



TORTOUR
by CYCLING UNLIMITED

**TORTOUR CHALLENGE RULES
2022**



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0 GLOSSARY

Athletes:	See “Riders”
Escort vehicles:	“Escort vehicles” is an umbrella term for officially designated and registered motorised vehicles used by participating teams during the race.
Crew (member):	A crew member is someone who actively and continuously assists a rider/team in any function for a specified period of time. Crew members must be officially registered. Riders in three-person & TTT teams can assist crew members in driving the escort vehicles during the race.
Follow-car mode:	Follow-car mode allows the rider to be followed directly by an escort vehicle. This mode is permitted (but not obligatory) when racing at night between the hours of 8:30 p.m. and 6:30 a.m.
Leapfrog mode:	Leapfrog mode prohibits the rider being followed directly by an escort vehicle at his/her racing speed. Instead, the vehicle must overtake the rider and wait for the athlete at an appropriate place. This procedure can be repeated as often as required.
Marshals:	Marshals are designated officials on motorbikes.
Officials:	Officials are members of the CHALLENGE organisation who are present along the race route in designated vehicles.
Riders:	Riders are registered cyclists who are participating in CHALLENGE as a solo competitor or in a two-person, three-person or TTT-team. Throughout this rule book, the term “rider” will generally denote an active participant (i.e. an athlete who is cycling at that time).
Race jury:	The race jury is the neutral body that makes decisions on any challenges submitted (see Point 1.5). The race jury consists of the race director and six other natural persons. The race director also acts as chair of the race jury and, as such, is responsible for all proceedings.
Race committee	The race committee is the race’s highest authoritative figure and is responsible for the implementation of the entire race. The race committee makes decisions on disqualifications. During the race, the committee is supported by the race office.
Race office:	The race office supports the race committee during the event and is the first point of contact for all queries.
Team (member):	Team members are the riders and crew members participating in the race under the same start number.
Time station:	A time station is the official changeover area specified by the organisers where riders’ times are recorded and used to generate an intermediate ranking. Accompanied teams change riders at the time stations.



Tracking device: Each team receives a tracking device from the organisers (on loan). This device must always be carried by the active rider. In two-person, three-person and TTT teams the tracking device must be handed over to the departing team member at the time stations.



1 GENERAL RACE INFORMATION

1.1 INTRODUCTION

The official language of CHALLENGE is German.

It is the responsibility of the participants to read these regulations before the briefing and, if necessary, direct any questions to the race committee or in an e-mail to info@tortour.com. Claiming ignorance will not be accepted as an excuse for not adhering to the rules.

The Ridersbook, which will be communicated shortly before the event, forms a supplementary part of these regulations.

The rules restrict race strategy and performance to the minimum-possible degree. They are in place to help control the race and to avoid hazardous situations. CHALLENGE is a serious test of endurance for all those who take part. These rules are intended to ensure maximum safety and fairness. Ultimately, responsibility for safety and fair play always lies with the participants (athletes and crew members).

Penalties and sanctions are always imposed on the entire team.

The organizer expressly reserves the right to reject registrations.

1.2 LIABILITY – LEGAL INFORMATION

All those who participate in CHALLENGE do so at their own risk and assume full responsibility for their own safety. The organisers deny any and all liability for injury to persons and property (riders, crew members, accompanying persons, vehicles, materials, etc.). No liability claims may be made against the organisers. Each individual participant (i.e. every rider and every crew member) is responsible for his/her own accident, health, property and liability insurance. In registering for CHALLENGE, all participants must accept and sign the CHALLENGE exclusion of liability and release the race organisers and its helpers from all liability claims, to the extent that the law allows. Signing the exclusion of liability is a prerequisite for participating in CHALLENGE.

1.3 REGULATIONS LAID DOWN BY THE RACE DIRECTOR HAVE PRIORITY

It is the sole discretion of the race director to interpret the rules in the spirit of the CHALLENGE philosophy. The race director may issue new rules before and during the race, and can also adapt the rules if this is deemed necessary to ensure CHALLENGE remains fair and safe. The race director assumes full responsibility for such decisions. Challenges to a decision can only be made in accordance with Point 1.5.

1.4 UNFORESEEN INCIDENTS

Cancellation or termination of the event for reasons of safety, force majeure or other important reasons will not trigger a refund of the participation fee or claims for damages in favour of the participants. Also for hotel costs of crew members or possible cancellation fees in case of a short notice cancellation of the event no claims for damages can be made to the Cycling Unlimited AG.

