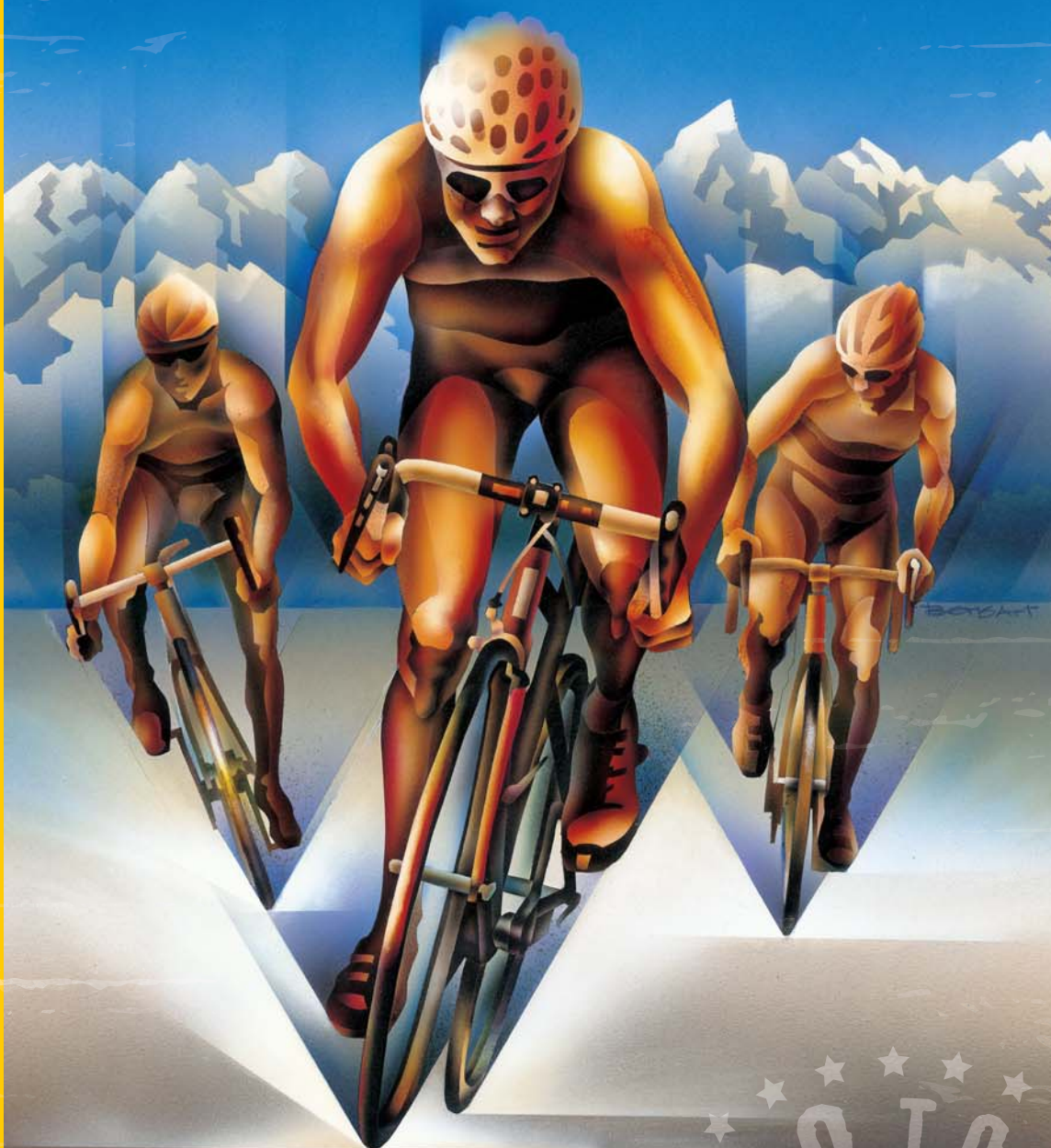


2011 RACE BIBLE

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LOTTOJA™

CLASSIC

EVENT INFORMATION

Epic Events welcomes you to the 29th edition of the LOTOJA CLASSIC.
Thank you for being a part of this year's event! We hope you have a safe and incredible LOTOJA weekend!

(No. 29)

This Race Bible has been prepared as a convenient and informative resource to disseminate event information and race guidelines. Your participation in the LOTOJA CLASSIC, either as a cyclist or support crew, constitutes your agreement to read and follow the information and guidelines published in this Race Bible. Please read its contents carefully and completely. Penalties for rule violation will be determined on a case-by-case basis but may result in either time penalties or disqualification. Cyclists that are reckless and threaten the integrity of LOTOJA will not be given the opportunity to participate in future events.

2011 COURSE CHANGES AND HIGHLIGHTS

RELAY TRANSITION ZONES – The Montpelier and Afton Transition Zones for relay teams have been moved. See Detail Maps on reverse side of this Race Bible for new locations and access routes.

NEUTRAL FEED ZONE 4 – Feed Zone 4 has been moved to the top of Salt River Pass. This is four miles beyond the previous location and at the top of the King/Queen of Mountain climb. Please consider this change and how it will affect the amount of food/water you decide to carry from Montpelier. Remember, Feed Zone 4 is NEUTRAL ONLY, support vehicles will not be allowed to stop there.

ROAD CONSTRUCTION – There are three road construction projects -- all are in Wyoming. LOTOJA cyclists will ride through two in Snake River Canyon. The first project is seven miles east of the Alpine Feed Zone (FZ6) at milepost 127 on US-89 and is 500 to 700 feet in length. The second project is at Hoback Junction (mileposts 141-142). This project is more involved and just over one mile in length. On race day, it's expected both areas will be paved with slight detours using concrete barriers. Hoback Junction will have a three-way stop. Please use extreme caution while riding through these areas.

The third construction project is on the south end of South Park Loop Road. LOTOJA cyclists will not be allowed to pass through this construction zone because the road was closed to all traffic beginning August 15. To detour this project, LOTOJA cyclists will continue north on US-89 and turn left at the High School Road traffic light (see Detail Map 7).

