

## WHPSC 2025 CHASE VEHICLE RULES

Chase vehicles allow crew to be available for emergency situations. Everyone in the chase vehicle should be prepared to handle an emergency. As bikes are launched 2 minutes apart, chase vehicles and crew are a hazard to the bikes and chase vehicles behind them.

In this document, all racing vehicles are referred to as “bikes.”

1. Only 1 chase vehicle allowed per bike.
2. Personnel in the chase vehicle will generally include a driver, an IHPVA chase official, and at least 2 crew members. In an emergency, there must be enough crew in the chase vehicle to move the bike off the road, with the rider(s) in the bike. It is the responsibility of the team to provide the chase vehicle, driver, and crew. The chase official is responsible for communication and is not part of the crew. The driver is in charge of the chase vehicle and is not part of the immediate crew; the driver can only help after they move the chase vehicle off the road as far as possible. For velomobiles where the vehicle may remain stable and upright when experiencing problems such as flat tires or chain derailments, and where the rider may come to a safe stop and quickly extricate themselves from the vehicle, fewer crew may be needed. However, at least 1 crew member will be needed to assist with velomobile emergencies.
3. The chase official will have a radio they use to communicate any issues with the bike to race control and other chase vehicles. Chase officials will need a ride back to the start area for the next heat. Chase officials keep their radios during all heats within the session.
4. Chase vehicles always travel in the left lane. Due to degraded pavement conditions, bikes are allowed to travel in either lane at any time. If a bike is experiencing a problem, the bike should move to the left lane. The chase crew and riders should establish procedures for handling mid-course mechanical problems (e.g., how to overtake the bike in order to allow the crew to exit the chase vehicle and catch the bike). Radio communication between rider and crew is helpful, if available.
5. If there is a mechanical problem or crash, move the bike and chase vehicles off the road, as close to the fence as possible on whichever side of the road the bike ends up. (If a bike crashes on the right side of the road, the chase vehicle and bike should be moved to the right-side fence.) Do not have people or vehicles on both sides of the road (even if off the road) to minimize distractions to racers still on the road. This is critical for everyone's safety.
6. If there is a problem, turn on vehicle flashers (hazard lights) to warn oncoming bikes and chase vehicles.
7. Chase vehicles must never pass moving bikes. Stay behind a minimum of 100 meters. One hundred meters is approximately the distance between two roadside markers. Failure to stay this distance behind your bike will result in a disqualification of that run. Chase vehicles must be further back than 200 meters when their bike is in the speed trap to not interfere with timing.

8. Passing is extremely dangerous. Chase vehicles should be aware of the bikes following them particularly if the chase vehicle is moving slowly and is at risk of being overtaken. This situation should not occur as bikes should not continuously roll at slow speeds causing themselves and their chase vehicle to become hazards.

9. If a chase vehicle sees that their rider is going to overtake another chase vehicle, the chase vehicle should contact the leading chase vehicle via radio and instruct them to hold their line. Bikes may pass or stay behind and follow depending on where they are on course. The following chase vehicle must stay behind the leading chase vehicle until the leading chase vehicle pulls off of the road. If your bike passes a moving chase vehicle, the following chase vehicle should stay behind the leading chase vehicle. Do not pass the leading chase vehicle to catch up to your bike.

10. A mid-course catch may be performed to prevent a bike that is experiencing a technical problem from falling over. There may be insufficient time to perform a mid-course catch as bikes are launched 2 minutes apart. A bike with a technical problem may have been going slow for a significant period allowing the following bike to close the distance. The chase official should be communicating the situation to the following chase vehicle and use their best judgement.

10a. If the official determines there is adequate time between bikes, the driver may overtake their bike, drop off crew, and then park against the left side fence. Alternatively, the driver may drop off crew, the chase official, and continue down the course. The driver may not overtake any other bikes or chase vehicles that are traveling on the road.

10b. If there is inadequate time for a mid-course catch and the bike is moving, stay in the left lane and follow your bike. Let the bike behind you pass on your right. Hazard lights on your chase vehicle will help the overtaking rider spot the chase vehicle.

The chase official should be in continuous communication with the chase officials behind them as well as race control when there is a problem with the bike. The chase official stays with the bike and rider. There is likely insufficient time to load a bike into the chase vehicle and continue down the road during the heat without interfering with the following bike unless you are the last vehicle. If you are not the last vehicle, load your bike at the end of the heat. Communicate this action to race control to help them determine when the course is clear and the road can be opened.

Riders: Do not ride slowly for extended amounts of time; do not allow the following bike to catch up if you are expecting a mid-course catch. If you have a problem within the first few miles, slow down and get caught, do not coast slowly for miles. If you are travelling faster than 60 mph with a mile to go but then drop a chain, it is likely better to coast to the catch area than attempt a mid-course catch. Consider your fellow riders and remember that road closures are limited to 20 minutes.

## **Chase Vehicle Course Procedures**

- Start - Turn on chase vehicle headlights.
  - On course - The chase official should continually be looking ahead and behind and monitoring the radio to be aware of the position of the following bike as well as bikes ahead that may be having issues.
  - Timing area - When you approach the timing area, slow down to 45 mph. Do not enter the timing trap before your bike exits the trap. You risk ruining your rider's data and losing any speed measurement for the run if the rider and chase vehicle are in the trap at the same time.
  - Bridge - At the bridge turn off your headlights. This helps the catch team see the bikes at dusk. At this point, it is okay for the chase vehicle to catch up to the bike.
  - Catch area - Slow down. Do not pass your bike before it is caught or beyond the turnoff. Pull directly into the parking area all the way past the gate. There may be bikes and chase vehicles right behind you.
- 

## **Catch Area Notes**

- Bikes can arrive within seconds of one another.
  - The catch team will initially handle the bike.
  - Once the chase vehicle is at least 10 meters beyond the gate, crew can exit their chase vehicle and run to the road and assist the rider out of the bike. (Do not block the gate)
  - Use caution, the catch area is very busy. Officials, team members, media and spectators will be focusing on the bikes and riders, not the chase vehicles.
- 

## **Information to be communicated during an emergency or mechanical issue**

- Location - mile marker, ranch road
- Type of issue - bike down, mechanical problem
- Condition of rider - is ambulance necessary?
- Status - Is chase vehicle parked or continuing down the road? Is bike being caught, moved off the road? On which side of the road are the rider, bike, and chase vehicle?