



THE THIRD ANNUAL BHP BILLITON ROCK AND ICE ULTRA

MARCH 21-26, 2009

Diamond Ultra Race Information Package



To register, all racers must submit a signed:

PERSONAL INFORMATION (page 9)
CARA WAIVER (page 10-11)
GEAR CHECK LIST (page 12-14)
PHOTO RELEASE (page 15)
PRESS INFO (page 19-28)

www.rockandiceultra.com

WELCOME TO YELLOWKNIFE

DIAMOND CAPITAL OF NORTH AMERICA

At the edge of the Canadian Arctic, in the heart of a remote wilderness, lies a city of youth, energy, adventure and prosperity. Starkly beautiful, powerful and immense, Yellowknife is a culturally rich capital thriving with diversity, and home to about 18,000 people. Built on the shores of the world's 9th largest lake, Great Slave Lake, and only 512 km south of the Arctic Circle, our northern world is still wild and pristine - nature rules here unequivocally.

BHP Billiton and the EKATI Diamond Mine are proud to sponsor the 2009 Rock and Ice Ultra; the first of what will eventually become a series of endurance and adventure races organized by Northern Canadian Adventure Racing and supported by the Yellowknives Dene First Nation.

Northern Canadian Adventure Racing is a non-consumptive, ecotourism initiative. The International Eco-tourism Society defines ecotourism as "*responsible travel to natural areas that conserves the environment and improves the well-being of local people.*" This means that together we should follow the following principles:

1. Tread Lightly on the land (the Akaitcho Territory)
2. Build environmental and cultural awareness and respect
3. Provide positive experiences for both visitors and hosts
4. Provide direct financial benefits for conservation
5. Provide financial benefits and empowerment for local people
6. Raise sensitivity to host countries' political, environmental, and social climate
7. Support international human rights and labour agreements

Some of the NWT's treasures include several of Canada's greatest rivers, biggest lakes and most important National Parks. Rare wildlife roam free, and millions of birds migrate through the Mackenzie Valley. Aboriginal tradition thrives in communities built on a rich fur-trade, exploration and mining heritage. Small and widely scattered, they're linked by roads, rivers or bush airlines that converge on our bustling Capital, Yellowknife.

It is my sincere hope that you will leave Yellowknife, Northwest Territories with a greater appreciation for our unique culture, our world class industry and our indomitable community spirit...and all your fingers and toes!

Enjoy yourselves, enjoy the experience and revel in the uniqueness of this frozen desert.

Race well, be safe and tread lightly on the land.

-Scott Smith, race director

THE DIAMOND ULTRA RACE DETAILS-2009

Distance: Roughly 225 km / 140 miles

Disciplines:

1. Foot and Snowshoe *(it is mandatory to carry snowshoes!)*
2. Cross-Country Ski *(Classic or back country skis - trails are not groomed!)*

Format:

1. Stage Race *(6 stages / 6 days)*
2. Self Sufficient *(mineral water at CPs, re-supply at MATRIX Village)*

Start: Saturday > March 21, 2009 > 09:00 am > MATRIX Village, Yellowknife Bay

Finish: Thursday > March 26, 2009 > MATRIX Village, Yellowknife Bay

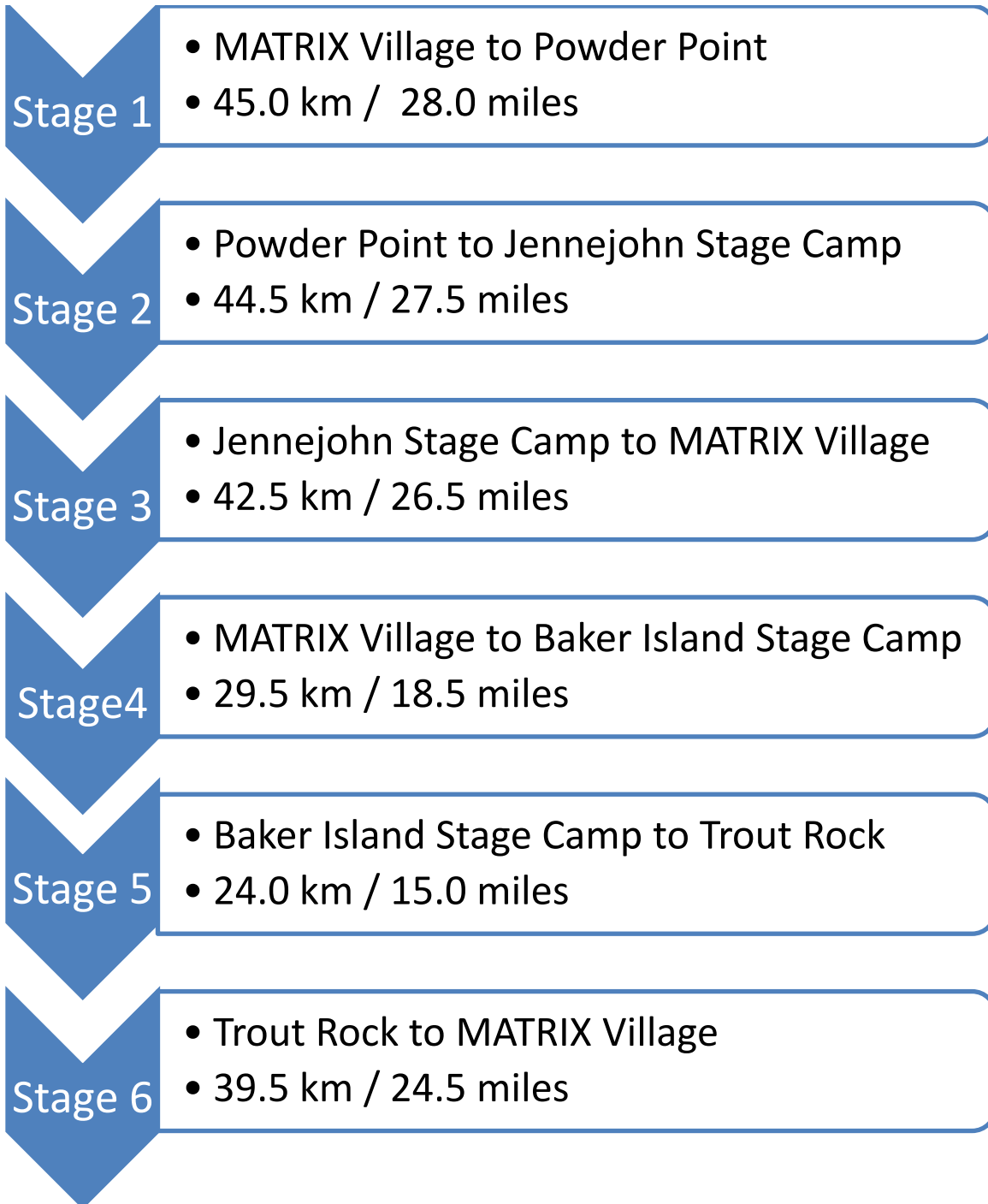
Time Limit: Cut off times or 'short course' options may be applied depending on the conditions on the day.