In the event of cancellation up to 6 weeks before the event, a transfer to the following event is possible. Entry fees will not be refunded. Also not in case of cancellation with medical certificate.

The organizer recommends to sign an insurance against cancellation costs. This insurance is not offered by the organizer and is the responsibility of the participant.



Riders and crew may be confronted with unforeseen incidents during the race. The race director and race organisers cannot be held accountable for these eventualities and, in such cases, will not grant any time bonuses, deduct time from the total time of a rider/team, or favour a rider/team in any way. Such eventualities include traffic lights, traffic jams, trains, wind, storms, snow, avalanches, earthquakes or other hindrances that are outside the organisers' control.

1.5 PANDEMICS/EPIDEMICS

If the event has to be cancelled due to a pandemic or epidemic (such as Covid-19), the participation fees will be subject to the following scheme:

Cancellation until 6 weeks before the event. You have the choice between:

- 100% refund (admin fee CHF 15)
- Transfer of the starting place to the following event

Cancellation until 2 weeks before the event. You have the choice between:

- Refund 2/3 of the participation fees
- Transfer of the starting place to the following event (admin fee CHF 15)

Cancellation less than 2 weeks before the event:

- In case of cancellation due to a pandemic/epidemic in the last 2 weeks before the event, the organizer reserves the right to first assess the situation and based on that, decide on the procedure with already paid participation fees.

With the registration all riders and the team commit themselves to accept all guidelines, protective measures and concepts which are set up by Cycling Unlimited AG due to a pandemic/epidemic.

1.6 CHALLENGING A RACE DECISION

1. Challenges can only be made against warnings, penalties or disqualifications. Only written, detailed challenges submitted by the team leader or his/her substitute will be accepted. These must include a reason as to why a certain decision should be taken or revoked. A written statement from a witness or recordings of the disputed incident can be included as evidence. "Written" denotes either a letter printed on paper or an e-mail, with the latter requiring the team leader to call and confirm that the e-mail has been received. A telephone call to confirm receipt is not necessary if the race director confirms arrival of the e-mail. Vague complaints do not constitute a valid challenge. Challenges must be submitted to the CHALLENGE race director no later than four hours after the rider/team in question completes the race / crosses the finish line.
2. The race director opens the appeal process by promptly informing the race jury. The process is led by the race director. At least two members of the race jury must be involved for the jury's decision to be valid. The team will be informed as to whether their challenge is being investigated or dismissed. If the team leader or substitute does not respond to a summons from the race jury within two hours, either before or after the investigation has been opened, the challenge will be dismissed.
3. The decision made is at the sole discretion of the race jury. A ruling by the race jury is final.
4. When submitting a challenge, a deposit of CHF 200 must be paid to the race director. This deposit will be refunded if the challenge is successful; if it is rejected, this amount will be kept as a contribution towards the proceedings.



1.7 OFFICIAL RACE TIME

The official stopwatch is set at the start of the race and is not stopped under any circumstances. However, the race director can award time adjustments under special circumstances (e.g. providing help at the scene of an accident).

1.8 RACE CATEGORIES

The first rider or the first team to cross the finish line in each category is the winner in that category. Bonuses may be given at specific points along the route. To receive this bonus, the rider/team must officially finish the race. See the glossary for the definition of “mixed teams”.

1.9 MINIMUM AGES

The minimum age for CHALLENGE riders is as follows (reference is year of birth):

- | | |
|--|-------------------------------|
| - Solo and two-person teams unsupported: | Year of event minus 18 |
| - Two/three-person teams: | Year of event minus 16 |
| - TTT teams (5-8) drivers: | Year of event minus 16 |
| - Crew members: | Year of event minus 18 |

1.10 FINISHING THE RACE

1. All riders/teams in each category must reach the finish line and the time stations within the allotted time (in accordance with the separate time schedule).
2. If a rider does not reach the specified timestations in the given time, he will generally not be listed in the CHALLENGE ranking. The rider will be entered in the CHALLENGE ranking list with the last officially covered distance. However, the race committee reserves the right to offer the participant the opportunity to make up for the gap on the marching table. This may lead to the communicated finish time being set as the relevant time frame.

2 RACE COMMITTEE / RACE OFFICE / RACE JURY / OFFICIALS / MARSHALS

2.1 GENERAL

The race director is one natural person who is the race’s highest authoritative figure. The director is responsible for the implementation of the entire race and makes decisions on disqualifications. During the race, the director is supported by the race committee.

The race committee is made up of several members and is the first point of contact for any queries regarding race rules. The race committee communicates information via the telephone number provided by each team.

