

# RULES

## GLOCKNERMAN 2019

Regulations 2019

Version: 1.0

14.05.2019

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## 2 GLOSSARY

**Single racer:** Registered cyclists who participate at the GLOCKNERMAN alone in the category Ultra, Classic or Sprint.

**Team racer:** Registered cyclist who completes the Glocknerman in a team.

**Team:** Consists of two racers who participate together/consecutive in the race with the same number.

**Racer:** Registered cyclists participating at the GLOCKNERMAN as single driver or in a team.

**Supply vehicles:** all officially identified and registered motorized vehicles, which are used during the race. This includes the pace car and support vehicles.

**Pace-Car:** The pace car is a follow vehicle used to support the racer on the route. Every single racer / each team must provide a pace car. Only one vehicle is allowed as a pace car per racer / team.

**Support vehicles:** motorized vehicles that support a single driver / team during the race. All support vehicles must be registered by the race management. Support vehicles may not be used for the direct care of the racer.

**Route:** The Glocknerman has three different routes, which differ in distance and strength: Ultra, Classic and Sprint.

**Crew:** A crew member is someone who supports/assists a single driver or a team active in some capacity. Crew members must be officially registered. Each crew member is required to sign the disclaimer and to hand it over not later than at the time of the check-in.

**Followcar mode:** The Followcar mode allows the directly following of the racer at the racers speed with the pace-car.

The Followcar mode is mandatory during the night from 20:30 - 05:30.

**Leap Frog mode:** (jumping frog) With the Leap Frog mode a directly following of the racer (in speed of the racer) is forbidden. The pace-car moves at the speed of the traffic, passes the racer and stops off the road at an appropriate place.

**Officials:** Members of the GLOCKNERMAN-organizing team.

**Participants:** hereafter referred to the racer and his crew as participants.

**Briefing:** Race meeting the day before the GLOCKNERMAN.

### 3 THE MOST IMPORTANT AT A GLANCE

- The compliance of the rules is mandatory for all participants.
- The race takes place in public traffic. The road traffic regulations apply.
- Safety of all participants has top priority.
- The safety, ease and fluidity of public traffic must not be impaired.
- Drafting is prohibited.
- At the check points „Winklern (Ultra,Classic,Sprint), "Edelweißspitze" (Ultra,Classic) and "Bruck an der Großglocknerstraße" (Ultra) the racer must sign the provided list personally .
- At each check point a message must be sent to the race office.
- The Leap Frog mode is mandatory from Graz to Soboth and on the Grossglockner High Alpine Road (Hochalpenstraße).
- A minimum distance of 100 m has to be maintained between the pace cars of different racers.
- Participation at City Cycle is mandatory
- Each pace car must have an Android smartphone for tracking as well as an additional cell phone for the communication with the race management.
- All racer and crew members have to sign the disclaimer.

## 4 GENERAL INFORMATION

### 4.1 INTRODUCTION

The official language of the GLOCKNERMAN is German.

The GLOCKNERMAN is a cyclist marathon of great endurance in public transport. These presented rules are designed to ensure maximum safety for all participants and to guarantee fair play at the same time. However, the ultimate responsibility for safety and fair play always rests with the participants.

The participants shall read these rules before the briefing and, if necessary, ask questions to the organizing team *info@glocknerman.at*. Penalties and sanctions will always be imposed on each racer / team. Ignorance of these rules is no excuse. These rules are intended to be minimal restriction with respect to the strategy and performance of the race. The rules have been adopted to insure safety, fairness and to avoid risky situations.

The rules are obligatory for all participants. The race management may adopt new rules, they may change them as well. A notice is issued in this case to the crew.

### 4.2 LIABILITY

Participation at the GLOCKNERMAN is at your own responsibility and risk. This applies to both the racers and to the crew. The organizer declines any liability for any injury or damage. To the organizer liability claims cannot be asserted. For an insurance against accident, illness or theft, as well as for their own liability each participant is responsible. Each participant is obliged to sign the disclaimer at the latest at the check-in.

### 4.3 EVENTUALITIES / UNFORESEEN EVENTS

During the race, the racers and the crew are possibly faced with unforeseen circumstances. The race organization cannot be held accountable for such eventualities. Such circumstances include traffic lights, traffic jam, trains, winds, storms, snow, avalanches, earthquakes or other force majeure events. Detours, road works and other unforeseeable events are regarded as potential circumstances over which the organizer has no control.