TETON VILLAGE PARKING – We have re-worked our traffic control plans for Support Crew parking in Teton Village (finish line area). Please follow the directions provided by the flaggers and Jackson Hole Mountain Resort parking staff. Your patience and courtesy will be appreciated as they do their job to make traffic flow as smooth as possible. Another option is to help us alleviate excess congestion in the Ranch Lot by carpooling from the Stilson Lot (see Detail Map 8).

2011 EVENT SCHEDULE

THURSDAY, SEPTEMBER 8

- 3:00 to 7:00 p.m. – Early Check-In and Packet Pickup, Biker's Edge, Kaysville, UT

FRIDAY, SEPTEMBER 9

- 1:00 to 7:00 p.m. – Check-In and Packet Pickup, Sunrise Cyclery, Logan, UT
- 1:00 to 8:00 p.m. – Teamgive's Pedal Power Festival (dinner: 5:00 to 8:00 p.m.)
- 7:00 to 8:00 p.m. – Cyclist & Support Crew Orientation and USCF Meeting, Eccles Conference Center, USU Campus

SATURDAY, SEPTEMBER 10

- 5:40 a.m. – U.S.C.F. Officials Welcome for Fun Ride Class participants
 - 5:45 to 6:00 a.m. – Fun Ride Class Starts**
 - 6:20 a.m. – U.S.C.F. Officials Welcome for Competitive Class participants
 - 6:25 to 7:40 a.m. – Competitive Licensed and Citizen Class Starts**
 - 2:30 to 8:15 p.m. – Teton Village Finish Line at Jackson Hole Mountain Resort
- LOTOJA is not weather dependent, prepare to ride in all weather conditions.**

**Every LOTOJA Start Pack will have a neutral roll-out from the Start Line to 1000 West. The roll-outs are escorted by the Logan City Police Department and will not exceed 20 m.p.h.

SUNDAY, SEPTEMBER 11

- 8:00 to 9:00 a.m. – U.S.C.F. Race Results Protest Period at J.H. High School
- 10:30 to 11:45 a.m. – Awards Ceremony at Jackson Hole High School

LOTOJA ORIENTATION AND USCF MEETING

Support crews and cyclists that have not participated in LOTOJA since 2005, or attend the first orientation meeting held August 3, should attend this one-hour meeting on Friday, September 9. It begins at 7:00 p.m. at the USU Eccles Conference Center in Logan. Cyclists and their support crews are invited. The meeting will cover key race guidelines, USAC rules, provide late-breaking information about the condition of the course, etc. LOTOJA's USCF Officials will be a part of this meeting. Directions to the conference center are available on lotojaclassic.com.

COURSE OVERVIEW

This year's LOTOJA CLASSIC will use the same roads our participants have followed since 2005. The course is incredibly scenic, diverse, and challenging. In the first 110 miles, cyclists will test their climbing legs by ascending and descending three mountain passes. This early big effort will ultimately be rewarded with a finish line in the shadow of the Tetons. At 206 miles, this course continues to be LOTOJA's longest and most challenging route to Jackson Hole.

LEG 1 LOGAN TO PRESTON – 34 miles. The ride north through peaceful Cache Valley is flat to moderate. Typically crisp and cool in the morning, but a great way to warm up for the first big climb. Don't go out too fast and burn the energy you'll need later on in the day.

LEG 2 PRESTON TO MONTPELIER – 46 miles. Sixty percent of the miles in this section will be spent pedaling uphill. Expect a short climb just north of Preston. The big, long climb is from the junction of SR34/36 to the top of Strawberry/Emigration Canyon (elev. 7,424 ft.). No support vehicles are allowed in this canyon, so cyclists will reload at the NEUTRAL ONLY feed zone one mile from the summit. The two steepest sections are at the top (both between 6 to 8 percent grade). The first and steepest section is three miles and leads to a false summit. After a very short descent, the second climb to the top is also three miles. It will be broken up by the neutral-only feed zone (FZ2). From the top the elevation will drop almost 1,500 feet in the first ten miles. The last eight miles to Montpelier (Feed Zone 3) will be spent hammering on mostly flat roads.

LEG 3 MONTPELIER TO AFTON – 45 miles. There are two big climbs and two fast descents on the road to Afton. The first climb gains 1,000 feet in 9 miles to reach Geneva Summit (elev. 6,923 ft.) with the last two miles at 7 percent. The second climb to the top of Salt River Pass goes up 1,300 feet in 11 miles; the last three miles are 6 to 9 percent. Salt River is LOTOJA's highest point (elev. 7,630 ft.), the King/Queen of Mountain, and new home to Neutral Feed Zone 4. From the top to Afton is a fast 15 miles.

LEG 4 AFTON TO ALPINE – 34 miles. The wind and vehicle traffic will be the biggest obstacle riding northward through Star Valley on US-89. This leg is mostly flat with nothing over one to two percent up or down. Hope for a tailwind (it's usually a crosswind) and watch out for the brutal rumble strips that border the white line.

LEG 5 ALPINE TO FINISH – 47 miles to go. The view alone keeps most cyclists motivated. Riding 21 miles through Snake River Canyon is amazing and on most days has a welcoming tailwind. However, for many, the best reward (other than finishing) is LOTOJA's last dozen miles which are spent pedaling in the shadows of the Teton Range. We can't think of a better setting to conclude a long day in the saddle.

IMPORTANT NOTICES

PORTABLE TOILETS – Public urination is a common issue with endurance events and jeopardizes the permit process for race directors around the country. To address this ongoing concern and minimize possible wait times at feed zones, LOTOJA places portable toilets every five to ten miles along its entire course. For the few cyclists that must "relieve" themselves before reaching a portable toilet, please do so DISCREETLY, outside city/town limits, and away from volunteers/general public. LOTOJA will disqualify and blacklist participants that do not use discretion. In Idaho, public urination is classified as a general misdemeanor and has a maximum penalty of \$300 and 6 months in jail.

LOST AND FOUND – On race day, lost and found items will be taken to the neutral feed station located at each feed zone. Unclaimed items will be taken to the awards ceremony Sunday morning. Items of more value than a water bottle will be held for two months at Epic Events.