The race jury is the neutral body that makes decisions on any challenges submitted (see Point 1.5). The race jury consists of the race director and six other natural persons. The race director also acts as chair of the race jury and, as such, is responsible for all proceedings. All rulings by the race jury are final and cannot be contested.



CHALLENGE officials are members of the CHALLENGE organisation. CHALLENGE officials on motorbikes are called marshals. To simplify matters, both categories are hereinafter referred to as “officials”.

Officials are advised to interact as little as possible with riders and crew members. They may not provide assistance (except in an emergency) or favour any racer.

1. Crew members and riders may approach officials during the race, but the officials can only pass on information and request further assistance. Officials cannot provide direct help and support in the event of problems (e.g. route, mechanical defects).
2. Any requests or questions regarding the rules should be directed to the race committee or to the officials present along the route.
3. Officials drive designated vehicles (motorbikes and cars) and are present in large numbers throughout the entire race. However, there are also “incognito officials” who might appear anywhere and at any time along the route. These officials will identify themselves as part of the CHALLENGE organisational team.

2.2 PENALTIES (time penalties) AND WARNINGS

1. Time penalties for disregarding traffic regulations and/or CHALLENGE rules are accumulated throughout the race and always apply to the entire team. Riders and teams may accumulate a maximum of two penalties; a third penalty leads to disqualification. Any violation of the rules can result in a time penalty. All time penalties are added together (i.e. 1st + 2nd time penalty = 20 minutes).
2. Breakdown of time penalties:

1st time penalty:	5 min
2nd time penalty:	15 min
3rd time penalty:	Disqualification
3. Officials are authorised to issue warnings. Each team can receive a maximum of two warnings; every further warning is automatically converted into a time penalty. A fourth warning results in disqualification. Warnings are issued at the discretion of the race officials, who may also impose a time penalty immediately without prior warning.
4. Prerogative of the officials: It may occur that an official needs to stop a rider or crew member at a safe area in order to discuss regulations, safety matters, or other race-related issues. No time bonuses will be awarded to compensate for these interruptions.
5. Without being specifically instructed to do so by an official, the rider/team must sit out of the race for the duration of the accumulated time penalty at the area specified in the Route Book or at a place specified by an official. Unless alternative information is provided, this area is the final time station.
6. Any rider, crew member or personal media team caught violating traffic regulations or not adhering to the race rules will be penalised. As with all penalties, the penalty imposed will apply to the entire respective team.

2.3 DISQUALIFICATION

The following violations can lead to immediate disqualification:



1. Ignoring or refusal to comply with the contractual terms and conditions of participation – particularly important are behaving in an appropriate and professional manner, signing the exclusion of liability, observing instructions from officials, and complying with the stipulated rules and regulations
2. The use of prohibited substances (in accordance with WADA, NADA and UCI regulations) and the consumption of alcohol by riders or crew members
3. Refusing to take a urine test (riders), which can be requested by officials before, during and after the race
4. Transporting an active cyclist in a motorised vehicle without having received prior authorisation from an official or the race committee (except in emergency situations)
5. Not registering or insuring an escort vehicle correctly, or not correctly registering or identifying drivers/crew
6. Riders holding on to/attaching themselves to a vehicle (motorised or not) to move forwards
7. Riders or crew members behaving inappropriately, in such a way that could result in legal risks or pose a threat to the safety and reputation of other riders and their crew
8. Unsporting conduct either before, during or after the race
9. Intentionally altering signs to misdirect competitors or for any other reason
10. After two penalties, the third penalty (or fifth warning) results in automatic disqualification.

2.4 EXCLUSION

The CHALLENGE race committee reserves the right to permanently exclude anyone from TORTOUR and other partner events if it becomes apparent that this person is causing problems for or damage to the organisation, whatever form this may take. This right will only be exercised under extreme circumstances.

3 POLICE AND TRAFFIC

3.1 GENERAL

CHALLENGE takes place on public roads and is therefore subject to local regulations and laws. The organisers contact all relevant public authorities before the race. The following points must be observed:

1. **Swiss traffic regulations should always be given top priority!** The CHALLENGE race director reserves the right to notify the relevant authorities of any severe violations of traffic regulations.
2. Exceptions are possible when cycling on roads that are normally closed to bicycles. The same applies to escort vehicles. Riders and drivers who follow the instructions and information provided in the CHALLENGE Route Book can assume that the authorities have been informed and that all requests have been discussed before the race.