If the racer or crew faces an unforeseen event (roadblocks, weather conditions, construction sites, hazards, spacious redirections), the race management must be informed. It is part of the race GLOCKNERMAN, to find alternatives. Basically due to unexpected events the return to the official route should be made as soon as possible. Officials dealing with this event will decide about a time a. In extreme cases, the race can be restarted or can be accounted only up to a certain route point. The race management may, if necessary due to unforeseen events, exclude parts of the route from the final classification, or redirect the route and award a time credit. An adjustment to a racer or team's time based on a changed route due to exceptional circumstances may be granted. However, for traffic jam, heavy traffic, accidents or roadworks no time credits will be awarded.

#### 4.4 DISPUTING A RACING DECISION

An official protest against a racing decision must be submitted in writing, including a justification why a decision should be made or an existing decision should be reversed. As evidence a written statement of a witness (with contact details and signature) or other recordings of the relevant incident can be shown. A valid protest must not be based on vague assumptions and must contain the above mentioned parts. Protests must be submitted in writing within 4 hours after the finished race of the protesting racer/team with the race management.

#### 4.5 OFFICIAL RACE TIMES

The official time for each class is set at the start and never stopped. The race management may grant/order time adjustments in "special circumstances" (Time penalties, assistance in case of accidents, etc.).

#### 4.6 ELIGIBILITY

Minimum age for GLOCKNERMAN participants:

Reference date is the day of the start.

- Ultra and Classic: 18 years
- Sprint: 17 years
- Crew members: no age limitations

#### 4.7 CLASSIFICATION

At the GLOCKNERMAN, there are three routes Ultra, Classic and Sprint, each with the same distances, which differ in hardness and distance.

The GLOCKNERMAN is the Ultracycling Marathon World Championship and assigns the individual champions of the classes Ultra and Classic the respective World Cup titles by age group.

For route Ultra and Classic the following assignments apply:

All male athletes under the age of 50 are generally assigned to the ultra class, older participants participate in the Classic class. Women can decide on their own in which route they want to start

Male athletes under 50 years old can participate in the Classic distance outside of the championship standings.

| <b>Route</b>     | <b>Ultra</b>  |  |
|------------------|---------------|--|
| <b>Category:</b> | Solo Men      | WM-Wertung U30<br>WM-Wertung U40<br>WM-Wertung U50 |
|                  | Solo Women    | WM-Wertung Damen                                   |
|                  | 2-person Team |  |
|                  | 4-person Team |  |

| <b>Klasse</b>    | <b>Classic</b> |                                  |
|------------------|----------------|----------------------------------|
| <b>Category:</b> | Solo Men       | WM-Wertung U60<br>WM-Wertung U70 |
|                  | Solo Women     | WM-Wertung Damen                 |

| <b>Klasse</b>    | <b>Sprint</b> |  |
|------------------|---------------|--|
| <b>Category:</b> | Solo Men      |  |
|                  | Solo Women    |  |
|                  | 2-person Team |  |

#### 4.8 FINISHING THE RACE

All racers have to reach the finish as well as the time stations within the specified time frame (see Appendix "period of restriction") to be counted.

If a racer does not reach the listed time stations in the specified time, the single racer / team will be classified with "Did not finish" (DNF), except the race management adjusted the time allowance due to exceptional circumstances. Even with an exceedance of the time limit at a time station a racer may continue on the route outside of the race at his own risk, but the race time and other race data of the racer will not be longer recorded.

## 5 OFFICIALS

Officials are members of the GLOCKNERMAN organization team.

Officials are instructed to keep a minimum of interactions with racers and crew members. They can't, except in case of an emergency, give any support and they may not favor any racer.

The crew or a racer may contact the officials during the race, but information or a request for further assistance can only be forwarded. Direct assistance and support in case of problems (eg route, defects etc.) cannot be provided by the officials.

Concerns or questions about the rules may be carried to the officials or the race management.

Officials drive in marked vehicles (motorcycles and cars). But there will be also "Incognito Officials" on the route. Furthermore Officials can also be positioned along the route without a vehicle. They will identify themselves as GLOCKNERMAN officials on demand.



## 6 CHECK-IN AND BRIEFING

Check-in is the registration of the racers on site, at which starting material is forwarded. Check-in takes place the day before the start of the race. The exact times will be published on the homepage. Racers are required to appear in person at the check-in and to provide a personal signature. If an arrival at check-in time is not possible the race management should be informed at an early stage and a representative should be sent.

The briefing takes place the day before the start and is designed for both racing and crew members. Participation in the briefing is obligatory for each individual racer or team member. Crew members can be sent as representatives

The passing on of the information to the remaining crew or in case of representation to the driver(s) has to be done carefully and is the responsibility of the racing driver.