LOCAL HOSPITALS – For emergencies call 911

- LOGAN, Utah: Logan Regional Hospital - 500 E. 1400 N., 435-716-1000
- PRESTON, Idaho: Franklin County Medical Center - 44 N. 100 E., 208-852-0137
- SODA SPRINGS, Idaho: Caribou Memorial Hospital - 300 S. 300 W., 208-547-3341
- MONTPELIER, Idaho: Bear Lake Memorial Hospital - 164 S. 5th Street, 208-847-1630
- AFTON, Wyoming: Star Valley Medical Center - 110 Hospital Lane, 307-885-5800
- JACKSON, Wyoming: St. John's Hospital - 555 East Broadway, 307-733-3636

CYCLIST & CREW GUIDELINES

RACE VS. RIDE GUIDELINES

The LOTOJA CLASSIC is both a USCF-sanctioned ROAD RACE and a non-competitive FUN RIDE. Your participation is governed by the guidelines published in this Race Bible as well as the rules set forth by USA Cycling. As a LOTOJA participant, it is your responsibility to know USA Cycling's road racing rules. These rules are published and available for download at www.usacycling.org.

THE ROAD RACE - LOTOJA's Competitive cyclists are divided into two classes and have frame/bib numbers that are color-coded either YELLOW (Licensed Class) or BLUE (Citizen Class). This year, LOTOJA will stage 26 competitive Start Packs and provide race results and podium awards for 34 different categories. LOTOJA's Start Packs have their own number series as noted in the table below.

PER USCF RACING RULES COMPETITIVE CLASS CYCLISTS SHOULD ONLY START AND RACE/WORK WITH THEIR ASSIGNED PACK AND CATEGORY. To "race" with groups other than the assigned Start Pack is nothing less than cheating. Racers should not allow cyclists from other packs (different number series) to join or influence the outcome of their race. Offenders should be reported to the USCF Officials.

THE FUN RIDE - Fun Ride Class cyclists have frame/bib numbers that are color-coded GREEN. They have two start time options.

1) Leave Logan from 5:45 to 6:00 a.m. (ahead of the racers) – Cyclists choosing to roll out this early, since it's still dark, **MUST** equip their bikes with head and tail lights and wear reflective clothing. Fun Ride cyclists leaving Logan early will be separated into six different start groups as noted in the table below.

2) Start between Race Packs – Cyclists choosing this option will be allowed to roll across the start line, in controlled groups of ten or less, within the first minute after each competitive start pack leaves Logan.

For safety and fair play reasons, Fun Ride cyclists should ride as far to the right as possible and yield to Competitive Class cyclists that are passing through. They should not assist, join, or interfere with their progression. Fun Riders should **ONLY** ride with other non-competitive Fun Ride cyclists.

START PACKS, TIMES, AND NUMBER SERIES ASSIGNMENTS

	PACK #	START TIME	PACK/CATEGORY	NUMBER SERIES
FUN RIDE	RIDE 01:	5:45 AM	01 FUN RIDE 1	3000s
	RIDE 02:	5:48 AM	02 FUN RIDE 2	3000s
	RIDE 03:	5:51 AM	03 FUN RIDE 3	3000s
	RIDE 04:	5:54 AM	04 FUN RIDE 4	3000s
	RIDE 05:	5:57 AM	05 FUN RIDE 5	3000s
	RIDE 06:	6:00 AM	06 FUN RIDE RELAY 6	R-001s
LICENSED CLASS	RACE 01:	6:25 AM	01 MEN PRO 1-2, CAT 3	100s
	RACE 02:	6:28 AM	02 MASTERS 35+	200s
	RACE 03:	6:31 AM	03 MASTERS 35+	300s
	RACE 04:	6:34 AM	04 MASTERS 45+	400s
	RACE 05:	6:37 AM	05 MEN CAT 3-4	500s
	RACE 06:	6:40 AM	06 MASTERS 55+	low 600s
			07 MASTERS 60+	high 600s
	RACE 07:	6:43 AM	08 MEN CAT 4	700s
	RACE 08:	6:46 AM	09 MEN CAT 4	800s
	RACE 09:	6:49 AM	10 MEN CAT 5	5100s
	RACE 10:	6:52 AM	11 MEN CAT 5	5200s
	RACE 11:	6:55 AM	12 MEN CAT 5	5300s
	RACE 12:	6:58 AM	13 MEN CAT 5	5400s
RACE 13:	7:01 AM	14 WOMEN CAT 1-3	low 900s	
		15 WOMEN CAT 4	high 900s	
		16 LIC TANDEM	T-10s	
		17 CIT TANDEM	T-20s	
CITIZEN CLASS	RACE 14:	7:04 AM	18 2-PERSON RELAY	R-200s
	RACE 15:	7:07 AM	19 CIT WOMEN 13-24	1100s
			20 CIT WOMEN 25+	1200s
	RACE 16:	7:10 AM	21 CIT WOMEN 35+	1300s
			22 CIT WOMEN 45+	1400s
	RACE 17:	7:13 AM	23 CIT MEN 35+	2100s
	RACE 18:	7:16 AM	24 CIT MEN 35+	2200s
	RACE 19:	7:19 AM	25 CIT MEN 35+	2300s
	RACE 20:	7:22 AM	26 CIT MEN 45+	2400s
	RACE 21:	7:25 AM	27 CIT MEN 25+	2500s
	RACE 22:	7:28 AM	28 CIT MEN 25+	2600s
	RACE 23:	7:31 AM	29 CIT MEN OPEN	2700s
	RACE 24:	7:34 AM	30 CIT MEN OPEN	2800s
RACE 25:	7:37 AM	31 CIT MEN 13-24	low 2900s	
		32 CIT MEN 55+	mid 2900s	
		33 CIT MEN 60+	high 2900s	
RACE 26:	7:40 AM	34 3-5 PERSON RELAY	R-300s	