3. Nevertheless, it may occur that certain police officers have not been informed about CHALLENGE and pull a team over. Should this lead to a disagreement with the authorities, the race director will decide whether to apply a time or distance adjustment.
4. CHALLENGE takes place on public roads. It goes without saying that participants are expected to be polite and courteous towards other riders, drivers and road users.

3.2 TRAFFIC REGULATIONS

The violation of any Swiss traffic regulations, either by riders or crew, will lead to a penalty for the team. For exceptions see Point 3.1.2.

Please also pay attention to the rider regulations listed under Point 5.1.

4 ESCORT VEHICLES AND CREW (only for accompanied teams)

4.1 GENERAL

4.1.1 Definitions

- **Escort vehicles** are motorised vehicles with at least four wheels (not quads) used to transport people and/or provide support for the CHALLENGE riders.

Motorbikes, other two-wheel vehicles, and quads, may not be used as escort vehicles. The use of trailers is permitted (see Point 4.5.2).

4.1.2 Minimum/maximum number of registered escort vehicles per team

Category	Minimum	Maximum
Solo with crew	1 vehicle	1 vehicle
Two-person team	1 vehicle	1 vehicle
Three-person team	1 vehicle	2 vehicles
TTT team (5-8)	1 vehicle	2 vehicles

All categories who start without an escort vehicle will receive a time credit (see website).

This applies to all escort vehicles:

- Start number and other stickers must be affixed in accordance with separate specifications.
- Random checks may be carried out.
- The low beam lights must be switched on day and night during operation.
- Other road users or competitors must not be obstructed or blocked.
- The permitted speeds must be observed EVERY TIME. Even driving too slowly can be considered an offence.
- The teams themselves are responsible for ensuring that the car driver is fit to drive for the entire duration of his assignment.

4.1.3 Minimum/maximum number of crew members per category

Category	Minimum crew size	Maximum crew size
Solo with crew	3	3



Two-person team	3	3
Three-person team	2	5
TTT-Team (5-8)	2	5

Each escort vehicle must be occupied by **at least** two crew members at all times.

Riders of three-person and TTT-teams can support crew members during the race by driving the escort vehicles.

The minimum and maximum number of crew members permitted per team is binding. The organisers base their planning of the event on the maximum crew size.

4.2 LEAPFROG AND FOLLOW-CAR MODE

1. Definition of leapfrog mode

Leapfrog mode prohibits the rider being followed directly by an escort vehicle at his/her racing speed. Instead, the vehicle must overtake the rider and wait for the athlete at an appropriate place. This procedure can be repeated as often as required. However, drivers must ensure that they choose appropriate spots on solid ground to stop the cars. There should also always be a minimum distance of one metre between the parked vehicle and the road. Leapfrog mode generally applies throughout the entire CHALLENGE race (day and night). Exceptions to this rule are explicitly mentioned in the Route Book.

2. Definition of follow-car mode

Follow-car mode allows the rider to be followed directly (at his/her racing speed) by an escort vehicle. This mode is only permitted at night (from 8:30 p.m. to 6:30 a.m.) but even then is not obligatory.

4.3 OPERATION OF ESCORT VEHICLES

1. Driving parallel to the rider and passing food or drink from the moving vehicle is forbidden at all times. While overtaking, the exchange of verbal information is permitted but not for longer than ten seconds and not if this obstructs the flow of traffic.
2. Crew members handing over food, drink and equipment must do so out off the escort vehicle.
3. When in follow-car mode, the escort vehicle must not hold up the traffic behind it for more than one minute. As soon as there are more than three vehicles behind the escort vehicle, the driver must pull over and let these vehicles pass.
4. Escort vehicles must follow the rider as close to the right-hand side of the road as possible.
5. Particular care must be taken when one rider is overtaking another. The rider to be overtaken and his/her escort vehicle (in follow-car mode) must accept being overtaken by slowly moving to the right-hand side of the road. The rider who is overtaking must speed up and overtake on the left-hand side, with his/her escort vehicle following at a safe distance.
6. Escort vehicles do not have to drive on the race route only; they may also use alternative roads.



4.4 LIGHTING AND AUDIO SYSTEMS

PA systems and flashing lights, or any other additional lights that do not comply with traffic regulations, are not permitted on escort vehicles. Additional vehicle lighting is allowed, provided it complies with official Swiss regulations.

4.5 SIGNS / TRAILERS

1. **TORTOUR stickers:** Various stickers displaying the word "TORTOUR" will be provided for all registered vehicles driving on the race route. These stickers must be affixed to the vehicle or trailer according to a separate specification. The stickers are supplied by the event organisers during check-in.
2. Escort vehicles may not tow any other vehicles, motorbikes or scooters, but trailers are permitted. The total length of an escort vehicle (including trailer) may not exceed ten metres.
Important: There can be sections of the route where NO trailers are permitted.
3. Bike racks attached to the rear of escort vehicles must not obscure any of the obligatory TORTOUR signs or stickers.