Categories:

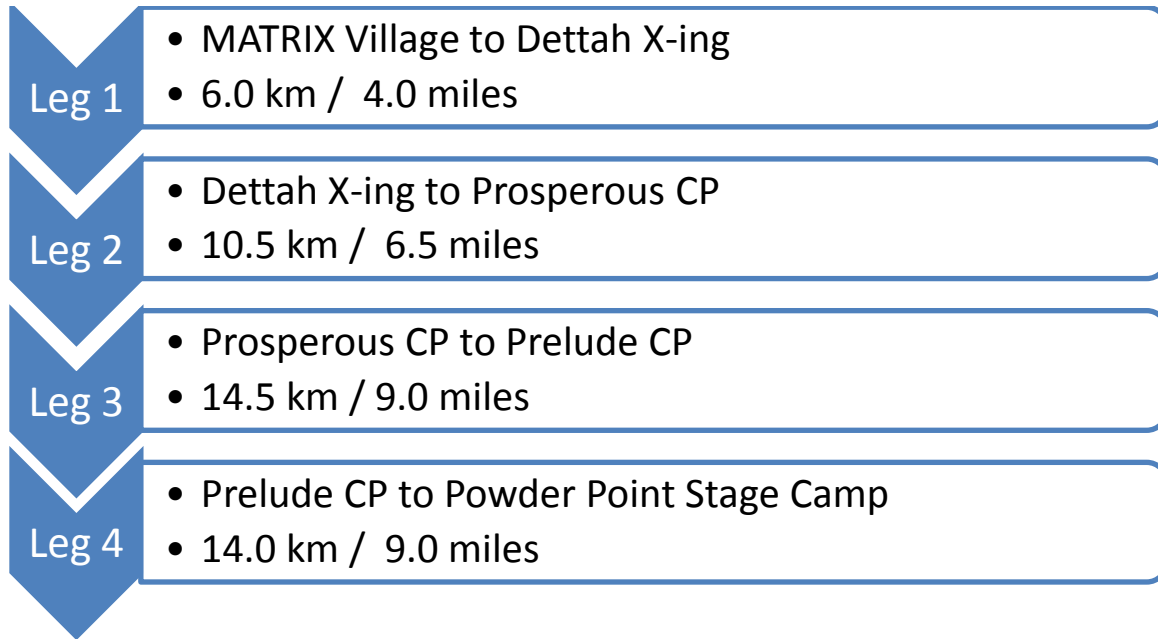
Solo	Male, Female
Teams of 3	3 members <i>Teams must be mixed gender to be eligible for an award</i>

