly from year to year. Generally it will be between 400 and 430 miles. That being said, don't hold us to the mile. We promise that it will not be 500 miles or 350 mile. Sound good?

Rules

These rules are designed and enforced for three primary reasons: 1) Safety; 2) To create a fun, memorable atmosphere; 3) To ensure the cooperation and permission of all City, Town, State and other government agencies. They come from our experience as well as other well established cycling events. They are intended to minimize hazardous situations. Yes accidents do happen, but if teams and riders follow these rules as well as use good common sense, the likelihood of accidents is diminished. While these rules are here to ensure safety, fairness, and a fun time, ultimately the responsibility for all of these things remains with the Riders and their teams. If a team disregards or breaks any of the following rules, we reserve the right to take your number and Satellite Tracking device and you will be asked to abandon your goal.

Safety is essential for everyone involved. Riders, Support Crew, and Staff must all do their part to make the Salt To Saint Relay safe and successful. Please pay attention to safety at all times.”

1. Emergencies

If the police or an ambulance are needed call 911 immediately. Then, contact the Event Director as soon as possible.

2. Event Director’s Rules Prerogative

The Event Director reserves the right to clarify the "intent of the rules" to preserve the integrity of the event. The Event Director may construct new rules and penalties, or alter old rules and penalties if necessary, before, during or after the event under circumstances that were not foreseen by any of the following rules, or if a Rider is trying to find "loopholes" in the rules.

The interpretation and enforcement of any rule will be primarily governed by these principles:

- Safety is always followed.
- Any action of a Rider or Crew which results in either an unfair advantage to the Rider or an unfair disadvantage to another Rider will result in a penalty.
- The integrity of the event

Full responsibility for any rule decision and any penalty will be borne by the Event Director.

3. Contingencies

While we have worked hard to minimize “contingencies”, when riding over 400 miles across an entire state of Utah, there is a chance you will experience “unplanned events” such as traffic light malfunctions, traffic jams, trains, winds, storms and other "acts of God," road construction and other similar occurrences of “unplanned events” over which the event organization had no control. It is possible one Rider may be stopped for road construction while another is not. It is possible that one Rider has to follow a longer line of cars than another or that one Rider will be stopped at a red light while another is not. These inconveniences are all part of your experience and part of the challenge of the Salt To Saint Relay.

Teams must notify the Event Director if the route becomes impassible due to serious accidents, flooding, fire, natural disasters or some other reason.

4. Support Vehicles

Support Vehicles – Support vehicles may take many sizes or shapes. As long as they are road legal safe, they can act as a general support vehicle. Where there are more regulations are for the Shadow Vehicles.

Shadow Vehicle - We have worked very hard with UDOT and UHP to make this ride safe and not cause problems with regular traffic. One of the most important ways to do this is by following the Shadow Vehicle rules.

- Shadow Vehicle are **only allowed during night time hrs** or 7:00 pm to 7:00 am

- **Shadow Vehicles MUST not impede traffic.** If you impede or slow traffic, you can be pulled over and ticketed
- **Shadow Vehicles must have two roof-mounted amber flashing lights**, one at each far left and right end of the roof rack or roof, visible only from behind - not from the front. Tape is usually used to cover the front half of the light. They may be battery powered or powered by the vehicle electrical system. But they must not interfere with the vehicle's factory emergency flashers, turn signals, taillights or brake lights.

If the lights are too dim, modify or replace accordingly by adding higher intensity bulbs if possible or replace units so they can be seen during the day. If they are too bright, cover part of the light lens with filament tape (packing tape with the strands) or other suitable translucent material until the glare is eliminated.

If the roof-mounted amber flashing lights are battery powered, the Support Crew must carry spare batteries.

The roof-mounted amber flashing lights must be bright enough to be seen during the day. However, they must not be so bright as to interfere with other driver's vision. Amber lights must be on and working at all times when Shadowing a Rider.

- Shadow vehicles may not be wider than 6'6" and/or longer 20'. To use a larger vehicle to "shadow" creates unsafe riding conditions for other riders on the road and absolutely must not be down
- Shadow Vehicles **must have a federal DOT standard reflective Slow Moving Vehicle Triangle.** These are orange equilateral triangles with 12-inch sides and 1.5 inch reflective red borders. The triangles must be displayed on the rear of the Follow Vehicle while following directly behind the Rider. This DOT triangle must be visible to drivers approaching from the rear. The triangle must be removed or covered when traveling at normal highway speeds. However, the triangle may be left in place during Leapfrog Support. Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required Support Vehicle signage, including Caution Bicycles Ahead, Team Number and Slow Moving Vehicle Triangle.