5 GENERAL RULES DURING THE RACE

5.1 REGULATIONS FOR RIDERS

1. Two or more opposing riders/teams must never cycle together or side by side.
2. Under no circumstances may (active) riders be transported along the race route, except in a medical emergency.
3. Riders must always wear properly fastened and approved helmets.
4. During the entire race, riders must ensure their start number is always clearly visible on the helmet.
5. Riders may not be pushed along in any way by a person or a vehicle. Exception: Riders in a team are allowed to give teammates a push start when they change over at time stations.
6. Riders may use bicycles with a flat tyre or other mechanical problems. However, if an official considers the situation unsafe, the rider must stop or continue to push the bicycle on foot until it has been replaced or repaired.
7. Riders are permitted to walk the CHALLENGE route provided they are either carrying or pushing their bicycle with them at all times.
8. Riders may not block or obstruct competitors.
9. Riders may not cycle in the slipstream of other participants. If they want to cycle at the same speed as a rider in front, they must maintain a distance of at least 50 metres. This 50-metre rule also applies to the escort vehicle of the cyclist ahead.

Slipstreaming is forbidden at all times (except within the same team)

10. Overtaking should last no longer than one minute. The rider who has been overtaken must drop back to a distance of at least 50 metres before he/she may also begin to overtake.
11. Riders may not hold on to vehicles or people for balance when waiting at traffic lights or stop signs. They may, however, hold onto a permanently fixed object, such as a post.
12. Riders must stop for checks or medical assistance when instructed to do so by an official. Noncompliance will result in the team receiving a time penalty. Ignoring such instructions from CHALLENGE officials may also result in disqualification.
13. Littering by race participants is forbidden and subject to a time penalty.
14. Urinating outdoors is generally discouraged, and prohibited when in close proximity to the road and visible to other road users. Noncompliance can lead to a time penalty.

5.2 REGULATIONS FOR THE CREW AND ESCORT TEAMS

A crew member is someone who actively and continuously assists a rider/team in any function for a specified period of time. Unregistered helpers are not permitted. Riders and crew members together make up a team.



1. By participating in the race and having the team leader submit an exclusion of liability, every individual crew member confirms that they accept the conditions outlined in the exclusion of liability.
2. The rider is responsible for the behaviour of his/her crew members. Misconduct by a crew member can lead to the rider receiving a penalty or even being disqualified. If one crew member's behaviour is causing persistent problems, this person may be excluded from the event.
3. Each team must appoint a team leader and register this person with the race committee before the race begins. Information given to the team leader or substitute leader by the race director, race committee, officials or race jury is always intended for the whole team (crew members and riders). The team leader or substitute leader is responsible for communication and passing on information within the team. Once appointed, the team leader or substitute leader speaks to officials on behalf of the whole team, including the riders, to report problems, share suggestions, etc. All other crew members should not speak to officials about race-related matters, unless the team leader or substitute leader is not available.
4. A team may provide support to any rider and team participating in CHALLENGE. However, providing other riders and teams with misleading instructions about the route is, naturally, forbidden (see Point 2.3.8).
5. Every team must be self-reliant. This includes communication between vehicles, the purchase of water and fuel, and the locating of filling stations and medical facilities along the route. Officials may only help the escort teams directly in the event of a medical emergency. A list of contacts for medical facilities located along the route will be provided by the CHALLENGE organisers along with other race documents before the race begins.
6. One crew is not allowed to attend to several teams, i.e. an escort crew can support its assigned riders and team only. Under exceptional circumstances, of course, help may be provided to other competitors.
7. A crew member may change over to an opposing team, but only if his/her original team is officially out of the race. This does not apply to team members who have been excluded from CHALLENGE.
8. Should a team member knowingly ignore the rules to try to assist his/her rider, the other team members must try to intervene and then report any infringements to an official. All team members (both crew members and riders) are obliged to respect the rules.
9. The safety of riders, crew members, officials and other CHALLENGE participants along the route has top priority. In the event of an emergency, full attention should be given to the injured person(s). Failure to assist in an emergency may lead to a time penalty or even disqualification.
10. If a rider loses time due to providing assistance in accordance with the previous point (provided his/her/the team's help was required and witnessed), the race director will determine an appropriate time bonus to give the team.
11. Littering by crew members is forbidden and subject to a time penalty.
12. Urinating outdoors is generally discouraged, and prohibited when in close proximity to the road and visible to other road users. Noncompliance can lead to a time penalty.