THE ROUTE

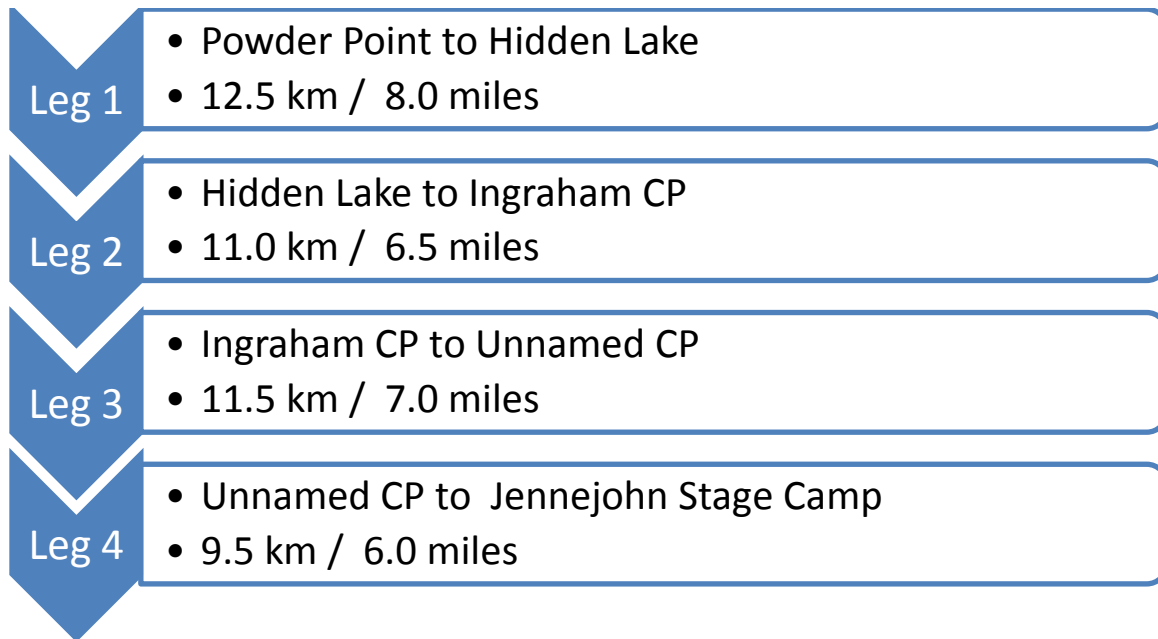
SUMMARY OF STAGES



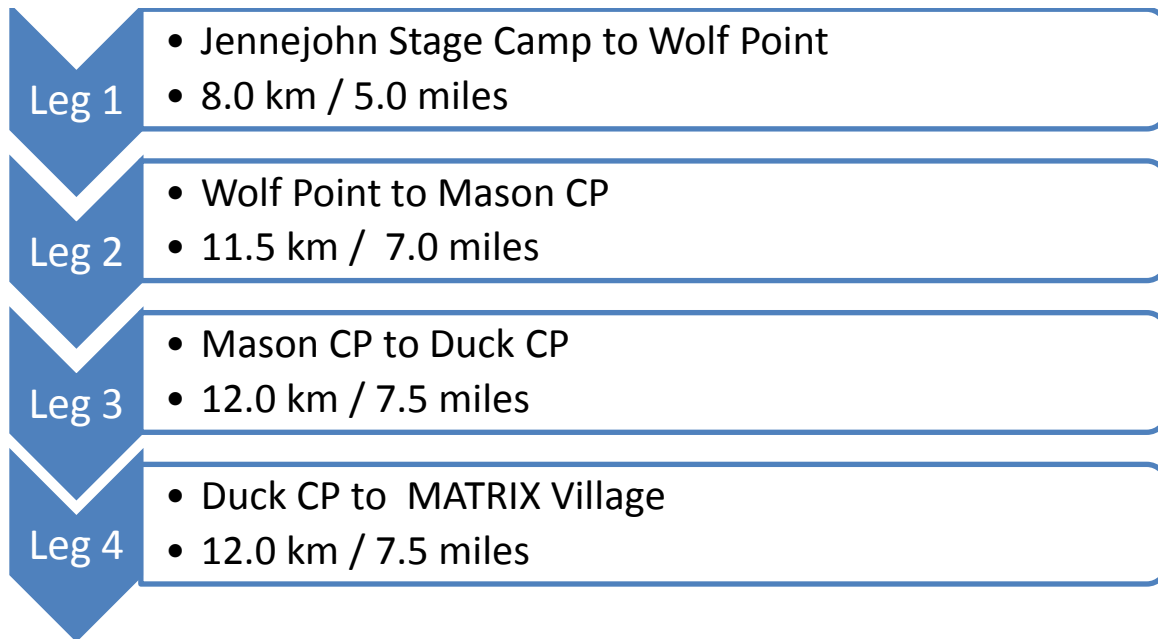
STAGE 1: MATRIX VILLAGE TO POWDER POINT 45.0 KM / 28.0 MILES



STAGE 2: POWDER POINT TO JENNEJOHN 44.5 KM / 27.5 MILES

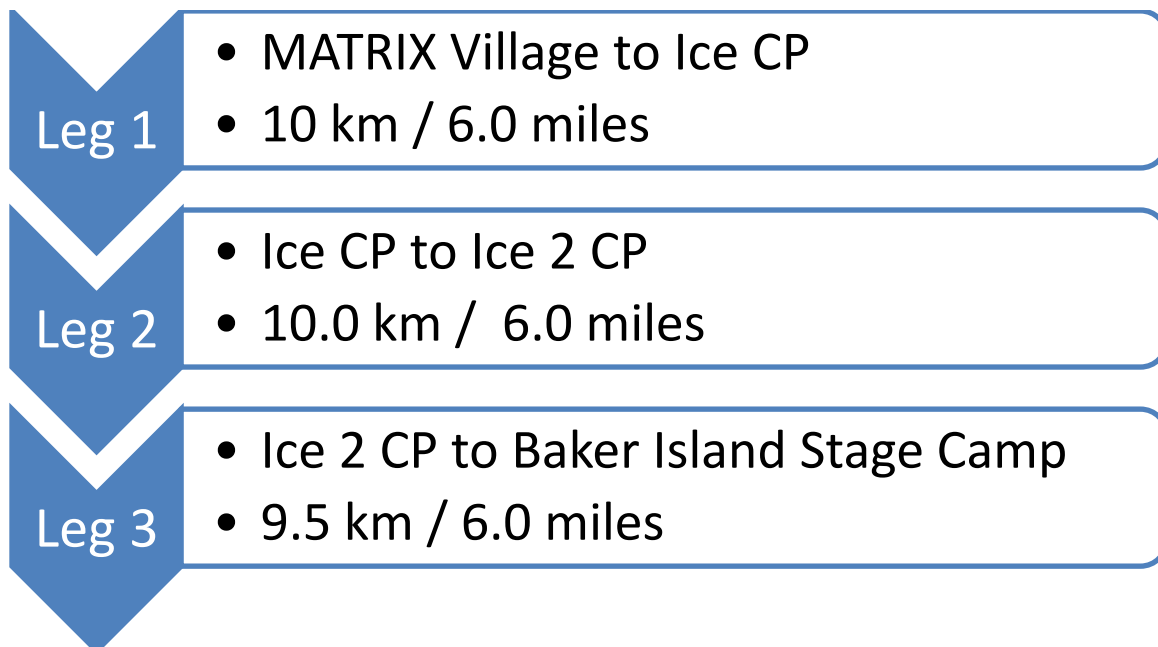


STAGE 3: JENNEJOHN STAGE CAMP TO MATRIX VILLAGE 42.5 KM / 26.5 MILES

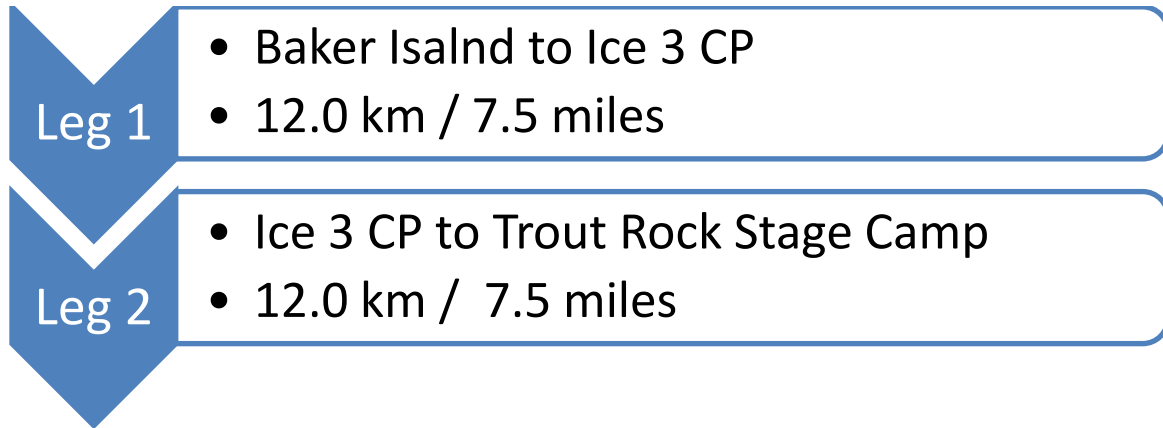


****STAGE 4 & 5 ARE SUBJECT TO LAST MINUTE CHANGES DEPENDING ON WEATHER AND ICE CONDITIONS.**

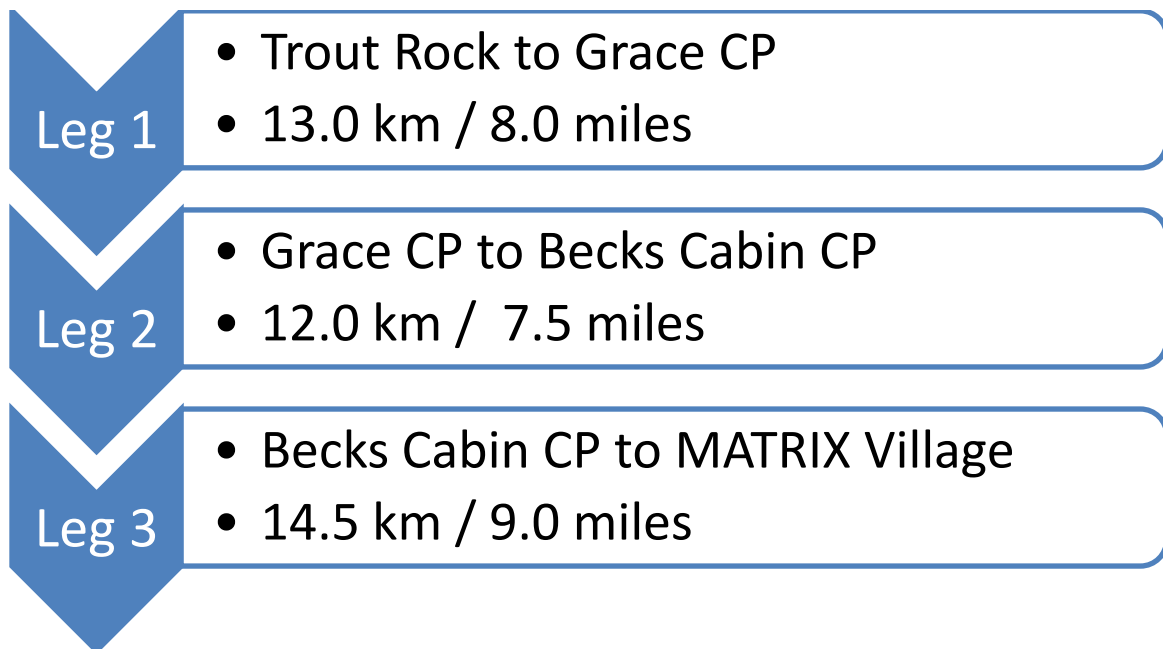
STAGE 4: MATRIX VILLAGE- BAKER ISLAND STAGE CAMP 29.5 KM / 18.5 MILES



STAGE 5: BAKER ISLAND STAGE CAMP-TROUT ROCK 24.0 KM / 15.0 MILES



STAGE 6: TROUT ROCK TO MATRIX VILLAGE 39.5 KM / 24.5 MILES



ROUTE MARKING/NAVIGATION

The Diamond Ultra follows a well used, well marked (ungroomed) snowmobile trail. The lake sections of the course will be marked with orange pin flags and/or reflective lath at intervals of between 25 and 100 meters depending on terrain and visibility. Competitors are responsible for (1) staying on the course; (2) slowing down to pay attention to course markings or the absence of course markings; and (3) making reasonable assumptions and decisions with regard to the direction of the course. In the event that a competitor does not see a mark for 100 meters and they are not on the obvious or logical course, they should immediately return to the last known marker to find the correct course. In general, course markings will be visible under normal lighting conditions. Abnormal conditions may include snow, fog, wind or any other condition that reduces visibility.

Race staff will make every effort to keep the course markers visible and in place, however it is possible that markers may be taken, buried, blown over, covered or otherwise made difficult or impossible to find. It is the responsibility of the competitors to pay attention to the markings and to make intelligent decisions when following the course.

Competitors/teams removing or changing the location or direction of course markings will be disqualified.

The course consists of frozen lake chains joined by cut-line portages through the taiga; it is very flat and very fast. It is recommended that racers be familiar with GPS navigation, reading a map and using a compass.