GENERAL CYCLIST GUIDELINES

- All USCF regulations apply. This is an open course road race; there are potholes, obstacles, cattle guards, automobiles, traffic lights, signs, and construction areas. It is the cyclist's responsibility to obey all traffic laws and protect themselves from injury while riding. **CYCLISTS NOT COMFORTABLE RIDING/RACING UNDER THESE CONDITIONS SHOULD NOT PARTICIPATE IN THE LOTOJA CLASSIC.**
- CYCLISTS WILL BE PENALIZED FOR VIOLATIONS COMMITTED BY THEIR SUPPORT CREWS.** LOTOJA's rules and guidelines apply to every cyclist and their support crew.
- Traffic lights and stop signs are a part of this event; please obey them at all times. The only exception would be if law enforcement or traffic control officials wave cyclists through. Officials will determine penalty for the disobedience of traffic signs and signals. Neutral support and law enforcement agencies will report all violations to the race officials. Running a stop light or sign will result in disqualification.
- Cyclists should not impede the normal and reasonable movement of vehicle traffic and should stay right of the white line and in a single file pace line as much as possible.
- In Wyoming, it's a state law that cyclists ride single file and never more than two abreast (except to pass). Failure to obey this law will result in disqualification as well as risk being ticketed from a law enforcement officer.
- All cyclists should have a support crew at "open" feed zones to provide food, beverage and mechanical support. We strongly encourage riders of the same abilities and start pack to share crews. If you miss your support crew, please report to the HAM radio operator stationed at the feed zone.
- For mechanical support, Neutral Support vehicles (at least one in every race pack) will be supplied with a floor pump, tools, wheels, tires, chains, etc. Cyclists should still plan to carry their own tubes, CO2 cartridges, and tools necessary for minor repair.
- No drafting behind neutral support vehicles after mechanical checks.
- The center line rule is in effect and violators will be harshly dealt with. Crossing the center (yellow) line at any time will result in an automatic disqualification (DQ).
- Unsafe or unsportsmanlike conduct will not be tolerated. The result is disqualification.
- Per USCF Rulebook Aerobars are **NOT** allowed in LOTOJA. "Handlebars used for steering with ends that point forward or upward or that provide support for the rider's forearms are permitted only in time trial and pursuit events (not in road races)."
- A helmet must be worn at all times during LOTOJA or disqualification will result.
- No sleeveless jerseys are allowed in a USCF-sanctioned event. For safety reasons, the use of radios, MP3 players, headphones, ear buds, etc. are prohibited.
- To receive an official time and Finisher's Award, cyclists must cross the finish line before it has been shut down. The finish line will be officiated until dark or 8:15 p.m., whichever occurs first.
- CYCLISTS SHOULD NOT RIDE AFTER DARK.** Participants still on the course after dark are no longer a part of the LOTOJA CLASSIC. Riding after dark is unsafe and creates an intolerable risk.
- Cyclists that choose to continue to ride after dark are required by Wyoming State law to equip their bicycles with head and tail lights and to wear reflective clothing. In the Jackson area they must also ride on the public bike path.
- FEED ZONE CUTOFF TIMES.** Cyclists that fall behind the following cutoff times will be passed off to their Support Crew (see Support Crew Guideline #8):
 - Feed Zone 1, Preston, ID - cutoff time is 10:15 AM
 - Feed Zone 3, Montpelier, ID - cutoff time is 1:45 PM
 - Feed Zone 5, Afton, WY - cutoff time is 4:30 PM
 - Feed Zone 6, Alpine, WY - cutoff time is 6:00 PM
- The King/Queen of Mountain race will start at the base and end at the summit of Salt River Pass (approx. 4 miles).
- Cyclists should notify a race official or neutral support if they drop out of the race.
- Cyclists must have a frame number on their bicycle, a bib number on their jersey, a timing chip on their left ankle, and a 2011 LOTOJA band/stamp to start and participate in the event. These items must be worn during LOTOJA and should be as visible as possible to neutral support and race officials.
- Cyclists should do their best to pass through the finish line chute in the order they crossed the finish line.
- Cyclists must start LOTOJA in their assigned group (same number series). Competitive cyclists should only race LOTOJA with cyclists sharing the same number series.

CYCLIST & CREW GUIDELINES

ADDITIONAL GUIDELINES FOR RELAY TEAMS

1. Relay Teams "racing" LOTOJA are prohibited to compete using a tandem bicycle. Teams consist of only the members registered to participate. No late additions allowed.
2. Relay Teams receive one timing chip per team. This chip is the team's "baton" and is worn by the racing/riding team member.
3. Relay team transitions are ONLY allowed at the locations noted in #7 below and within the designated Transition Zones (TZ). LOTOJA's TZs are located at least one block before the feed zone.
4. Relay transitions, including the exchange of the timing chip, must occur while both cyclists are stopped, off the road, and within the designated TZ. Cyclists should use extra caution when re-entering the course and riding through the feed zone.
5. If a relay team cyclist is unable to complete his/her designated leg for any reason, one of their teammates may finish their leg from the exact point they quit riding.
6. Only one cyclist per relay team may be on the course at any one time.
7. Designated Transition Zones and leg mileage for Relay Teams:
Leg 1 - Logan to Preston, 34 miles
Leg 2 - Preston to Montpelier, 46 miles
Leg 3 - Montpelier to Afton, 45 miles
Leg 4 - Afton to Alpine, 34 miles
Leg 5 - Alpine to Jackson Hole (Finish Line), 47 miles
8. Please refer to the detail maps included in this Race Bible for exact TZ locations.

SUPPORT CREW GUIDELINES

1. All USCF rules and regulations apply. LOTOJA is an open course race. All state and local traffic laws apply to all participants; including support crew vehicles. These laws are enforced to keep LOTOJA as safe as possible.
2. Support Crew vehicles should not impede the reasonable flow of traffic. Vehicles that must stop should be pulled completely off the road and out of the path of passing cars and cyclists.
3. Support vehicles are not allowed to follow or drive alongside cyclists, including impeding vehicle traffic by slowing down to communicate with cyclists.
4. Support Crew vehicles will not be allowed on the same road as their cyclist(s) until the race approaches the Idaho/Wyoming border (in Geneva) on Highway 89. Support Crews are ONLY allowed to connect with their cyclist(s) at designated feed zones.
5. Do not violate posted speed limits or drive unsafe while traveling from feed zone to feed zone. Cyclists that miss their support crews can refuel at the neutral feed station located at each feed zone.
6. Use extreme caution when picking up dropped items within feed zones and drop zones.
7. There are whiteboard message boards at every feed zone. Support Crews should talk to the HAM radio volunteer stationed near the message board to receive information regarding their cyclist if they see their cyclist's frame number written on the board. The boards are used as backup notification if cell phone contact is unsuccessful. Please check the whiteboards at every feed stop.
8. Support Crews will be asked to fall back to support their cyclist if he/she falls behind the "sweep" neutral support vehicle and/or misses the cutoff times noted in Cyclist Guideline #17. Cyclists should not continue to ride on LOTOJA's course at night or after 8:15 p.m. Support Crews please plan to pick up your cyclist(s) right before dark.
9. For safety and awareness, Support Crew vehicles must display their rider(s) race number(s) on outside rear window. The "Support Crew" and "Caution Bike Race" signs should be placed high and centered on the front and rear windows.
10. Crews are only allowed to feed and provide mechanical support to cyclists within Feed Zones 1, 3, 5, and 6. Absolutely no open feeding is allowed; including hand-ups from moving vehicles.



