



TORTOUR

TORTOUR 250 RULES

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0 GLOSSARY

Athletes:	See "Riders"
Marshals:	Marshals are designated officials on motorbikes.
Officials:	Officials are members of the TORTOUR organisation who are present along the race route in designated vehicles.
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 committee and other natural persons. The race committee 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.
Service-station:	See time station
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.
Tracking device:	Each rider or team receives a tracking device from the organisers (on loan). This device must be carried by riders at all times.



1 GENERAL RACE INFORMATION

1.1 INTRODUCTION

The official language 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. The TORTOUR 250 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 riders.

The organizer expressly reserves the right to reject registrations.

1.2 LIABILITY – LEGAL INFORMATION

All those who participate in TORTOUR 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, accompanying persons, vehicles, materials, etc.). No liability claims may be made against the organisers. Each individual participant is responsible for his/her own accident, health, property and liability insurance. In registering for the TORTOUR 250, all participants must accept and sign the 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 the TORTOUR.

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 TORTOUR 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 that the TORTOUR 250 remains fair and safe. The race director assumes full responsibility for such decisions. The race committee's decisions may not be challenged, except 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 TORTOUR GmbH.

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 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, or favour a rider 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 TORTOUR GmbH 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 rider 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 rider 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 race director no later than four hours after the rider 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 rider will be informed as to whether their Challenge is being investigated or dismissed. If the rider does not respond to a summons from the race jury within two hours, either before or after the investigation has been opened, the 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 TORTOUR 250, a deposit of CHF 200 must be paid to the race director. This deposit will be refunded if the race 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/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 must officially finish the race.



1.9 MINIMUM AGES

The minimum age for the TORTOUR 250 riders is as follows (reference is year of birth):
- year of event minus 18

1.10 FINISHING THE RACE

1. All riders 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/team does not reach the specified time stations in the given time, he / it will generally not be listed in the ranking. The rider / team will be entered in the ranking list with the last officially covered distance. However, the race committee reserves the right to offer the participant/team 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 DIRECTOR / RACE COMMITTEE / 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 rider.

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.

TORTOUR officials are members of the organisation. The 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. They may not provide assistance (except in an emergency) or favour any racer.

1. 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 organisational team.

2.2 PENALTIES (TIME PENALTIES) AND WARNINGS

1. Time penalties for disregarding traffic regulations and/or TORTOUR rules are accumulated throughout the race. Riders 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 rider 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 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 before crossing the finish line.

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
3. Refusing to take a urine test, 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. Riders holding on to/attaching themselves to a vehicle (motorised or not) to move forwards
6. Riders behaving inappropriately, in such a way that could result in legal risks or pose a threat to the safety and reputation of other riders
7. Unsporting conduct either before, during or after the race
8. Intentionally altering signs to misdirect competitors or for any other reason
9. After two penalties, the third penalty (or fifth warning) results in automatic disqualification.

2.4 EXCLUSION

The race director reserves the right to permanently exclude anyone from the 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

The TORTOUR 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 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.
3. Nevertheless, it may occur that certain police officers have not been informed about the TORTOUR 250 and pull a rider over. Should this lead to a disagreement with the authorities, the race director will decide whether to apply a time or distance adjustment.
4. TORTOUR 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 will lead to a penalty for the rider. For exceptions see Point 3.1.2.

Please also pay attention to the rider regulations listed under Point 4.1.

4 GENERAL RULES DURING THE RACE

4.1 REGULATIONS FOR RIDERS

1. It is not allowed to take support from outside of the race in form of food, clothing or similar assumptions.
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.
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 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 (except within the own team). If they want to cycle at the same speed as a rider/team in front, they must maintain a distance of at least 50 metres.

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 rider receiving a time penalty. Ignoring such instructions from TORTOUR 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.

4.2 RACING AT NIGHT AND SAFETY

1. During night racing, the bicycles 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. Night-time hours are between **8:30 p.m. and 6:30 a.m.**
4. Riders must wear special reflective clothing when racing at night (8:30 p.m. to 6:30 a.m.). Detailed specifications are provided separately.

5 RULES FOR BICYCLES / EQUIPMENT

5.1 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. 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.
4. Disc wheels, composite spoke wheels and wheel covers are permitted.
5. For authorization and safety reasons, time trial machines are not allowed in the TORTOUR 250 category.
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 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. 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).

5.2 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. 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.

6 RACE START / FINISH

1. Race start: The start takes place per category directly from the event location. Details will follow via separate info.
2. Finish: All finishers will ride directly to the finish stage. Relatives and friends can wait there for the participants and receive them properly. Details will follow via separate information.

7 RACE ROUTE

1. All cyclists/teams must follow the TOROTUR signs on the course.

The sings are the only official route documentation. If there are discrepancies between the additional navigational equipment and the official signs, the official signs should be taken as definitive.

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 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 signing error. The granting of time bonuses is the sole discretion of the race director.

8 COMMUNICATION DURING THE RACE

8.1 GENERAL

The rider must sign in at each timestation in the timesheet. The passage time of the participant must be entered in this list and confirmed by signature. In teams of 2, 4 and 6, one of the participants arriving at the timing station must fulfill this obligation.



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

During the race, each rider/team must be in possession of a **mobile phone** to allow permanent contact. The numbers must be left with the race office upon registration. From the start to the official end of the race, the rider must be contactable at all times via these number.

8.2 PROCEDURE AT TIME STATIONS (changeover zones)

1. The location of each time station is clearly marked. Riders must follow all route instructions to reach the time stations, which are clearly signposted and recognisable.
2. Upon arrival at the time station, the rider/one team member 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 and can even lead to disqualification.

8.3 WHERE TO FIND INFORMATION

1. The TORTOUR website is the best source for detailed race information.

8.4 OTHER INCIDENTS TO BE REPORTED

Riders 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. In case of unforeseen incidents along the course (roadworks, accidents, road closures, etc.)

8.5 TRACKING

Every participating rider 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 rider/team member for the entirety of the race.

The tracking devices provide the following benefits:

1. The current position of each rider is recorded, which allows the race to be followed at all times.
2. All tracking points of the participating rider 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. Riders and spectators can follow developments in the race closely at all times.

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



9 MEDIA TEAMS

1. The organisers will invite independent media teams to cover the race in a fair, safe, and neutral manner.
2. Media teams may not offer assistance to any riders participating in the race. Any such assistance will lead to a time penalty or disqualification, for the rider who solicited the. This does not apply if the help is provided in an emergency.

10 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).

11 MEDICAL PARTNERS

11.1 GENERAL

The organisers have devised a medical concept that includes coverage for medical assistance in the start / finish area. Along the TORTOUR 250 course, the concept is based on the emergency services 144 (paramedics), 1414 (REGA air rescue) and hospitals located along the route.

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 the TORTOUR 250.