CHECK POINTS

All racers must check in at the Arctic Response Base Tent in MATRIX Village between 7:30 and 8:30 am Saturday morning. Failure to do so may result in your footing the bill for an expensive search and rescue effort.

All racers must stop at each check point and register their bib number with the Check Point Managers. Failure to do so may result in your footing the bill for an expensive search and rescue effort.

Check Points will supply mineral water for racers. Addition goodies may be supplied by CP managers.

AWARDS

The Diamond Ultra awards presentation will be held at the **'Bacardi On Ice' Party**; Sponsored by Bacardi and hosted by his Highness; the Snowking.

Friday, March 27 > 7 pm > The Snow King Castle, Yellowknife Bay.

SOLO CATEGORY:

First Place overall; ski option – 1 carat, brilliant cut EKATI Diamond valued at \$13,000 CAD

First Male -Trophy

First Female -Trophy

Second Male -Trophy

Second Female -Trophy

Third Male -Trophy

Third Female -Trophy

TEAM CATEGORY:

First Place -Trophy

Second Place -Trophy

**To be eligible for an award in the team category, your team must be of mixed gender and keep the same discipline*

DIAMOND ULTRA ITINERARY-2008

THURSDAY MARCH 19TH

Early Registration is open: The Rock and Ice registration office is open in the Grand Marquis tent in MATRIX Village **5pm-7pm**. All Diamond Ultra Racers must present themselves to the registration office to pick up their race kits and submit the required paper work:

(Personal Information Form, CARA Waiver, signed Gear Check List, signed Photo Release)

FRIDAY MARCH 20TH

Registration is open: The Rock and Ice registration office is open in the Grand Marquis tent in MATRIX Village; **9am-3pm**. All Diamond Ultra Racers must present themselves to the registration office to pick up their race kits and submit the required paper work:

(Personal Information Form, CARA Waiver, signed Gear Check List, signed Photo Release)

Surviving the Rock and Ice: Our team of professionals from Arctic Response will instruct a survival training clinic in the Grand Marquis tent in MATRIX Village; 9 am – 3 pm. The course will include winter survival techniques, the latest course conditions, GPS navigation and more. The cost is \$50; you may register via the on line registration process or at the door.

Kit inspection: Our team of professionals from Arctic Response will inspect each Diamond Ultra racers kit in the Grand Marquis tent in MATRIX Village; **3 pm – 5 pm**.

Mandatory Pre-Race Briefing: All racers, volunteers and media must attend the pre-race briefing in the Grand Marquis tent > 5 pm – 7 pm. This is last opportunity to get route details and ask any questions.

Pasta Extravaganza: All racers, volunteers and media are invited to the pasta extravaganza at the Grand Marquis tent. Dinner is served at 5 pm.

SATURDAY MARCH 21ST

Race Check In: Racers must check in at the Arctic Response Base Tent in MATRIX Village between 7:30 and 8:30 am. Failure to check in may result in your footing the bill for search a rescue.

Mass Start: Official Launch of the Rock and Ice Ultra! The Race will start at **9 am sharp** from MATRIX Village on Yellowknife Bay.

Stage One: MATRIX Village to Powder Point Stage Camp – 45.0 km

SUNDAY MARCH 22ND

Stage Two: Powder Point Stage Camp to Jennejohn Stage Camp – 44.5 km

MONDAY MARCH 23RD

Stage Three: Jennejohn Stage Camp to MATRIX Village – 43.5

Cultural Evening: Enjoy an evening of music, dance, story-telling and traditional foods. Hosted by our friends; the Yellowknife's Dene First Nation and CKLB Radio. Festivities start at 7 pm in the Grand Marquis Tent in MATRIX Village.

DIAMOND RACERS MAY RESUPPLY AT MATRIX VILLAGE

TUESDAY MARCH 24TH

Stage Four: MATRIX Village to Baker Lake Stage Camp – 29.5 km

WEDNESDAY MARCH 25TH

Stage Five: Baker Lake Stage Camp to Trout Rock – 24.0 km

Racers are invited to hot drink, stew and use all the amenities at Trout Rock Lodge.

THURSDAY MARCH 26TH

Stage Six: Trout Rock to MATRIX Village – 39.5 km

FRIDAY MARCH 27TH

“Bacardi On Ice Party; Sponsored by Bacardi: Our legendary wrap-up bash and ultra-awards presentation in the Grand Marquis tent in MATRIX Village. Party starts at 7 pm.

PERSONAL INFORMATION

First Name

Last Name

Residential Address

Town /City Country

Postal Code Phone

Email

Birth Date Age on Race Day

INTERNATIONAL RACERS – Passport Information

Passport # Nationality

Place of Birth:

Town /City Country

Issuing Country

Expiration Date

Medical Information

Allergies

Chronic Disease under treatment: *Please attach any pertinent information on a separate sheet.*

Emergency Contact Information

Person to Contact

Relationship

Phone 1 Phone 2

Email:

Medical / Travel Insurance: *If you have taken out medical or travel insurance please photo copy and submit the details and contact information of the insurer.*

CANADIAN ADVENTURE RACING ASSOCIATION WAIVER

RELEASE OF LIABILITY, WAIVER OF CLAIMS, ASSUMPTION OF RISKS AND INDEMNITY AGREEMENT

BY SIGNING THIS DOCUMENT YOU WILL WAIVE CERTAIN LEGAL RIGHTS, INCLUDING THE RIGHT TO SUE.

PLEASE READ CAREFULLY!

In consideration for allowing me to participate in any or all events and related activities of The Canadian Adventure Racing Association and Northern Canadian Adventure Racing Incorporated, I hereby warrant and agree that:

1. I am familiar with and accept that there is always the risk of serious injury and death resulting from participation in any organized recreational activity particularly those involving remote wilderness, trail running /snowshoeing, cross country skiing and like activities offered as part of the programme of The Canadian Adventure Racing Association and Northern Canadian Adventure Racing Incorporated
2. I have satisfied myself, and believe, that I am physically, emotionally and mentally able to participate in this programme, and that my equipment, if applicable, is appropriate for use in this programme; and
3. I understand that all applicable rules for participation must be followed and that at all times the sole responsibility for personal safety remains with me; and
4. I will immediately remove myself from participation, and notify the nearest official, if at any time I sense or observe any unusual hazard or unsafe condition or if I feel that I have experienced any deterioration in my physical, emotional or mental fitness, or that of my equipment, or exceeded my comfort level, for continued participation in any event or related activity.

I UNDERSTAND AND AGREE, ON BEHALF OF MYSELF, MY HEIRS, ASSIGNS, PERSONAL REPRESENTATIVES AND NEXT OF KIN THAT MY EXECUTION OF THIS DOCUMENT CONSTITUTES:

1. AN UNQUALIFIED ASSUMPTION BY ME OF ALL RISKS associated with my participation in the any or all of the events and activities of The Canadian Adventure Racing Association and Northern Canadian Adventure Racing Incorporated, even if arising from the negligence or gross negligence, including any compounding or aggravation of injuries caused by negligent rescue operations or procedures, of Arctic Response, Medic North, Great Slave Helicopters, MATRIX, BHP Billiton, Canadian North, any event organizer, event venue and any and all persons associated therewith or participating therein in any capacity; or in transportation to and from such events and activities, and

2. A FULL AND FINAL RELEASE AND WAIVER OF LIABILITY AND ALL CLAIMS that I have, or may in the future have, against the Canadian Adventure Racing Association, Northern Canadian Adventure Racing Incorporated, of Arctic Response, Medic North, Great Slave Helicopters, MATRIX, BHP Billiton, Canadian North, all associated sponsors and partners, and their respective directors, officers, employees, coaches, leaders, contractors, agents and representatives, advertisers, volunteers, others participating in any capacity, (all of whom are collectively referred to as "the Releasees") from any and all liability for any loss, damage, injury or expense that I may suffer as a result of my use of or my presence at event facilities, or my participation in any part of, or presence at, any or all of the events and related activities of the Releasees due to any cause whatsoever, INCLUDING NEGLIGENCE, GROSS NEGLIGENCE, BREACH OF CONTRACT, OR BREACH OF ANY STATUTORY OR OTHER DUTY OF CARE, INCLUDING ANY DUTY OF CARE OWED UNDER THE RELEVANT *OCCUPIERS LIABILITY ACT* ON THE PART OF THE RELEASEES.