11. Only LOTOJA event staff and neutral support can feed cyclists and provide mechanical checks outside "open" feed zones.
12. Large support vehicles, such as RVs, that block the view of following vehicles, are discouraged in the support crew caravan. Also, keep pets at home.
13. Please do not park on the finish line road (Highway 390) or on the entrance road that leads to Teton Village/Jackson Hole Mountain Resort. ALL support vehicles must park in designated parking lots within Teton Village. The closest parking lot is approximately 600 feet from the finish line, so be prepared to walk. See maps.

FEED ZONE GUIDELINES AND INFORMATION



SIGNS AT THE FEED ZONES – LOTOJA's feed zones are signed to give cyclists the information they need to successfully and quickly navigate through all the congestion. Feed Zones 1, 3, 5, and 6 are "open" feed zones and are subdivided into eleven stations (signed 0-9 and N) to make it easier for cyclists to hook up with their support crews. Cyclists and their support crews should predetermine the station number they will meet at within these feed zones. One suggestion is to use the last digit of your bib number.



NEUTRAL FEED OPTION – Feed zones 1, 3, 5, and 6 will have a neutral feed option for those cyclists who miss their support crew. The neutral feed area is signed with an "N" and is set up at the end of each feed zone. Neutral feed areas are "stop-and-grab" only and will include water, energy drink, bananas, oranges, snacks, and various energy food products. This area is also a pickup point for personalized pre-dropped feedbags.

Feed Zones 2, 4, and 7 are exclusively neutral. No support crew vehicles will be allowed to feed or stop at these locations for any reason. Cyclists should not expect hand ups at these feed zones and should carry extra food and water if they do not want to stop.

FEEDING AT THE FEED ZONES – Cyclists that stop to grab their food and/or to communicate with their support crew within an "open" feed zone should get themselves and their bike completely off the road. The road should be clear of people and bikes to provide a safe lane to those cyclists that are coming in or passing through the feed zone.

Cyclists that do not want to stop and reload within the feed zone will use a musette bag to exchange their empties/refills. To prevent accidents, musette bags must be dropped off the side of the road and within the marked "Drop Zone". PLEASE NO PLASTIC BAGS. Support crews should safely sweep items that are dropped. Drop Zones will continue from the end of the feed zone until signed "Drop Zone Finish". Please do not drop items or litter outside the drop zone. We recommend stopping at all feed zones.

Support Crews must stay off the road and behind the white line/curb/road edge at all times and should not allow young children to feed cyclists or be near the feed zone road.

PARKING/TRAFFIC AT FEED ZONES – LOTOJA's "open" feed zones (1, 3, 5 and 6) have a lot of automobile/pedestrian traffic. These feed zones can become very congested. Please be courteous and considerate to the volunteers, communities and people we impact in these areas. Park in designated stalls and follow traffic signs and volunteers. Do not park on main roads, block driveways, access to private property, setup lawn chairs in someone's front yard, etc. Respect the community's private and public property, and report any abuse immediately to race officials or event staff.



FIRST AID SUGGESTIONS

CARING FOR YOUR CYCLIST – Over the course of LOTOJA's 206 miles, cyclists could experience a number of medical or traumatic emergencies. It's important that the Support Crews are ready to handle some of the most common emergencies. These emergencies include road rash, hypoglycemia (low blood sugar), hypothermia, over exertion, etc.

Jackson Hole Fire EMS recommends that LOTOJA Support Crews should prepare and bring a first-aid/support kit that includes at least the following items:

- 1) Materials to treat wounds
 - Sterile dressing /gauze
 - Clean water and ice pack
 - Something to clean gravel from road rash (i.e.: washcloth)
 - Splinting materials
- 2) Things to warm up cyclists
 - Emergency blanket
 - Warm clothes and hat
 - Warm fluids
- 3) Products to replenish cyclist's sugar stores and fluid at the end of the race
 - Sports gel/cube (i.e.: GU Gel, Cliff Shot Bloks)
 - Sports drink (i.e.: Gatorade, Powerade)
 - Other food high in sugar, carbohydrates, and protein
- 4) Sunscreen to protect from sunburn
- 5) Other special health issue needs (i.e.: medication, inhaler, epi-pen, etc.)

RESULTS, PARTNERS & SPONSORS

THE TIMING CHIP, FINISH LINE, AND RACE RESULTS

TIMING CHIP INSTRUCTIONS – Your finish time for LOTOJA will be captured by Milliseconds Sports Timing using a timing transponder, commonly called “the chip”. Please follow these simple instructions carefully. Not wearing the transponder properly may prevent you from being timed and tracked.

- Transponders are non-transferable! Be careful not to switch with friends, family, teammates, etc. (unless you’re a Relay Team). Relay Teams use the timing chip as the “baton” and pass it to their teammate when they transition at designated feed zones.
- Wrap the ankle bracelet around your left ankle before starting the race and wear the ankle bracelet around your ankle at all times during the race.
- Be sure you cross the timing points at the start, intervals, and finish line of the race.
- Return the ankle bracelet to a volunteer in the corral after you cross the finish line.
- If you still have your ankle bracelet after the race or were not present at the race, please put it in a padded envelope and mail to: Milliseconds Sports Timing, 463 West 3600 South, Salt Lake City UT 84115 USA.
- As a participant of the LOTOJA CLASSIC, you agree to return the timing transponder and its attachment device to an appropriate race official after the race. If you fail to do so, you agree to pay A \$100 REPLACEMENT FEE TO MILLISECONDS IF YOU DO NOT RETURN YOUR TIMING TRANSPONDER AND ATTACHMENT DEVICE.