5.3 REST AND RECOVERY FOR TEAMS AND RIDERS

1. There are no rules stipulating the number of hours riders may cycle and crew members may be on their feet before taking a break. However, officials can penalise a team if they believe that the sleep deprivation of one or more team members (riders or crew) poses a safety hazard. If no adequately rested rider or crew member is available as a replacement, the official can also impose an immediate rest period of up to two hours on any member of the team.
2. It is the responsibility of the crew and/or riders to ensure that everyone in the team is rested and fit enough to safely continue the race.

5.4 RACING AT NIGHT AND NIGHT SAFETY

1. During night racing, the bicycles in use must be equipped with a working front light that is visible from a distance of 100 metres and a red rear light that is visible from a distance of 150 metres. These lights must shine continuously (no blinking).
2. Reflective adhesive tape or plastic reflectors must be attached to the bicycle in accordance with separate specifications.
3. During the race, crew members must wear fluorescent jackets whenever they are outside the escort vehicle (day and night).
4. Night-time hours are between **8:30 p.m. and 6:30 a.m.**
5. At night, follow-car mode is permitted but not obligatory. Any exceptions are specified in the Route Book.
6. Riders must wear special reflective clothing when racing at night (8:30 p.m. to 6:30 a.m.). Detailed specifications are provided separately.

6 ADDITIONAL RULES

Categories:

- Solo: Men, Master, Women - accompanied and unaccompanied
- Teams of 2: Men, Women, Mixed - accompanied and unaccompanied
- Teams of 3: Open - accompanied and unaccompanied
- TTT-Team 4-8 athletes: Open - accompanied and unaccompanied

Unaccompanied teams

1. The teams of the unaccompanied categories will ride the entire distance together.
2. Unaccompanied categories receive a time credit compared to the accompanied categories.
3. The unaccompanied categories have to pass all timestations and sign their passage.

Accompanied teams

4. The race is divided into sections with official time stations. Riders can only change over at the time stations. There may only be one rider per team on the course at any given time (no "team in team" formation). Exception: There are sections of the race where the whole team rides together (see Route Book).



5. The teams now have the free choice of who drives which and how many sections. They are no longer obliged to determine this in advance. Only the sections at the beginning and at the end must continue to be run together. This guarantees that each team that starts together and finishes together, provided that the entire course is completed successfully. Furthermore, changes are only allowed at the time stations.
6. On the sections of the course that are to be ridden in full or in part by the whole team, all riders in the team must remain in a compact formation. The changeover process at the time station must take place as follows: the last rider to arrive enters his or her split time and signature in the time sheet, and only after the arrival of the last rider in a team may the departing rider set off from the time station.
7. All riders in a team must be present at the start of the race. Riders are not permitted to join their team further along the course once the race has begun, nor are they allowed to leave the team after their last section is complete (unless they need to pull out for medical treatment during the race). If a rider in a team has to drop out due to exhaustion or an accident or for any other reason, he/she can be replaced by a teammate (the race director must be informed immediately in such cases). If a rider drops out during one of the stages (in between two time stations), it is up to the team to appoint another teammate to take his/her place and complete the section up to the next time station. Even after a teammate has dropped out, the remaining riders must cycle the original designated sections. The absent team member's sections can be completed by any other rider appointed by the team. The absent rider will not be considered a CHALLENGE finisher.
8. When riders cross the finish line, the time is recorded from the position of the front wheel of the last rider in a team. The last rider to reach the finish line or bonus point therefore determines the time for the whole team.
9. Penalties for not adhering to the rules are applied to the whole team, not just the offending rider(s). The entire team must stop at the last time station or an area designated by the race director or race officials and sit out of the race for the entire duration of the time penalty acquired.
10. During rider changeover (within the changeover zone), the bicycle of the arriving rider must cross the bicycle of the departing rider and the tracking device must be handed over to the departing rider.

7 RULES FOR BICYCLES/EQUIPMENT

7.1 BICYCLES

1. Bicycles used in the race must be powered solely by human effort.
2. All bicycles used must have a certificate of roadworthiness issued by the country where the bicycle is registered or where the owner of the bicycle resides.
3. Any number of bicycles and replacement parts may be used during the race. All bicycles used must comply with Point 7.1.2 and may be checked at any time during the race to ensure they meet the specifications (reflectors, etc.).
4. The use of windscreens, fairings and airfoils is forbidden. Aerobars and their accessories are permitted. "Wind scoops" under or around the handlebars are not permitted, as these equate to fairings.
5. Disc wheels, composite spoke wheels and wheel covers are permitted.