3. AN AGREEMENT NOT TO SUE THE RELEASEES for any loss, injury, costs or damages of any form or type, howsoever caused or arising, and whether directly or indirectly, from my participation in any aspect of the said events and related activities; and

4. AN AGREEMENT TO INDEMNIFY, and to SAVE and HOLD HARMLESS the RELEASEES, and each of them, from any litigation expense, legal fees, liability, damage, award or cost, of any form or type whatsoever, they may incur due to any claim made against them or any one of them whether the claim is based on the negligence or the gross negligence of the Releasees or otherwise.

5. an agreement that this document be governed by the laws, and in the courts of the Province of the North West Territories.

I HAVE READ AND UNDERSTAND THIS AGREEMENT AND I AM AWARE THAT BY SIGNING THIS AGREEMENT I AM WAIVING CERTAIN SUBSTANTIAL LEGAL RIGHTS WHICH I AND MY HEIRS, NEXT OF KIN, EXECUTORS, ADMINISTRATORS AND ASSIGNS MAY HAVE AGAINST THE RELEASEES.

I SIGN THIS DOCUMENT VOLUNTARILY AND WITHOUT INDUCEMENT this _____ day of _____, 200__ at _____ (City and Country).

Signature of Participant

Printed name of Participant

Signature of Witness

Printed name of Witness

DIAMOND ULTRA GEAR LIST-2009

SKI PULKS

Diamond racers are required to pack a ski pulk that they will haul for the duration of the race. Ski Pulks will be inspected at the Rock and Ice Registration Office and signed off after all mandatory gear is checked off. There is no maximum weight limit.

If you are in Europe you may wish to check out www.snowsled.com. If you are in North America you may wish to check out www.skipulk.com.

NCAR may purchase ski pulks from racers after the race; please discuss this option with the race director.

MANDATORY GEAR

! PACK TO BE ENTIRELY SELF-SUFFICIENT FOR SIX DAYS !

- Emergency shelter (*bivy sac or four-season tent*)
- Sleeping bag with a temperature rating of **at least -30 °C** (*it was -40 in 2007!*)
- Thermal groundsheet (*Therma-rest or closed cell foam-you will sleep directly on the snow*)
- EXTRA toque or balaclava (*heavy weight*)
- EXTRA mitts or gloves (*heavy weight*)
- EXTRA insulating socks (*heavy weight*)
- Head lamp with extra batteries (*battery life is reduced in cold weather*)
- Sunglasses (*extra dark lenses are recommended-snow blindness hit R&I 2008*)
- 1.0 litre thermos (*fill at every CP*)
- Drinking cup or water bottle
- Toiletries
- Route map
- GPS and extra batteries

MANDATORY SURVIVAL KIT

- Whistle
- Emergency Space Blanket
- Candle or 'canned heat' (emergency heat source)
- Basic first aid
- Fire starter
- Glow Stick

(A limited number of survival kits will be available for purchase at the Registration Office. Every solo racer and team of three racers must carry a survival kit)

MANDATORY PERSONAL GEAR

- Complete set of wind breakers (*Gore Tex is NOT recommended in this climate*)
- Appropriate underwear and outer wear for temperatures 0 to -40
- Appropriate foot-wear for temperatures 0 to -40

KITCHEN REQUIREMENTS

- Personal menu for 6 days (*energy bars, energy gels, dehydrated foods, etc*)
- Cook stove
- Fuel
- Pots and pans
- Cutlery and utensils
- Weather-proof matches

RECOMMENDED ADDITIONS

- Compass
- Pocket heat packs
- Non water based skin moisturizer
- Lip balm
- Sun block with high SPF (20+) or zinc cream
- Blister kit
- Mini LED key chain flash light
- Brush to remove snow buildup
- Ski goggles

RACER NAME (please print)

RACER NAME (please sign)

NCAR OFFICIAL (please print)

NCAR OFFICIAL (please sign)

PHOTO RELEASE FORM

Northern Canadian Adventure Racing Incorporated
PO Box 2098
Yellowknife, NT
X1A 2P6

Permission to Use Photograph

Event: Rock and Ice Ultra-2009

Location: Yellowknife, NT

I grant to Northern Canadian Adventure Racing Incorporated, its representatives, sponsors and employees the right to take photographs of me and my property in connection with the above-identified subject. I authorize Northern Canadian Adventure Racing Incorporated, its assigns and transferees to copyright, use and publish the same in print and/or electronically.

I agree that Northern Canadian Adventure Racing Incorporated and its sponsors may use such photographs of me with or without my name and for any lawful purpose, including for example such purposes as publicity, illustration, advertising, and web content.

I have read and understand the above:

Signature _____

Printed name _____

Organization Name (if applicable) _____

Address _____

Date _____

Signature, parent or guardian _____
(if under age 18)

PRESS INFORMATION FORM

National and international press will be covering the second annual Rock and Ice Ultra. If you wish to be personally recognized in any of the press reports (magazine photos, TV narratives) please complete the following questionnaire.

First Name

Last Name

Profession

Age on Race

Citizenship

Home Town

Country

Are you a member of a team or relay? If yes, please name your team and team-mates.

Did you compete in the inaugural Rock and Ice Ultra? If yes, which event? What Discipline?

What is your athletic background? What are your personal bests?

Is there anything specific about yourself or your sponsors you would like to mention?

DIAMOND ULTRA FAQ'S-2009

1. IS THE COURSE GOOMED?

No, the course is not groomed. This is not an urban xc-race nor is it a sanctioned Birkie. This is a trail run/xc-ski adventure race. There are actually road crossings where racers will need to remove their skis and cross a double lane, paved road.

2. IS THERE A MANDATORY GEAR CHECK?

Yes there is a mandatory gear check. Our partners at Arctic response will be doing a very thorough gear inspection. Gear inspection will take place in the Grand Marquis tent in MATRIX Village on Thursday and Friday.

Racers must submit a checked off and signed Gear Check List upon registration.

3. HOW IS THE DIAMOND ULTRA SUPPORTED?

The Diamond Ultra is entirely self-supported. Diamond Racers will pull a ski pulk with all their gear and food for two three day Stages

Racers can start the race with 3-days supplies and then re-supply at MATRIX Village.

It is not the responsibility of CP managers to pack gear back to town for racers, so DO NOT LEAVE ANYTHING IN THE FIELD.

4. IS THE 'SURVIVING THE ROCK AND ICE' COURSE MANDATORY?

No the course is not mandatory but is very highly recommended. In 2007, %66 of racers dropped out; mostly because they we unprepared for the conditions. It may well be the best \$50 you'll ever spend.

5. ARE SKI PULKS REQUIRED?

Yes, ski pulks are required.

6. WHAT IS WAITING FOR US A THE STAGE CAMPS?

Details about the stage camps will be posted after February 1. At the minimum, there will be large tents (15 man, 20 ft diameter). Each tent will accommodate 5-6 racers.

GENERAL FAQ'S-2009

1. WHEN IS THE CUT OFF FOR RACE REGISTRATION?

Race registration cut off is March 01, 2009; absolutely no registrations will be processed after this date.