FINISH LINE AND RACE RESULTS – In addition to the timing chip, we will also capture your time manually via U.S.C.F. Officials and the finish line chute. It is important that you have your race number visible as much as possible during the race; but especially when you cross the finish line.

- Attach race number so it is visible to neutral support and U.S.C.F. Officials.
- If you choose to start earlier than your pre-assigned category/pack, YOU WILL BE DISQUALIFIED. If you start later than your class/category, your pre-assigned start time still applies.
- Each racer’s “total time” will be calculated beginning when the race official says “go” and end when the cyclist crosses the finish line.
- After you cross the finish line, do not pass in the chute. PLEASE EXIT THE CHUTE AS QUICKLY AS POSSIBLE AND IN THE ORDER YOU CROSSED THE FINISH LINE.
- Announce your race number and return the timing chip before you leave the chute.

Complete results will be posted at <http://results.milliseconds.com> on the Monday following the race.

PROTEST PERIOD AND PODIUM FINISHERS

PROTEST PERIOD – U.S.C.F. Officials will hear race result protests from 8:00 to 9:00 a.m. on Sunday, September 11 at Jackson Hole High School.

AWARDS CEREMONY ATTENDANCE – If your race result puts you on the podium in your category YOU MUST ATTEND THE AWARDS CEREMONY TO CLAIM YOUR PRIZE. Unclaimed prizes will NOT be shipped out unless special arrangements are made PRIOR to the awards ceremony. Your prize will be given to deserving volunteers.

SPONSORS AND PARTNERS

EVENT VOLUNTEERS, SPONSORS & PARTNERS

Epic Events would like to thank all the companies, organizations, individuals, and volunteers who have contributed their time, money, and resources to help make this years’ LOTOJA Classic a successful, challenging, and safe event.

In addition, LOTOJA would not be possible without the support and understanding of the communities we pass through. Their partnership is an integral part of LOTOJA’s past, present, and future success. We appreciate and enjoy working with the many city officials, municipalities, civic groups, law enforcement agencies, and departments of transportation in Utah, Idaho, and Wyoming which help make LOTOJA possible.

PLATINUM SPONSORS

Autoliv ASP	Larry H. Miller Tour of Utah
Biker’s Edge	Mountain America Credit Union
FreeMotion Fitness	Purely Custom (Seastrom Mfg.)
Great Harvest Bread Company	Sunrise Cyclery
GU Energy Products	Thermo-Fisher Scientific
iFrogz	Trace Minerals Research
Jackson Hole Mountain Resort	Utah Sports Commission

GOLD SPONSORS

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DZ Nuts	Sports Medicine Specialty Group (IHC)
Larry H. Miller Lexus of Murray	Spring Creek Ranch
Lin Socks	Train With Eric
Rendezvous Mountain Rentals	

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Caffe Ibis Roasting Co.	Rooster’s Brewing Company
Jackson Hole Resort Lodging	The Bike Shoppe
Madsen Cycles	Utah State University Inn

BRONZE SPONSORS

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Best Western Weston Inn	The Lexington at Jackson Hole
Fitzgerald’s Bicycles	Utah Arbitration & Mediation
Pearl Izumi Factory Stores	

