

RULES OF CYCLING RACE AROUND SLOVENIA

1. GENERAL

Competitor and crews

Competitors and their crew members are responsible for getting to know with the rules of the race thoroughly.

We will give penalties for crew and competitor's mistakes. Not knowing the rules will be no excuse.

Rules of the race are prepared in such a way, that will not obstruct personal strategy of the race, but we will be able to efficiently supervise the race with their help and prevent dangerous situations. Race around Slovenia is a top challenge of the endurance cycling and these rules provide the competitors the highest security possible and competitive fairness.

1.1 UNPREDICTABLE OBSTACLES

In the time of the race one or more consecutive obstacles can happen, which are not organizer's responsibility and therefore no time bonuses will be given on such occasions and we will not tolerate transferring the competitor along the track. Among such obstacles we count traffic lights, traffic jams, railway crossings, winds, storms, earthquakes and other obstacles from "higher forces", byways, road constructions and similar situations on which the organizer has no impact.

1.2 OFFICIAL TIME MEASURING

Stopwatch of the race will be set on the start and will not be stopped. The race director can adjust time, because of delays on start or major complications on the track later on

1.3 OFFICIAL REPRESENTATIVES OF THE RACE

At race following official race representatives will be active:

- Director of the race
- Technical director
- Chief referee and his deputy
- Management team (results processing, website editing...)
- Chief referee on the track
- Referees on control points
- Referees in marked and unmarked vehicles on the track

1.4 TRAFFIC REGULATIONS

Every registered participant of Race Around Slovenia is responsible to be acquainted with all the necessary laws and regulations which are valid in Republic of Slovenia. If part of the track goes across other country they will have to be acquainted with the rules and laws of the other country as well. They have to act in accordance to the law ZVCP RS and accordingly with the regulations of the other countries if the track crosses it.

Penalty is given for infringement of any traffic regulation done by the competitor or his crew member.

2. TRACK OF THE RACE

The competitor has to stick to the road book guidance precisely. The track is marked on the road, but these marks are only for help and are not official marks. There are several time controls on the track, which have to be passed by the competitor and signed at the registered time of the passing.

3. PROCEDURES ON TIME CONTROLS

Location of the time controls is precisely described in the road book. The competitor and his crew have to follow all the instructions of the track path, to come exactly to the control point.

Competitor has to register on the list of competitors and sign personally on every time control.

When the competitor passes the time control, the chief referee on the time control calls the referee in the headquarters and reports him:

- Number of the competitor
- Number of the time control
- The time when the competitor arrived to the time control

The referees on the time controls are not responsible for official messages to the competitors.

Stopping of the escorting vehicles directly before the time control is not allowed. The competitor and his crew cannot stay on the time control for a longer time.

4. RULES FOR THE COMPETITORS

They have to act in accordance to the race rules and all the road traffic regulations.

The competitor is not allowed to move on the race track without the bicycle or in the other vehicle, except if he/she is looking for urgent medical help.

Use of cycling helmet is obligatory. It has to be fitted properly.

The competitor mustn't use any 3rd party help. If it is offered, the chief of the crew must prevent it. Driving in lee of the other cyclists or any other object is not allowed.

The competitor mustn't be followed by the crew member on bicycle or any similar vehicle.

The competitor can ride only technically faultless bicycle, which is equipped accordingly to the ZVCP and has been registered at the technical inspection before the race.

The competitor can walk close to the right edge of the road and has to push the bike on his left side. He can move without the bike only backwards.

The competitors aren't allowed to cycle one next to another, nor one after another, except in cases of overtaking. The distance between the two of them must be appropriate for undisturbed driving of other members of the traffic.

The competitors mustn't ride one next to another, nor one after another.

The competitor mustn't stop other competitors or impede their progression.

In case the competitor accidentally rides off the track, he can go back to the point where he missed on bike or in the vehicle and proceeds from there on. The chief of the crew must notify chief referee as soon as he notices that his competitor is riding off the track and when the competitor gets back to the point where he missed.