Transition Access Limitation - There are a number of Transitions that have vehicle size limitations to be aware of. Vehicles larger than 6'6" wide and or 20' long are not allowed to pull into these transition areas directly. (see Transitions section for breakdown). If your team is using a vehicle larger than the above stated dimensions, you will need a second vehicle to act as the "Shadow Vehicle" and to access some of the transitions. If you plan to "Shadow" your rider at any time during the event, this can only be done with a vehicle that meets the size limits of a "Shadow Vehicle" and is equipped properly. Yes, this can be a pain, but it's a safety thing. So, do it!

Remember, this limitation is only for vehicles larger than larger than 6'6" wide and or 20' long, so larger RV's. We still allow the use of larger vehicles but when it comes to shadowing and some of the transitions please be aware.

Required:

- Each Team will be given two adhesive signs displaying their team number. At least one of these signs must be visible on the rear or side windows of each support vehicle.
- Each Team will be given two "Caution Bicycles Ahead" signs. They are to be placed in visible locations on the rear of each support vehicle.

Recommended:

- We recommend you also display your Team name and number on the other two sides of the vehicles. Because it took a lot of thought to think that puppy up.
- Decorate your vehicles. Drawings on the windows, add inspirational speeches, tally up the number of people you pass. Do whatever it takes to win the best decorated support vehicle competition.

5. Riders

- Riders are required to follow **all road regulations without exception.**
- The rider assigned to the leg at hand (the rider progressing down the course) is required to carry the satellite tracker
- Riders must not impede traffic. You may ride two abreast until there is a vehicle behind you, at which point you must pull to the side in a single file formation.
- **Follow road regulations! If you do not you will be disqualified**
- **Did we say follow road regulations?**
 - There will be **no** closed intersections, road closures or traffic directing of any kind. If there is a stop sign... Stop! Hopefully you're catching the point. Local police have the ability to ticket any cyclist that is not following road regulations, and have informed us they will be watching. If any of our participants are cited for breaking road regulations their entire team will be automatically disqualified, and they will be publicly shamed. We say this because the more issues we have with participants not following road regulations the more likely it is that they event will not receive the needed permits in the future.
 - If a rider becomes lost or travels in the wrong direction, we recommend that they **return** to the point on the course where they went wrong and start from there.
 - All cyclists must ride non-gas powered bicycles. This includes tandems, hand cycles, unicycles, fixed gear bikes, recumbent and, yes, it includes pedal assist E-Bikes.
 - Riders that desire to use a electric assist e-bike much contact the RD for permission and regulations. We will allow pedal assist e-bikes on a case by case scenario.
 - Do not take items from a moving vehicle. This is not the Tour de France, and much as you may feel OK with this, it cannot be done during this event.
 - Support vehicles cannot assist riders in forward progression. No holding onto mirrors or pushing riders up the hills.
 - Riders must wear a helmet whenever on a bicycle
 - Teams may have more than one rider on the road at a time if so desired. We recommend you send two riders out at a time during night time hours to increase their visibility
 - No naked riding
 - No interfering with other riders or teams
 - Ride single file unless passing

A. Bicycle Marking

- Each Rider will receive a number plate to be attached in a visible location on the rear of the bicycle, i.e. back of seat post, or top of seat stay
- Bicycles that are used at night must be visible from all 4 directions.

B. Night Time Riding

- Night time riding hours are **7:00pm to 7:00am**.
- Riders must be visible from all four directions during night time hours. That means headlight, taillight and then reflective material on right and left sides. We recommend reflective tape on your bike in addition to the required reflective clothing.
- All cyclists riding at night must have at least one headlight and one red flashing tail light. We recommend riders have two headlights while riding. This way you have a back up if batteries in your primary light die. If you are seen riding without a light **you will be disqualified.** Officials will take your numbers and satellite tracking device and you will be asked to leave the course. Just don't do it! It is not safe!

6. Non participant

- A “non participant” is any person(s) that joins the registered participants in a support vehicle or along the course in supportive but non registered way. Participants bring non participants along at their own risk. Non participants that choose to support or interact with a team in any way such as cheering, feeding, dressing, or any other supportive roll are in no way involved with the event, and accept all risks and liabilities for themselves.
- Non participants are not allowed to ride a bicycle along the course with registered participants and if found doing so risk the disqualification of the participating team.
- **Any participants or Teams that participate without being fully registered will be disqualified, fined \$1000 and risk potential legal action.**
- A non participant is different that a non-riding participant.

7. Non-Riding participant

- A non-riding participant refers to a person or person that are not riders, but are required to register. This primarily refers to drivers.