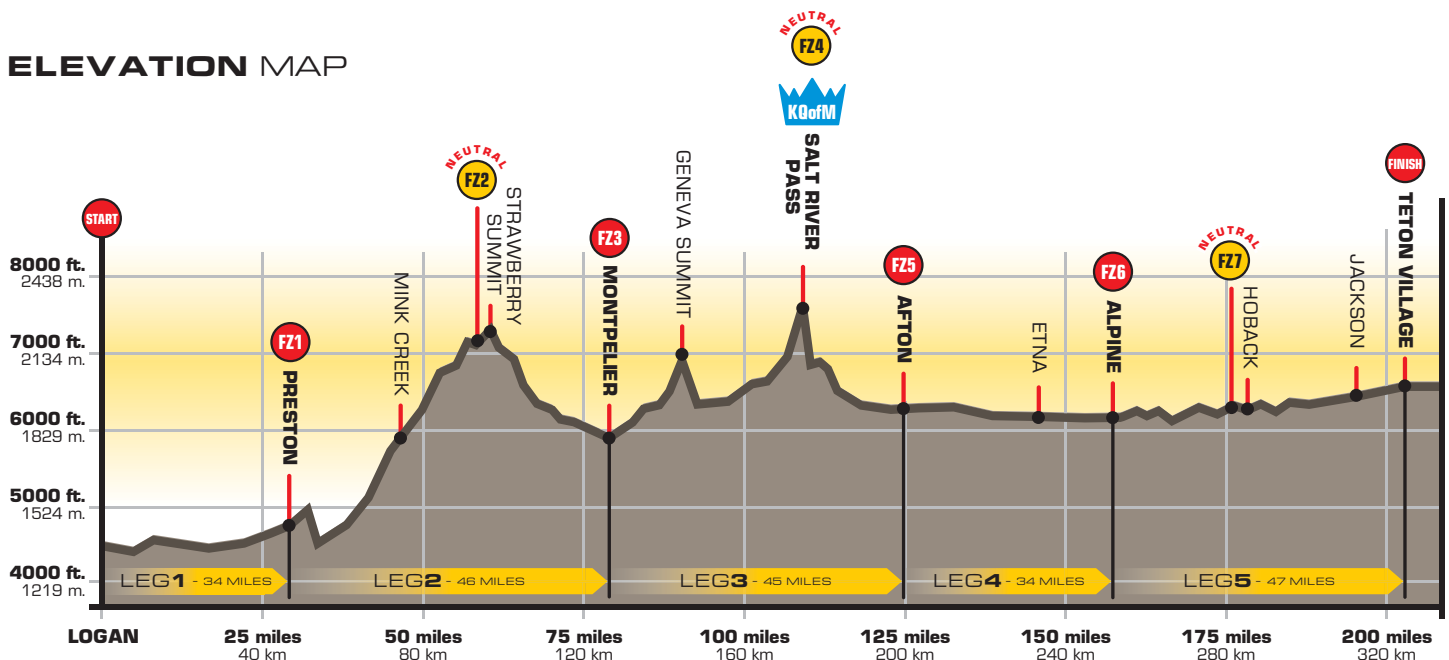
CONTRIBUTING PARTNERS

Dream Kitchens	Red Bull
Gordon’s RV & Mobile Homes	Zazoosh

RADIO COMMUNICATIONS PARTNER

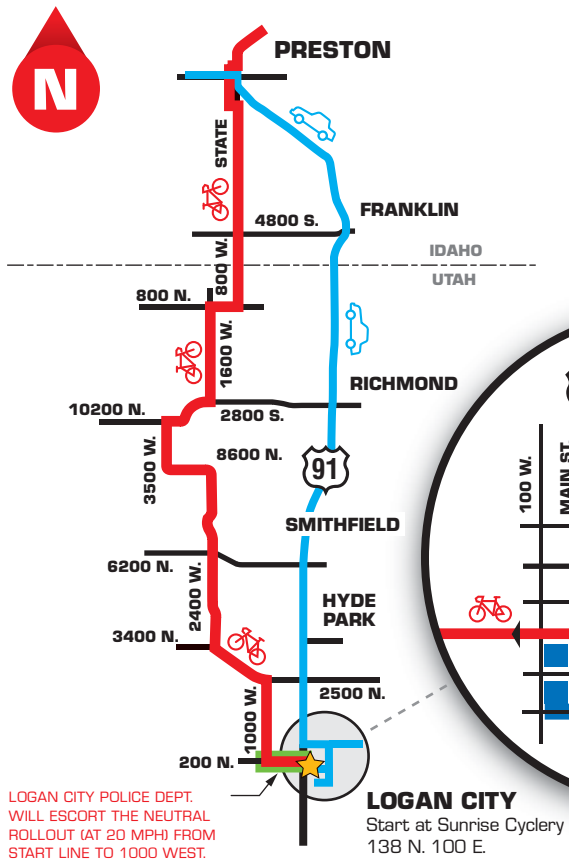
More than 120 HAM radio operators, many from Bridgerland Amateur Radio Club, are responsible for all radio communications and most of the neutral support provided during LOTOJA each year. They volunteer hundreds of hours preparing for and participating in LOTOJA. They are a key ingredient to LOTOJA’s success and safety. Be sure to thank them for their tireless service.

ELEVATION MAP



DETAIL MAPS > LOGAN TO MONTPELIER

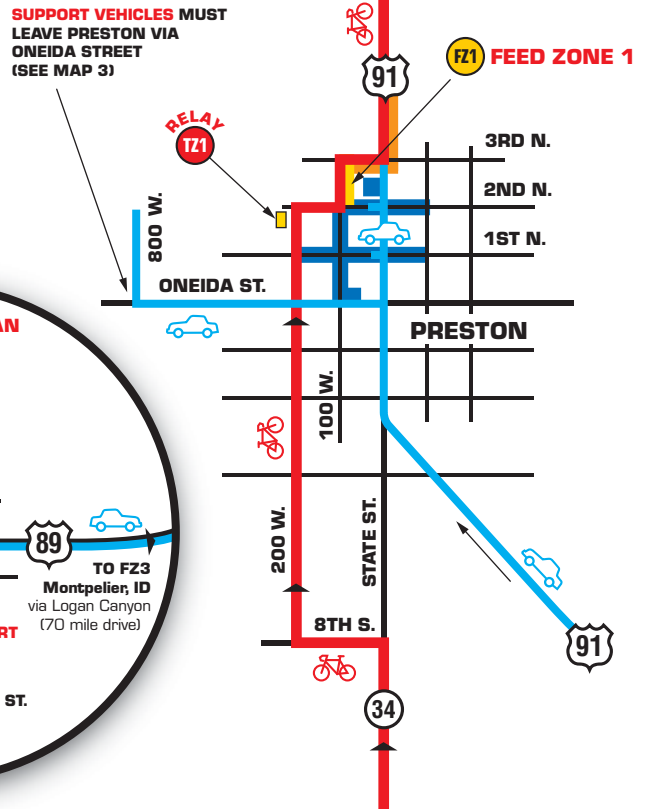
MAP 1: LOGAN TO PRESTON - FIRST 34 MILES



LOGAN CITY POLICE DEPT. WILL ESCORT THE NEUTRAL ROLLOUT (AT 20 MPH) FROM START LINE TO 1000 WEST.

MAP 2: FEED ZONE 1 - PRESTON

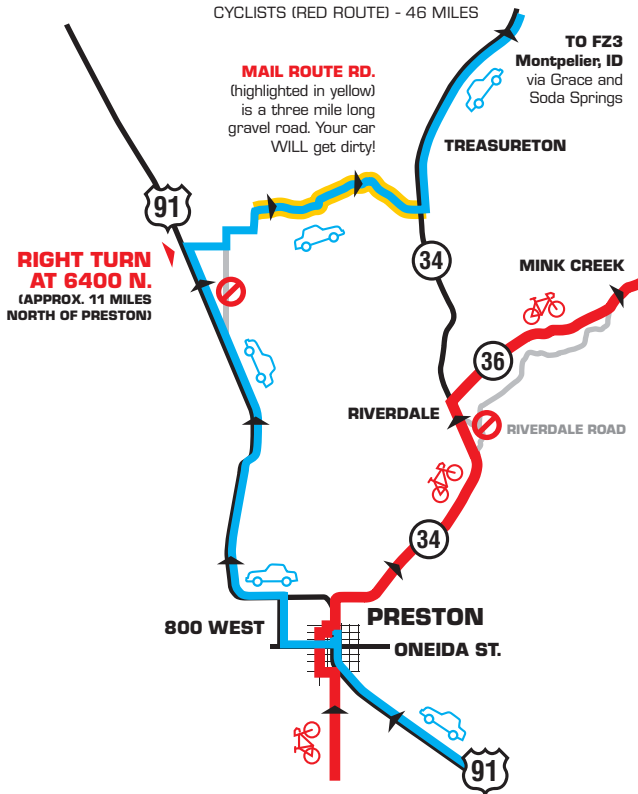
RELAY TRANSITION ZONE 1



MAP 3: ROUTES OUT OF PRESTON (FZ1)