Crossed red light, irregular railway crossing & riding over the full middle line of the road are serious violations of the race rules and are regulated with major time premium or even disqualification.

The competitor must stop for testing for unauthorized stimulants, medical examination or for acceptance of penalty on command of chief referee on the field. Time for such stops will be deducted at the end.

The competitor, crew chief and other members of the crew must act in a manner that doesn't affect respectability of the race, organizer and race member teams, before, during and after the race. The offender (competitor or crew) can be baned from participating on the coming race or be disqualified on the on going race.

Competitor and the crew chief are responsible for the punctual arrival of the competitor to the starting stage. The starting time of the individual was set exactly at the numbers draw, 24 h before the race. Every delay to the start will be

penalized with minutes added. The competitor or his crew chief is obliged to report any possible justified delay to the race organizers, on time

5. RULES FOR CHIEF OF ESCORTING CREW AND HIS DEPUTY

Chief of the crew is responsible for his competitor's actions and actions of all crew members. He is also responsible for actions of random persons, who are cycling in the vicinity of the competitor and enable him riding in lee.

Chief of the crew must be present at the technical inspection one day before the race, where he registers all members of the escorting crew. Those are the only persons who are allowed to be in the escorting vehicles. They must have an identity card at all times.

Chief of the crew is the only one who is responsible for communication with the organizer, chief referee & chief referee on the field. The competitor doesn't have this authorization, except in exceptional cases.

Chief of the crew must lead his crew and the competitor according to the rules of the race. He is responsible for suitable psychophysical condition of the competitor, driver of the escorting vehicle and other members of the crew. He is also responsible for proper planning and implementation of needed rests of the competitor, other members and himself. He has to make sure that the drivers of the escorting vehicle change regularly.

All members of the crew must sign the conditions, written on the entry statement of belonging to the crew, or they cannot participate on the race.

Every member of the crew must have a phosphorescence/glimmering yellow suit (the one that every driver needs to have in a car in Slovenia). The number of suits must fit the number of crew members. The inspection will take place at the technical inspection. The use of the suite is obligatory at any assistance to the cyclists out of the vehicle at any time of the day. Disrespecting this rule will be penalized with minutes added.

If minimal three members' crew loses one member, it has to notify the chief referee immediately. On the fact how much has the competitor already ridden, on which spot is he located, how experienced is the crew, etc will the chief referee decide if the missing member needs to be replaced.

Chief of the crew is responsible for appliances, which he received from the organizer (GPD, video cameras...) to work accordingly to the instructions and gives them back to the organizer intact, till official announcement of the results of the race or pays the amount equal to the appliance value. If he doesn't act so their result won't be valid. GPS tracking must be mounted in the escorting vehicle. If the vehicle is changed, the tracking device needs to be moved as well. Only the following vehicle must drive behind the competitor and emit GPS signal at all times.

The main concern of every crew member is safety of the competitors, crews, officials, other participants of the race and persons & property next to the track. The crew chief is responsible that the escorting vehicle is present at the dedicated parking space, which will be announced on time from the organizer, one year before the race start (the start time of the particular competitor was set at the numbers draw). Disrespecting this rule will be penalized with minutes added.

6. STOPS OF THE CREW AND THE COMPETITOR

Stops of the crew and the competitor must be done in such intervals, which ensure safe driving in the road traffic.

If the crew won't take this into account and the referees will assess, that the competitor or the driver of the escorting vehicle can't proceed with the race safely, because of the fatigue, chief referee can command required and immediate one hour stop to the competitor and the whole crew.

If such situation is repeated in the time of the race, chief referee will disqualify the competitor. In such case the competitor mustn't proceed with the riding and must remove the starting numbers and all visible stickers from the organizer from bicycles and escorting vehicles.