Very Early Registration:	April 1, 2008 – June 30, 2008
Early registration:	July 1, 2008 – September 30, 2008
Registration:	October 1, 2008 – March 1, 2009

2. HOW DO I GET TO YELLOWKNIFE?

Visit the **Travel** section of the website for details.

3. WHERE DO I STAY IN YELLOWKNIFE?

Our friends at MATRIX will once again provide a fully outfitted exploration camp for racers to stay in while in Yellowknife. MATRIX Village will be located near the start line on Yellowknife Bay and will consist of Weather Haven Exploration tents complete with army cots, plywood floors, oil heaters and electricity. There are a limited number of bunks (100) so reserve your spot as soon as possible.

The Chateau Nova has blocked rooms for racers, volunteers and media.

Visit the **Travel** section of the website for details.

4. WHERE IS THE REGISTRATION OFFICE?

The early registration office is open in the Grand Marquis tent in MATRIX Village on Yellowknife Bay > Thursday, March 19 > 5 pm – 7 pm.

The registration office is open in the Grand Marquis tent in MATRIX Village on Friday, March 20 > 9 am – 3 pm.

All Diamond Ultra Racers must present themselves to the registration office to pick up their race kits and submit the required paper work:

(Personal Information Form, CARA Waiver, signed Gear Check List, signed Photo release)

5. WHAT AMENITIES WILL BE PROVIDED AT THE MATRIX VILLAGE?

Racers will be treated to a stay in an authentic exploration camp. Weather Haven tents will accommodate up to 10 racers. Tents have army cots, plywood floors, oil heat, electricity and a picnic tables. Portable outhouses will be supplied. One Grand Marquis tent for cooking, one Grand Marquis tent for gear preparation and for the cultural night festivities.

There will be a tent for media, a tent for international volunteers and a medical tent. Details of the MATRIX Village will be updated on the web site under the **Travel** section.

6. WHAT ARE THE REGISTRATION OFFICE HOURS?

Thursday at MATRIX Village 5 pm – 7 pm
Friday at MATRIX Village 9 am – 3 pm
All racers, volunteers and media must register.

7. WHAT PAPER WORK DO WE REQUIRE FOR REGISTRATION?

All racers must submit a completed **PERSONAL INFORMATION FORM**
All racers must submit a signed Canadian Adventure racing Association **WAIVER**.
All racers must submit a checked off and signed **GEAR CHECK LIST**.
All racers must submit a signed **PHOTO RELEASE**.

8. WHY DO WE NEED TO CHECK IN BEFORE 8:30 ON SATURDAY MORNING WHEN WE ALREADY REGISTERED AT THE ROCK AND ICE OFFICE?

ALL racers, volunteers and media must check in between 7:30 and 8:30 on race day; this is for your safety. Arctic Response has a very tight safety and communication plan in place and your progress along the course will be constantly monitored. If you registered at the office and then failed to show up on race day you may be responsible for footing the bill of a very expensive search and rescue operation.

9. WHAT IS THE ‘SURVIVING THE ROCK AND ICE’ SEMINAR?

The ‘Surviving the Rock and Ice’ seminar instructs racers, volunteers and media how to survive in the extreme conditions of the race route. Winter survival techniques, gear recommendations, GPS use and all last minute route updates will be covered in the seminar. Racers may register via the on line registration process or at the Surviving the Rock and Ice course.
Our partners at Arctic Response will hold the seminar at MATRIX Village Friday, March 20 from 9 am – 3 pm.
The course is \$50; course schedule will be posted in the **GEAR** section on the web site.

10. HOW IS THE COURSE MARKED?

The course follows a well used, well marked (ungroomed) snowmobile trail. The lake sections of the course will be marked with orange pin flags and/or reflective lath at intervals of between 25 and 100 meters depending on terrain and visibility. Competitors are responsible for (1) staying on the course; (2) slowing down to pay attention to course markings or the absence of course markings; and (3) making reasonable assumptions and decisions with regard to the direction of the course. In the event that a competitor does not see a mark for 100 meters and they are not on the obvious or logical course, they should immediately return to the last known marker to find the correct course. In general, course markings will be visible under normal lighting conditions. Abnormal conditions may include snow, fog, wind or any other condition that reduces visibility. Race staff will make every effort to keep the course markers visible and in place, however it is possible that markers may be taken, buried, blown over, covered or otherwise made difficult or impossible to find. It is the responsibility of the competitors to pay attention to the markings and to make intelligent decisions when following the course.
Competitors/teams removing or changing the location or direction of course markings will be disqualified.
The course consists of frozen lake chains joined by cut-line portages through the taiga; it is very flat and very fast. It is recommended that racers be familiar with GPS and compass navigation,.

11. IS A GPS MANDATORY?

A GPS is mandatory for the K-Rock and Diamond Ultras; and highly recommended for the Cold Foot Classic.

12. ARE THERE CUT OFF TIMES?

Cut off times or 'short course' options *may* be imposed for reasons including, but not limited to, extremely cold temperatures, extreme wind conditions, a medical emergency or potential route hazards. Cut off times will be decided on race day by the race director or by the team at Arctic Response.

13. WHAT TEMPERATURES CAN WE EXPECT DURING THE RACE?

Annual average high -12

Annual average low -24

Annual average -18

(Rock and Ice 2007 saw the mercury drop to -42!)

(Rock and Ice 2008 saw the mercury drop to -35)

14. HOW MANY DAY LIGHT HOURS CAN WE EXPECT DURING THE RACE?

Sunrise 7:30

Sunset 20:00

Twilight 6:45 / 20:45

Daylight Hrs 12 hrs 29 min

Last quarter moon March 29

Spring March 19 @ 23:49

15. WHAT TIME DOES THE RACE START IN THE MORNINGS?

The race will be a 9 am mass start, every morning.

16. WHAT SAFETY MEASURES ARE IN PLACE?

Our partners at Arctic Response will be coordinating the safety and communication strategy.

There will be guides in front of the first racers, sweepers behind the last racers and runners in between. There will be satellite communications at each stage camp, a Great Slave helicopter on 24 hour stand by and a strict check in / check out system in place.

The Rock and Ice 2007 saw %66 of the racers drop out; %100 dropped out safely.

17. WHAT INSURANCE IS AVAILABLE?

Insurance through the Canadian Adventure Racing Association is included in the registration fees. Please check with your local travel agent for basic personal travel insurance.

18. WHAT IF I HAVE TO DROP OUT?

If you drop out you **MUST** notify a race official and turn in your race number. If you do not notify a race official and turn in your number you may be responsible for the costs associated with your search and rescue: Ground \$500 per hour and air \$1500 per hour.

19. ARE THERE SHUTTLES TO THE CPS?

There are currently no shuttles to the CPs.

20. IS THERE PARKING AT THE CPS?

There is no parking at the Dettah X-ing CP.

There is very limited parking at the CPs, please car pool with other racers, volunteers or media.

21. WHAT IS SUPPLIED AT THE CPS?

Cold water will be supplied at all CPs. Hot water may be supplied at select CPs. There will be no food supplied at CPs unless CP managers bring goodies. Please remember to bring your own personal cup; it will reduce waste and litter on the trail.

22. ARE CHECK POINTS HEATED?

Not all the check points will be heated. Details of CPs will be posted on the web site after February 1.

23. ARE CHECK POINTS MANNED?

Not all the check points will be manned. Details of CPs will be posted on the web site after February 1.

24. WHAT IS SUPPLIED AT THE STAGE CAMPS?

Complete details about the stage camps will be posted after February 1. At the minimum, there will be large tents (15 man, 20 ft diameter). Each tent will accommodate 5-6 racers.