6. The race organisers reserve the right to disallow, either before or during the race, any bicycle or component that is deemed unacceptable for the CHALLENGE race by the race director. It is the responsibility of the participant to bring any non-standard or unconventional equipment to the attention of the race director before the race begins in order to gain approval.
7. Special categories (e.g. tandem bikes, recumbent bikes and other human-powered vehicles) may be created for a particular race in order to allow for the use of modified equipment.
8. During night racing, the bicycles in use must be equipped with a working front light that is visible from a distance of 100 metres and a red rear light that is visible from a distance of 150 metres. These lights must shine continuously (no blinking). See also Point 5.4.1.
9. Your safety is our most important duty. Before 06:30 AM and after 08:30 PM and in conditions that limit visibility (such as fog), lights are mandatory at the front (white) and rear (red). In order to keep visibility as high as possible during the day, we recommend leaving the lights on. In addition, the bike mandatorily equipped with reflectors front (white) and rear (red).

7.2 CLOTHING

1. Racing and windproof clothing (clothes that minimise wind resistance; skinsuits) are permitted. Attaching fairings to clothing is not allowed.
2. When racing at night between the hours of 8:30 p.m. and 6:30 a.m., cyclists must wear special reflective clothing. Details will be provided separately.
3. Crew members must wear high-visibility jackets whenever they are outside the vehicle during the race (day and night). The same applies to cyclists who are not active.
4. We explicitly remind all athletes to ensure they carry enough suitable clothing with them throughout the race. Weather conditions can present a challenge, particularly when crossing mountains. This is exclusively a matter for the participant.

8 PROLOGUE / RACE START / FINISH

1. Prologue: The prologue is a “race before the race”, covers a short distance of around one kilometre and takes place virtually. The purpose of the prologue is to award time bonuses in all categories for the start of the race. That means that the rider/team that comes last in the prologue receives no time bonus; the penultimate rider/team receives 30/60 seconds (depending on category) and so on, up to the fastest rider/team in the prologue. If the prologue is not completed, the respective teams will start at the end of their category sorted by year or average age - the oldest first.
2. Race start: Depending on the category, the race will start at intervals (no mass start) taking into account the time bonuses awarded from the prologue (i.e. the fastest rider/team in the category begins first, and the slowest begins last). This ensures that, despite the staggered start, the race ranking is reflected on the course.
3. Finish: All finishers ride directly onto the finish stage. Relatives and friends can wait for the participants in the hall and cheer their arrival. More details will be given in the briefing before the race starts.



9 RACE ROUTE

1. All cyclists must follow the instructions laid out in the official CHALLENGE Route Book. This also applies to exiting and re-joining cantonal roads, as well as other detailed route commands. The only exception to these rules occurs if roadworks or other unforeseen circumstances (e.g. errors in the given directions) make a route change necessary. In these sections, the riders must follow directions provided by either an official or the race committee.

The directions and maps provided in the official CHALLENGE Route Book are the only official route documentation. If there are discrepancies between the additional navigational equipment and the official CHALLENGE Route Book, the official CHALLENGE Route Book should be taken as definitive. Only route alterations communicated by officials or the race management allow for any deviation from the official CHALLENGE Route Book.

2. If a rider deviates from the correct route and continues to cycle off-course for whatever reason, the rider must cycle or be driven by the escort vehicle back to the point where the deviation occurred, then continue the race from that point.

If a deviation occurs as a result of a mistake in the CHALLENGE directions (wrong or unclear instructions), the race director will grant an appropriate time bonus. This can only be awarded provided an accurate time, distance, and location record is written down and presented together with the route error in the Route Book. The granting of time bonuses is the sole discretion of the race director.

3. Solo riders may not be transported along the course unless travelling to a hotel or in an emergency situation. Riders must then return to the point they left the course in order to continue the race.

10 COMMUNICATION DURING THE RACE

10.1 GENERAL

At every time station, the rider must register his/her split time and sign the timesheet. For two-person, three-person and TTT-teams, this is the duty of the arriving rider. The departing rider can only set off once the tracking device has been handed over.

Any important messages from the race director, the race committee or the race jury are communicated to the team leader or substitute leader. Information, penalties, etc. can be communicated verbally (e.g. via telephone) or in writing (e.g. via text message, e-mail, or on paper).