Planned or unplanned rest must be done on the safe place, next to the road, so that the vehicle, in which the competitor rests, is visible from the road where the track goes. If this is not possible on the explicit part of the track, the chief of the crew must ask for permission for rest out of the visible field of the track from the chief referee.

7. NOTIFYING THE CHIEF REFEREE

The chief of the competitor crew must notify the chief referee or his deputy in following cases:

- competitor is planning to be or already is located out of the race track
- random cyclists rides less than 10 m from the competitor and the crew chief can't prevent him from doing so
- escorting vehicle has broke down
- we want to change the crew members
- if something stops you, if you have missed the track or if you have been stopped by the police which fined the competitor or member of the crew
- Road accident
- Resignation of the competitor

8. NIGHT DRIVING AND SAFETY

The competitors mustn't ride away from the range of headlamps of the escorting vehicle in the dark, even if they have the required lamps on the bicycle. The

cyclists and the car become one inseparable unit at night, in the normal riding conditions!

Night riding through the cities, on the ascents & descents has to be adjusted in a manner that the cyclist never leaves the light of the escorting vehicles' headlamps, but still coordinates proper safety distance. Breaching of this regulation is serious violation of the race rules.

The escorting vehicle must have flashing amber light on the roof at rear side. The second amber light (spare one) must be kept in the escorting vehicle.

9. BICYCLE

Bicycle must have headlamp visible at least 100 m ahead and non flashing rear lamp, visible at least 150 m. It needs to be equipped according to the regulations which are enforced in the country, where the competition takes place.

Reflexive red tapes or plastic reflexives must be fitted on the side of the pedals, on the frame, on the rear side of the seat, on the wheels and on the forks of the bike.

Competitor can use multiple bicycles, which have been registered to the organizer and received permission for their use. Nothing can be mounted on the bikes during the race that has not been authorized on the technical inspection.

10. ESCORTING VEHICLE

One vehicle must be in the escorts of the competitor, which drives after the competitor and regulates the safety distance to the cyclists. There must be at least two persons from the crew in the escorting vehicle, which have had enough rest, at all times.

The headlamps of the escorting vehicle must be shadowed each time it encloses to another vehicle, when another vehicle is overtaking or when the opposite vehicle is nearing. The headlight must be shadowed also in times when you drive less than 100 m behind the other vehicle.

The competitor must be in front of the escorting vehicle at all times. The escorting vehicle can safely approach the cyclists, only when giving food and drinks. Such service is allowed 4 times per hour. When it is not safe to give food & drinks from the car, the crew has to drive pass the cyclist, stop next to the road, get out of the vehicle and give him the food/drinks while he is passing.

The escorting vehicle can overtake the cyclists, when it has several vehicles behind and their overtaking is made difficult by servicing food. In this case the escorting vehicle overtakes the cyclist, stops on a suitable spot and waits for the cyclist. Such maneuver is also allowed at steep uphill, when the speed is too low for the vehicle to cool its engine.

The escorting vehicle must never go away from the cyclist for more than 250 m.

The escorting vehicle must allow safe overtaking to the vehicles behind him. He mustn't allow though, that his cyclist moves away too much and has to catch him safely as soon as possible after getting back to the road traffic. If it can't reach the cyclist, he must stop for the escorting vehicle. Cyclist must stop with the escorting vehicle at night in such cases.

When overtaking the fellow competitor, the cyclists can ride one next to another for a minute and the escorting vehicle of the competitor which has been overtaken must allow safe overtaking of the other escorting vehicle.

The competitor must be always in front of the escorting vehicle.

The escorting vehicle must ensure safe overtaking to the vehicles behind him, but he mustn't let his cyclists to move too far ahead and must reach him as soon as possible after joining back the traffic. If he can't reach the cyclists, the cyclists must wait for the escorting vehicle. At night also the cyclists must stop with the escorting vehicle.