25. CAN WE BRING OUR OWN TENTS TO SLEEP IN AT THE STAGE CAMPS?

Yes. If you choose not to sleep in the large tents provided you may opt to pitch and sleep in your own tent.

26. CAN WE CHANGE DISCIPLINES DURING THE RACE?

No. If you start skiing you must finish skiing. If you start on foot / snowshoe you must finish on foot / snowshoe.

27. IS WATER SUPPLIED?

Yes. Mineral water will be supplied at CPs and Stage camps. Ice hole may also be used to supply water. Each racer can expect up to 9 liters of water per day. There will also be 'runners' on route supplying water to racers on route.

THE RULES-2009

1. The Organization
2. The Race
3. General Conditions
4. Conditions of Admission
5. Registration and Administration
6. Environmental Rules
7. Trail Etiquette
8. Race Disciplines
9. Start Time
10. Route Marking
11. Check Points
12. Night Racing
13. Racer Identification
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20. Teams of 3
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24. Insurance

ARTICLE 1: THE ORGANIZATION

The Diamond Ultra is one of three endurance races included in the Rock and Ice Ultra and is organized by Northern Canadian Adventure Racing Incorporated (NCAR). NCAR is based in Yellowknife, Northwest Territories Canada.

Race Director Contact Details:

Scott Smith
PO BOX 2098 > Yellowknife > NT > X1A 2P6
Scott@rockandiceultra.com
Phone: (867) 444 0389

ARTICLE 2: THE RACE

The Diamond Ultra is a 225 km foot and snowshoe or XC ski race. Runners must carry snowshoes at all time and skiers must use classic or backcountry skis on an ungroomed trail. Compete solo or as a three member team. The Diamond Ultra is a self-supported, 6-day / 6-stage race following a well marked trail.

Racers are required to pack a kit including all the necessary food and equipment to survive for the duration of the race. Racers may re-supply after three days. Racers must possess basic navigational and map reading skills.

The route details are immediately available and racers are expected to arrive prepared.

ARTICLE 3: GENERAL CONDITIONS

The official language of the Rock and Ice Ultra is English and all competitors are responsible for reading and understanding these Official Rules and Regulations and all official race signs, directions, and oral instructions.

The Diamond Ultra will be governed by general race regulations and their amendments, to which all participants agree when they register. The race director and race jury have complete discretion in creating and enforcing the rules. These rules may be modified at any time so check them out occasionally.

NCAR reserves the right to modify the course in any manner as a result of unfavorable conditions or changing permit regulations in certain areas.

Competitors are solely responsible for knowing and complying with all of the laws of Canada. The event organizers are not responsible for the behavior of event participants infringing upon these laws.

ARTICLE 4: CONDITIONS OF ADMISSION

Racers participating in the Diamond Ultra must be 18 years or older, be 16 years or older with written consent of a legal parent or guardian or be 16 years or older and be part of a 3 member team.

Registration requires full commitment and there will be no refunds unless there are extenuating circumstances discussed with the race director.

Failure of any team or individual to immediately and respectfully comply with a direction or decision of an NCAR race official may result in the disqualification of the team or individual.

ARTICLE 5: REGISTRATION AND ADMINISTRATION

All participants must present themselves to the race administrators at the registration office at MATRIX Village on Yellowknife Bay Thursday, March 19; 5pm – 7 pm or Friday, March 20, 2009; 9:00 am – 3:00 pm. At this point, all racers must meet the administrative and technical requirements for the race. For racer's safety, there will be kit inspections and an exact list of each participant's equipment must be established. Race officials are authorized at any time to inspect the participant's kits. In the case of a missing item whether it has being thrown away, lost or stolen, the participant will be penalized. Each competitor is responsible for his/her own equipment. If a participant does not submit proof of having all his/her compulsory equipment, he/she will not be

allowed to enter the race. Each administrative document missing from the registration file will result in a penalty.

All racers must submit a completed **PERSONAL INFORMATION FORM**

All racers must submit a signed Canadian Adventure racing Association **WAIVER**.

All racers must submit a checked off and signed **GEAR CHECK LIST**.

All racers must submit a signed **PHOTO RELEASE**.

ARTICLE 6: ENVIRONMENTAL RULES

The Diamond Ultra is held in the remote and pristine wilderness of the Eastern Great Slave Region of the Northwest Territories. This region is rich in First Nation culture and tradition and therefore it is imperative that competitors LEAVE NO TRACE. This simple rule applies to everyone involved with the event including staff, film and support crews, media, sponsors and volunteers.

In this frigid Northern latitude, plant foliage and trees grow and reproduce at a very slow rate. Shoulder high trees may be several decades old. Do not venture off the trail and unnecessarily trample delicate bio-life.

It is imperative for the continued success of the Rock and Ice Ultra that no trash is left on the route or at stage camps. Be aware of common items such as water bottles, food wrappers and toilette paper. Proof of even one food wrapper intentionally left behind may result in disqualification.

There are many recorded and unrecorded heritage sites in the area. Do not touch or disturb any unnatural rock piles, ancient ruins or fossils.

Toilets: When at a check point, competitors are required to use the toilet facilities if it is provided. When out on the course, competitors must not be within 100 meters of a checkpoint, stage camp, home or ancient ruins when relieving themselves. All toilet paper should be carried out in a zip lock bag (burying is not an effect means of disposal in the snow).

NCAR will follow as closely as possible the environmental charter as outlined by the **Canadian Adventure Racing Association**.

Absolute compliance with the Environmental Rules is required. Any breach will result in a penalty ranging from a minimum one (1) hour time penalty to disqualification.

ARTICLE 7: TRAIL ETIQUETTE

The general public will be advised of the race route and asked to keep it clear. However, the trails will remain open to the public and are generally well used by snowmobilers, hunters / trappers, prospectors and dog mushers. Racers must yield to motorized vehicles and dog sleds and must pull off the trail to complete repairs, take a break, etc.

ARTICLE 8: RACE DISCIPLINES – FOOT & SNOWSHOE XC-SKI

The racer's chosen discipline (foot and snow shoe or xc-ski) must be kept for the duration of the race.

Foot racers **MUST** carry snowshoes at all times. Unpredictable route conditions will determine how often you will need to actually wear them. Do not show up wearing low cut trainers and cotton socks!

XC-ski racers must use classic or backcountry skis. You can use classic style or skate style to advance along the course. Unpredictable, ungroomed trails make will make skate skiing impossible at times.

ARTICLE 9: START TIME

The official start of the Diamond Ultra will take place from MATRIX Village on Yellowknife Bay at 9:00 am sharp; it will be a mass start. The race committee reserves the right to change this start time; possible reasons may include weather or maximum participation numbers.

ARTICLE 10: ROUTE MARKING

The Diamond Ultra follows a well used, well marked (ungroomed) snowmobile trail. The lake sections of the course will be marked with orange pin flags and/or reflective lath at intervals of between 25 and 100 meters depending on terrain and visibility. Competitors are responsible for (1) staying on the course; (2) slowing down to pay attention to course markings or the absence of course markings; and (3) making reasonable assumptions and decisions with regard to the direction of the course. In the event that a competitor does not see a mark for 100 meters and they are not on the obvious or logical course, they should immediately return to the last known marker to find the correct course. In general course markings will be visible under normal lighting conditions. Abnormal conditions may include snow, fog, wind or any other condition that reduces visibility.

Race staff will make every effort to keep the course markers in place, however it is possible that markers may be taken, buried, blown over, covered or otherwise made difficult or impossible to find. It is the responsibility of the competitors to pay attention to the makings and to make intelligent decisions when following the course.

Competitors/teams removing or changing the location or direction of course markings will be disqualified.