8. Transitioning

- Riders must come to a complete stop before handing Satellite Tracker off to the next rider.
- Riders must transition **off of the road**. Do not stop in the road; it is dangerous.
- Support Vehicles wishing to stop to cheer their riders on, or to transition to a new rider must pull off the road only where there is a legal parking area. Pulling into the dirt on a road shoulder is not permitted. You must only park in legal parking areas. Violation of this can result in disqualification.
- Once a rider has stopped in the transition area, the team can help him/her transfer the Satellite Tracker to the next rider
- If support vehicles must stop, they must be pulled out of the way of cyclist and other road traffic. But again, this cannot be in dirt shoulders. They have to be legal parking locations.
- Many of the transitions take place in small towns, please be courteous to the residents by keeping the noise to a minimum during night time hours.

9. Support Vehicles (SV)

- SV must be road worthy and legal
- No persons should ride in any illegal fashion, such as in camp trailers, trunks, roof racks or other unwise places
- SV cannot hand items to a moving cyclist. This is not the Tour de France
- SV cannot interfere, block, heckle or bother cyclist from other teams
- SV must pull completely off the road, all four tires, in transition areas to ensure safety of the support crew and cyclist
- When pulling off the road for any reason, do so only in **legal parking areas**, and the SV must pull completely off even if it is stopping “just for a second”
- Provided signs must be posted in a visible position on the back of the SV

Safety! Safety! Safety!

Safety is the most important thing of all. Road cycling can be a dangerous sport. There are dangers like rumble strips, pot holes and other road damage to be aware of, and then there are those large motorized things to deal with. Throw in night time and over 400 miles, and potential for an accident is definitely there. That being said, if we work together, follow the rules, putting safety first and use our best judgment, we can minimize the risk, have a blast and accomplish something great.

It is important to remember that participants must follow all road regulations. Doing so will decrease the probability of accidents.

“The Law”

A course official, “The Law”, will be driving the course, during event hours, looking for rule violators or safety hazards. They have the authority to disqualify any team, give time penalties or any other consequence they see fit. They are there to help keep the event safe. Please treat them with respect and inform them if you see any problems

We have tried to leave much of the ride format up to the teams, but for safety purposes, we do require that you follow certain guidelines to ensure the safety of all participants. Be sure to know and understand the safety section in its entirety, to ensure there are no problems, disqualifications or accidents. **They will be watching.**

Post Ride

Contests

Best Picture

Bring along your cameras! Not only will it provide great memories to stroll with, but if your picture is chosen as the “Best Picture” it will be used in our marketing and you get some really cool compensation. A hard copy needs to be submitted to info@salttosaint.com. Photos will be posted on FB and voted on. More details will be sent out post event.

Best Video

You could go for power, beauty, comedy or drama...up to you. It can be still shots or video, but must be in edited into video format, hence YouTube.

Now let your imaginations flow and see if you are good enough to win a free team entry to the 2023 Salt To Saint Relay. Must be submitted by Sunday October 7th. Then there will be one week of voting. You may recruit votes up until midnight on October 14th. The winner will be announced Monday the 15th.

On Course Markings

Examples of the on course markings will be displayed at the start line. Make sure to be familiar with them.

Transition Names and Address for Phone GPS

If you have a smart phone, use the following address to get you there.

Transition #	Name	Address
Start	Hogle Zoo	2601 Sunnyside Ave SLC
T1	Andy Ballard Arena	1600 Highland Dr, Draper, UT 84020
T2	LDS Church	127 E 3200 N, Lehi, UT 84043
T3	West Side of UT Lake	West Side of Utah lake
T4	Elberta	12800 W Street Elberta UT
T5	Nephi	98 N 600 E, Nephi, UT 84648
T6	Fountain Green	300 W Center Fountain Green
T7	Ephraim	Pigeon hollow Hwy132 and Hwy 89 junction
T8	Sterling	95 s main sterling UT
T9	Salina	250 N 100 W Salina, UT
T10	Richfield	360 South Main Street, Richfield, UT
T11	Sevier	Sevier Hwy and Hwy 89 junction
T12	Marysvale	160 W Sevier Ave, Marysvale UT
T13	Circleville	220 S Center St, Circleville, UT
T14	SR-20	SR 20 and Hwy 89 Junction
T15	SR-12	SR 12 and hwy 89 Junction
T16	SR-14	SR14 and hwy 89 junction
T17	Mount Carmel	SR 9 and Hwy 89
T18	Kanab	78 South 100 East
T19	Pipe Springs	Pipes Springs Rd
T20	Bee's Marketplace	1045 S Central St, Colorado City, AZ 86021
T21	Cheveron	1354 State St, Apple Valley, UT 84737
T22	Hurricane	539 N 870 W, Hurricane, UT
T23	Southern Parkway	E Warner Valley Rd Washington, UT 84780
Finish	Bloomington Park	612 Man O War Road St George