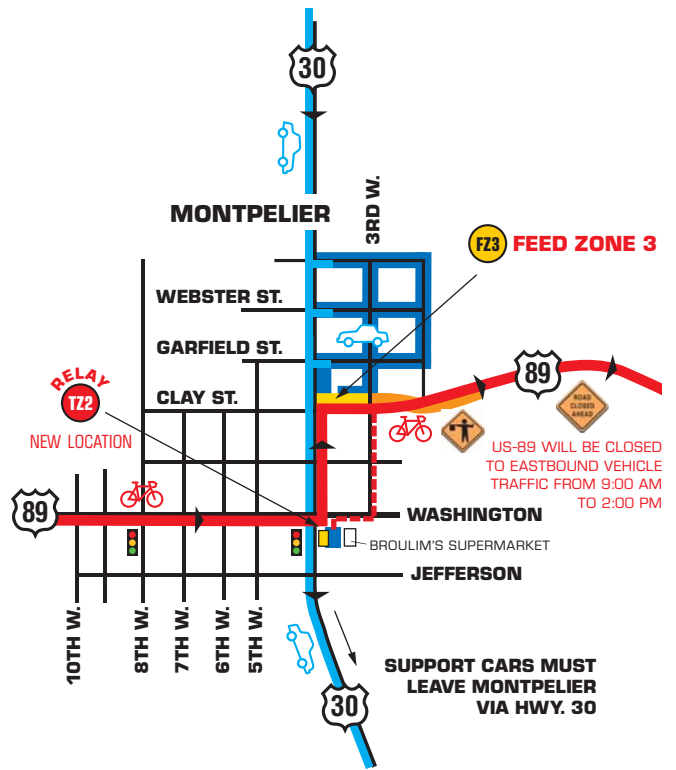
TRAVEL DISTANCE:

PRESTON (FZ1) TO MONTPELIER (FZ3)
CREW VEHICLES (BLUE ROUTE) - 86 MILES
CYCLISTS (RED ROUTE) - 46 MILES



MAP 4: FEED ZONE 3 - MONTPELIER

RELAY TRANSITION ZONE 2 - NEW LOCATION * REVISED ROUTE



TRAVEL DISTANCE:

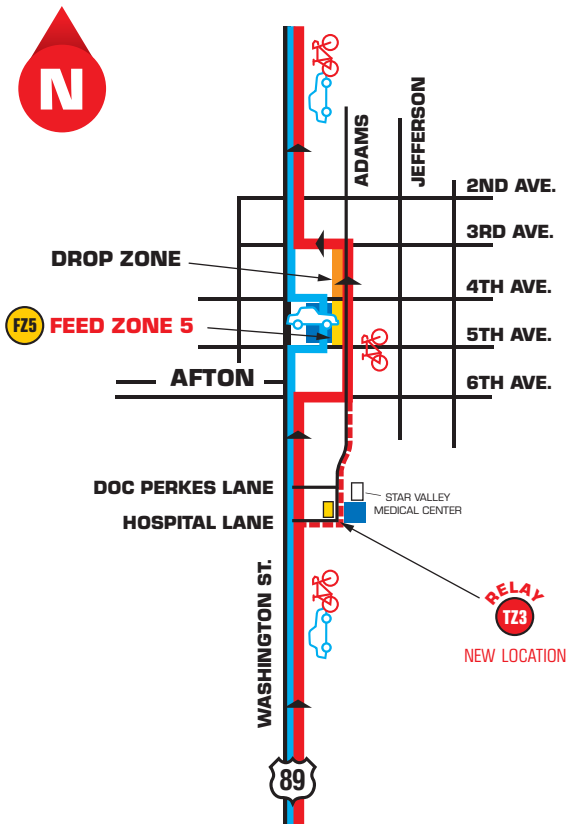
MONTPELIER (FZ3) TO AFTON (FZ5)
CREW VEHICLES (BLUE ROUTE) - 64 MILES
CYCLISTS (RED ROUTE) - 45 MILES

- = VEHICLE PARKING
- = FEED ZONE
- = DROP ZONE



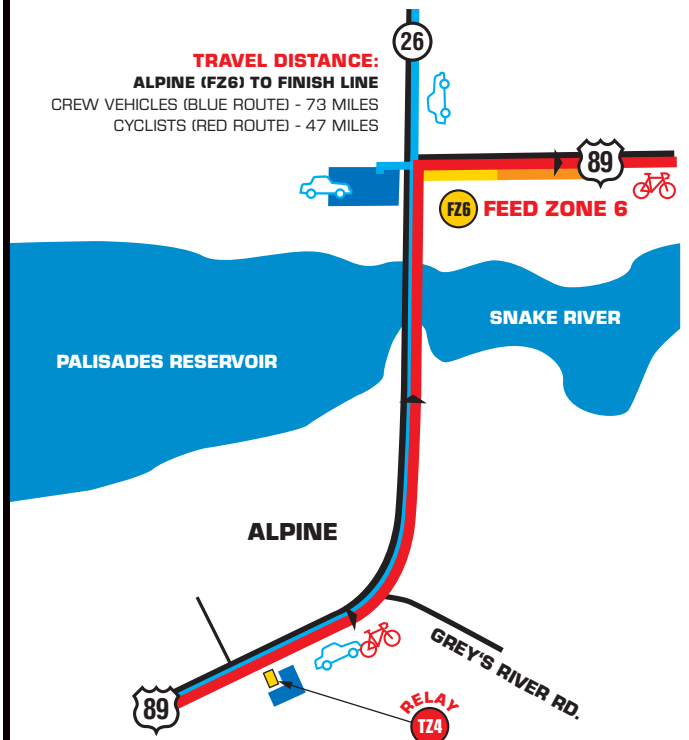
MAP 5: FEED ZONE 5 - AFTON

RELAY TRANSITION ZONE 3 – NEW LOCATION



MAP 6: FEED ZONE 6 - ALPINE

RELAY TRANSITION ZONE 4



MAP 7: CYCLISTS ROUTE THROUGH JACKSON

PLUS, 2011 AWARDS CEREMONY MAP
* ROUTE DETOUR FOR 2011



MAP 8: FINISH LINE - TETON VILLAGE