The course consists of frozen lake chains joined by cut-line portages through the taiga; it is very flat and very fast. It is recommended that racers be familiar with reading a map and using a compass and GPS.

ARTICLE 11: CHECK POINTS

All racers must check in at every check point on route. Failure to check in at any CP will result in disqualification and potential SAR costs. An official time keeper will record each racer's number and time of arrival. The time of each participant will be recorded in hours, minutes and seconds.

Drinking water will be available at the CPs and we recommend that you drink as much fluid as possible and that you top up your thermos or water bottle. To limit any unnecessary waste we ask that all racers bring their own cups and water bottles. CP managers will collect any garbage you may produce on route.

Racers physical and psychological conditions will be evaluated by the CP managers and any athlete thought to be unfit to continue may be removed from the course and evacuated to Yellowknife.

ARTICLE 12: NIGHT RACING

It is expected that some racers will be on course at night. Racers must carry a suitable light system and enough batteries to last the duration of the race. Keep in mind battery life is considerably lower in cold temperatures unless precautions are taken to keep them warm.

ARTICLE 13: RACER IDENTIFICATION

There will be two number plates included in the Racer Kits, one for the chest and one for the back. (size: approx. 20 x 24 cm). These numbers must be worn in plain sight by the participants throughout the race. Each participant is obligated to ensure that his/her number remains in good condition and in the proper place. This is not only important for the racers safety but it is necessary to stream line photography, videos, and real time web updates. In the event of loss or damage to ID markings, it is essential to advise race officials immediately, or a penalty will be applied. If a participant does not wear his/her ID markings, he/she risks elimination from the race.

ARTICLE 14: PERSONAL SPONSOR VISIBILITY

NCAR understands and respects the importance of a racer's individual sponsors and expects many competitors to be at a professional level. However, we reserve the right to prohibit an individual sponsor label considered to be oversized or in direct competition with Rock and Ice sponsors or partners.

ARTICLE 15: DROPPING OUT

If a racer drops out of the competition he/she MUST notify the nearest course official and give up their Racer ID numbers and sign an official discharge form.

If a racer drops out, does not notify an official and sign the discharge form, all search and rescue costs will be borne by that person or their heirs. Search and rescue costs run \$900 per hour for helicopter and \$250 per hour for ground. There will be no refunds for dropping out.

A racer in adequate physical condition after dropping out may decide to become involved in the event as a volunteer.

ARTICLE 16: PHOTO COVERAGE

NCAR reserves all exclusive rights for photo coverage of the event. Upon registration, participants agree that NCAR may use exclusively their individual or collective names and photos for anything related directly or indirectly to the event. No TV, film, or video crew, person, producer, director or other broadcast media representative may accompany or cover any racer or the race itself without the specific written permission of the race director. All film crews must sign a Non-Exclusive Licensing Agreement and pay a Rights Fee.

ARTICLE 17: SAR TEAM

The Search and Rescue or medical team is allowed to remove ID plates and eliminate any participant whom they feel physically unfit to continue the race and/or having received vital medical care.

ARTICLE 18: SPOT CHECKS

Mandatory Kit: Any participant who cannot account for one or more items of the mandatory kit must notify the Check point manager or a trail official. Any participant who cannot justify at any CP the lack of any mandatory kit will be penalized.

ARTICLE 19: RANKINGS

Solo Rankings: The first individual to cover the course in the shortest accumulated time is the winner. Subsequent individuals will be ranked according to their finishing time. Competitors who started in the team category will be eligible for individual ranking if their team does not complete the event (i.e., if one or more of their teammates withdraw), but only after the assessment of a one hour time penalty.

Team Rankings: Teams are made up of three individuals of any gender. The first team to cover the course in the shortest accumulated time is the winner. Subsequent teams will be ranked according to their finishing time.

ARTICLE 20: TEAMS OF 3

The Rock and Ice Ultra encourages teams of 3 members. Each team must be mixed gender in order to be eligible for an award. Each team must appoint a **team captain** who will act as interface between his or her team and the Race Organization. No other team member can represent the team in any capacity. Should a team captain be unable to fulfill their roles and responsibilities as captain, the team members must agree on, and inform the Race Organization, at the earliest opportunity, of a **vice captain** who will assume the captain's duties.

The team captain will:

1. Receive information and inform team mates of instructions issued by the Race Organization
2. Be notified about decisions made by the Race Organization
3. Advise the Race Organization of the withdrawal of their team from the course
4. Represent the team when making any formal complaints or protests.
5. Be responsible for the overall wellbeing of each team member during the race and ensure that any serious ailments or injuries are not withheld or hidden from the medics

Your team must contain:

1. 3 members in good health and with suitable fitness to undertake the Rock and Ice
2. All members must have experience in the remote back-country
3. At least 2 members who can navigate with compass and topographical map; at night in extreme weather conditions
4. At least 2 members with basic first aid skills

Any team in which one member has withdrawn will be officially disqualified from the team competition, but each remaining individual can still continue in the individual category after a 1 hour penalty has been assessed. Competitors who have competed as part of a team will not be eligible for prizes in the individual category.

25 Meter Rule for Teams: Team members must never be out of sight of each other (or have a distance greater than 25 meters (75 feet) separating the first team member from the last team member) while competing on the course.

Team members must go through the start line, checkpoints and finish line together.

ARTICLE 21: GROUND ASSISTANCE

The Rock and Ice Ultra is a human powered event, any external ground assistance used to advance along the trail in any form will result in the disqualification of the individual or team.

ARTICLE 22: PROTESTS

Protests must be filed with a race marshal within 30 minutes of a team's or individual's finish of the pertinent leg. Protests may be made orally but must be made discretely and respectfully and only to the race marshal or race director. Any public protest or displays of disgust with the contents of the Race Rules, their application or to a race official will result in severe time penalties or disqualification of the protesting team or individual.

The procedure for determining any protest will be determined by the race director and race jury the decisions made by the race director and race jury shall be final.

ARTICLE 23: INSURANCE

All participants are required to sign a waiver as supplied by the sanctioning body and insurance carrier; **The Canadian Adventure Racing Association:**

Canadian Adventure Racing Association
Suite 200 940 Belfast Road
Ottawa, Ontario, Canada
K1G 4A2
01 1 613 562 3095

Insurance costs are included in the registration fees.

SUMMARY OF PENALTIES

Article Reference	Reason for penalty	First Offense	Second Offense	Elimination from Competition
5	Failure to register by Friday 3:00 pm			immediate
5	Failure to have a complete Kit on inspection (gear and food)	warning	1 hour	on third offense
5	Failure to have kit signed off	warning	1 hour	on third offense
5	Failure to submit administration documentation	warning	1 hour	on third offense
6	Unnecessarily leaving the trail	warning	1 hour	on third offence
6	Intentionally littering	1 hour		on second offense
6	Relieving ones self near to a check point	warning	1 hour	on third offense
10	Removing or relocating a trail marker			immediate
11	Failing to check in at a CP	1 hour	4 hours	on third offence
13	Failure to have race # in plain sight	1 hour	4 hours	on third offence
14	Personal sponsors logos oversized	warning	1 hour	On third offence
15	Dropping out without notifying a race official		Risk of footing a search and rescue bill	

Article Reference	Reason for penalty	First Offense	Second Offense	Elimination from Competition
15	Dropping out without turning in your race number		Risk of footing a search and rescue bill	
15	Dropping out without signing a discharge form		Risk of footing a search and rescue bill	
17	Vital medical assistance	warning	1 hour time out at CP	SAR's discretion
18	Incomplete Kit on spot check	1 hour	4 hours	on third offence
20	Abandon of team member		Disqualification of team, individuals may continue with 1 hour penalty	
20	Team members are more than 25 meters apart	warning	1 hours	on third offence
22	Accepting ground transportation assistance			immediate