11. CONTROL LIST OF EQUIPEMENT OF THE ESCORTING

- Front lights/headlamps
- Rear position lights
- Blinkers
- 4 simultaneous warning blinkers
- Registry plate lights
- Lights for reversing
- Parking lights
- Flashing amber light, faced to the back
- Spare amber light
- Competitor number on all 4 sides
- Correctly installed appliances of the organizer

12. RULES OF FINISHING

The competitors must come to the finish line in Postojna in the time limit, published by the organizer on the race website, one month before the race. This time limit can be changed during the race, by the organizer, regarding to the circumstances at the time of the race.

The competitor has limited time also for passing individual control station. The competitor can override the time limit of the control station, but only till the

prescribed closure of the control station. Such delay is possible only at one control station.

At arrival to the finish line, the competitor signs on the list of competitors next to his time. He leaves the finish line on instructions of the official representative of the organizer, which escorts the competitor to the finish stage where the prizes are being awarded. He mustn't leave the finish line without the representative of the organizer.

Time and number of ridden kilometers by the competitor will be registered for the official results of the race.

13. PENALTIES

Time penalties for breaching the traffic regulations and/or orders of race officials are being added through the whole race and are cumulative.

3 penalties are allowed altogether; at 4th penalty the competitor is disqualified.

The competitor will be held by race officials on the last time station for the sum of all penalty minutes, if the penalty would change the order of arrivals to the finish line. If the order of arrivals to the finish line won't be changed because of the time penalty, the competitor can go through the last time station immediately and the penalty minutes will be added at the end.

The competitor will always be punished for the traffic offenses and for breaching of the race rules, nevertheless if he was committing them or his crew members.

Discretion right of the referees and the director of the race are also reminders, without time penalties. Reminders can be given anytime; meanwhile they can give penalties after the reminder or without previous warning.

The chief referee can, with the authorization from the director, give 1 hour stop penalty or even disqualify the competitor immediately, if he/they are seen at repeating, deliberate and obvious breaching of the traffic or race regulations.

This penalty procedure is being executed in the presence and control of the chief referee on the field, at the point picked up by referee, nevertheless if it is day or night.

First penalty = 15 minutes

Second penalty = 30 minutes

Third penalty = 1 hour

Disqualification of the competitor can be sanctioned with prohibition from participating on the future races. The prohibition can last 1 or more years.

14. AUTHORIZATIONS OF THE RACE DIRECTOR

The director can change existing rules and penalties or set new in exceptional circumstances before, between and after the race, if it comes to a circumstance which is not defined by the existing rules, or if the competitor tries to use the "gap" in the rules.

15. DISQUALIFICATIONS

Basis for immediate disqualification, no matter how many penalties has been given:

- use of unauthorized stimulants (competitor or crew member), forbidden substances and alcohol
- competitors` refusal of test for stimulants in urine, before, between or after the race, when the officials demand for it
- If the competitor moves without the bicycle or drives in the vehicle on the track without permission of the race official (except in case of urgent medical help search)
- incorrectly registered or insured escorting vehicles or invalid driving license of the driver of the escorting vehicle
- unauthorized help of motorized vehicles to the competitor (riding in lee)
- if the competitor holds to the motorized or any other vehicle, which eases his race progression
- rejection of mandatory rest, which has been ordered by the race official, when noticing obvious reduced capability to ride at the competitor or the driver of the escorting crew
- acting of the competitor or the crew member in a manner which is inappropriate and can compromise safety, legislation or reputation of the race, or other competitors and their crews
- deliberate changing of the traffic signs or any other acting with the intention to mislead the fellow competitors
- reaching more than 3 time penalties – 4th penalty is required disqualification

16. OBJECTIONS ON THE OFFICIAL DECISIONS

Crew chiefs can object on decisions which, in your opinion, require further assessment, only with tangible evidence.

A written complaint needs to be filed to the chief referee, with paying € 100 deposit, which will be returned in the case of beneficial solution. The organization committee will discuss the appeal and decide till the official results announcement.

Complaint is not possible on the already given disqualification.



DOS-RAS EXTREME
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