Information given to the team leader or substitute leader by the race director, race committee, race jury or race officials is always intended for the whole team (crew members and riders). The team leader or substitute leader is responsible for communication and passing on information within the team.

Important information from the race director, the race committee or the race jury can also be passed directly on to the rider, team leader or substitute leader via officials at the time stations.

During the race, each team must be in possession of **two mobile phones** to allow for permanent contact. Both numbers must be left with the race office upon registration. From the start to the official end of the race, the team must be contactable at all times via at least one of these two numbers.



10.2 PROCEDURE AT TIME STATIONS (changeover zones)

1. The location of each time station is clearly marked (see Route Book). Riders and crew must follow all route instructions to reach the time stations, which are clearly signposted and recognisable.
2. Upon arrival at the time station, all riders (in teams, the arriving rider) must sign in by entering their split time and signature on the timesheet.
3. Failure to sign in at a time station results in a penalty for the rider or team, and can even lead to disqualification.
4. For two-person, three-person and TTT-teams, the departing rider may only set off from the time station once the arriving rider has signed in and handed over the tracking device.
5. Time stations are the only places where teams are allowed to change riders. An exception to this rule is made if a team rider is unable to continue the race while cycling one of the course sections (between time stations) due to exhaustion or an accident, or for any other reason. In such cases, the replaced rider may no longer participate in the race, but the remaining riders in the team may continue. See also Point 6.

10.3 WHERE TO FIND INFORMATION

1. The CHALLENGE website is the best source for detailed race information.
2. Crew members can obtain information on rankings, imposed penalties and other riders who have dropped out of the race via the CHALLENGE website or from the race committee.

10.4 OTHER INCIDENTS TO BE REPORTED

Crew members must inform the race committee immediately in the following instances:

1. If a rider has to drop out of the race due to exhaustion or an accident, or for any other reason
2. If a rider is seriously delayed (over 30 minutes) due to taking a wrong turn or for any other reason
3. If a rider or crew member drops out of the race
4. In case of unforeseen incidents along the course (roadworks, accidents, road closures, etc.)

10.5 TRACKING

Every participating rider/team receives a tracking device on loan from the organisers. These devices are issued just before the start of the race. The use of the tracking device is obligatory for all participants, and the device must be carried by the active rider or on his/her bicycle for the entirety of the race. For two-person, three-person and TTT-teams, the tracking device must be handed over from the arriving rider to the departing rider (e.g. from rider A to rider B) at the time stations. Only once this handover is complete may the departing rider continue the race.

The tracking devices provide the following benefits:



1. The current position of each team is recorded, which allows the race to be followed at all times.
2. All tracking points of the participating rider/teams are recorded and can, if necessary, be analysed and checked by the race director.
3. "Lost" participants can always be located via the tracking device. A web application on tortour.com (also available via mobile apps) plots the position of all participants.
4. Teams and spectators can follow developments in the race closely, even between time stations.

All tracking devices must be returned immediately after the riders cross the finish line. Teams must pay CHF 200 for any tracking devices that are lost, destroyed, or not returned.

11 MEDIA TEAMS

1. The organisers will invite independent media teams to cover the race in a fair, safe, and neutral manner.
2. Media teams invited by participants must register with the organisers 14 days before the start of the race. A fee may be charged for the provision of the necessary vehicle signs and stickers.
3. Media teams invited by participants are considered as part of the team that has commissioned them, but do not count as part of that team's vehicle and crew contingent.
4. Media teams may not offer assistance to any team participating in the race. Any such assistance will lead to a time penalty or disqualification, for the team who solicited the help and perhaps also for the competing team that commissioned the media team in question. This does not apply if the help is provided in an emergency.
5. Media team vehicles are subject to the same specifications as escort vehicles.

12 SPONSORS

1. The organisers can demand that the name or logo of a sponsor is displayed on the clothing and/or vehicles of race participants.
2. Neither the brand name nor the logo of tobacco and alcohol products (excluding beer and wine) may be displayed on the clothing or vehicles of race participants.
3. The organisers reserve the right to ban the placement of unsuitable sponsor names or logos both before and during the race (e.g. by demanding they be covered up).

13 MEDICAL PARTNERS

13.1 GENERAL

The organisers have devised a medical concept that includes coverage for medical assistance in the start/finish area. Along the CHALLENGE course, the concept is based on the emergency services 144



(paramedics), 1414 (REGA air rescue) and hospitals located along the route. Details and telephone numbers can be found in the Route Book.

Each participant is fundamentally responsible for his/her own health and cannot hold the organisers or their partners (particularly medical partners) responsible for any general health problems that might arise from participating in CHALLENGE.