## 7 CITY CYCLE AND START

City cycling is an event organized by the City of Graz, which takes place at the day of the GLOCKNERMAN's start and is a cooperation with the GLOCKNERMAN. Participation at the City Cycle is mandatory for all racers. For teams only one rider has to participate. The covered distance will be counted to the total kilometers of the race.

During the event, the GLOCKNERMAN will be started.

The start takes place in each category at intervals (no mass start).

## 8 RULES FOR ROAD BIKES / EQUIPMENT

1. The GLOCKNERMAN accepts all kind of bicycles as long as the movement is exclusively done by muscle power of the racer.
2. The bicycles are not subjected to the rules of the UCI. That means, there is no weight limit, no restrictions concerning sitting position, etc.
3. There are no restrictions about number of bicycles or service quantities during the race.
4. The bicycles have to be equipped with a lighting device (front and rear light), which must be switched on in particular in tunnels, in night mode and at poor visibility.
5. Recommendation (not obligatory): Each bicycle on the road should be equipped with one or two red reflective materials directed at the rear. This can be achieved either with a reflector on the seat stays, not to be covered by a saddle bag, or with two reflectors left and right on the crank arms. For each bicycle two white reflectors should be mounted on the front frame (fork) and should be aligned to the forward direction.
6. Aerobar and its accessories are allowed.

7. Disc wheels, composite wire wheels and wheel protection are allowed.

It is the right of the race management to forbid a bicycle or a component, either before the race or during the race, if it is classified as incorrect for the GLOCKNERMAN race.

## 9 GENERAL RULES DURING RACE

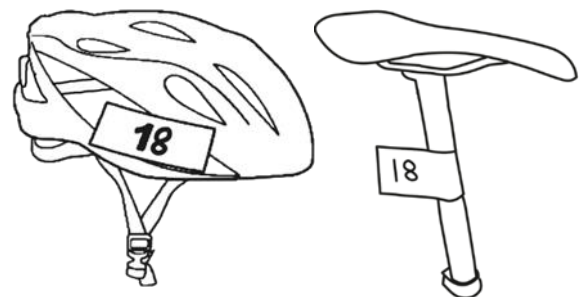
### 9.1 RULES FOR ALL PARTICIPANTS

1. The safety of the racers, the crew, Officials and other road users has top priority. In an emergency, all attention must be paid on injured persons.
2. Instructions of the police must be followed, and contact with the race management must be made immediately.
3. Instructions of the Officials are to be followed!
4. All participants and supply vehicles must carry adequate safety equipment.

### 9.2 RULES FOR RACERS

1. Drafting is prohibited (except in their own team).
2. Under no circumstances racer may be transported without their own muscle power on the route, except in medical emergencies.
3. Correct fastened helmets are compulsory at all times for the racer.

4. During the whole race the racer must fasten the start number clearly visible as stated in the document Technical equipment. The start number will be provided by the race organization.



5. A Racer may not receive pacing in any form from another person or a vehicle..  
Exception: Push-offs by the support crew are allowed after a break.
6. The racers may proceed on foot on the GLOCKNERMAN route, as long as the bicycle is with him and the bicycle is carried or pushed by himself.
7. Racers shall not block or impede the progress of another racer.
8. Racers must not ride alongside each other. Exception: Within the own team, on steep route sections with more than 200 meter difference in altitude. This applies for

Kitzeck, Soboth, Abtei, Iselsberg, Großglockner, Windische Höhe, Schaidasattel and Kranachberg.

9. Racers may only ride alongside with a non-participating cyclist for a maximum of 30 minutes each day.
10. At light signals and stop signs racers must not hold neither on a vehicle nor on a person to keep the equilibrium. Racers may hold on permanently fixed objects such as a post etc.
11. The racers may leave the route only for a sleep break or in the event of an emergency.
12. Racers must stop for drug tests, if this is orders by NADA.
13. Littering in nature is prohibited.

### 9.3 RULES FOR THE CREW

1. The racer is responsible for the conduct of his crew members
2. Every crew member is obligated to sign the liability disclaimer and to hand it over at the check-in at the latest.
3. Each crew has to work self-sufficiently. This includes the communication between supply vehicles, shopping, finding of petrol stations and medical facilities along the route. Officials may only support a crew in case of a medical emergency.
4. One crew must not support different racers or teams than their own.
5. At each time station the race management has to be contacted. (See to point 18 Report)
6. Littering in nature is prohibited.

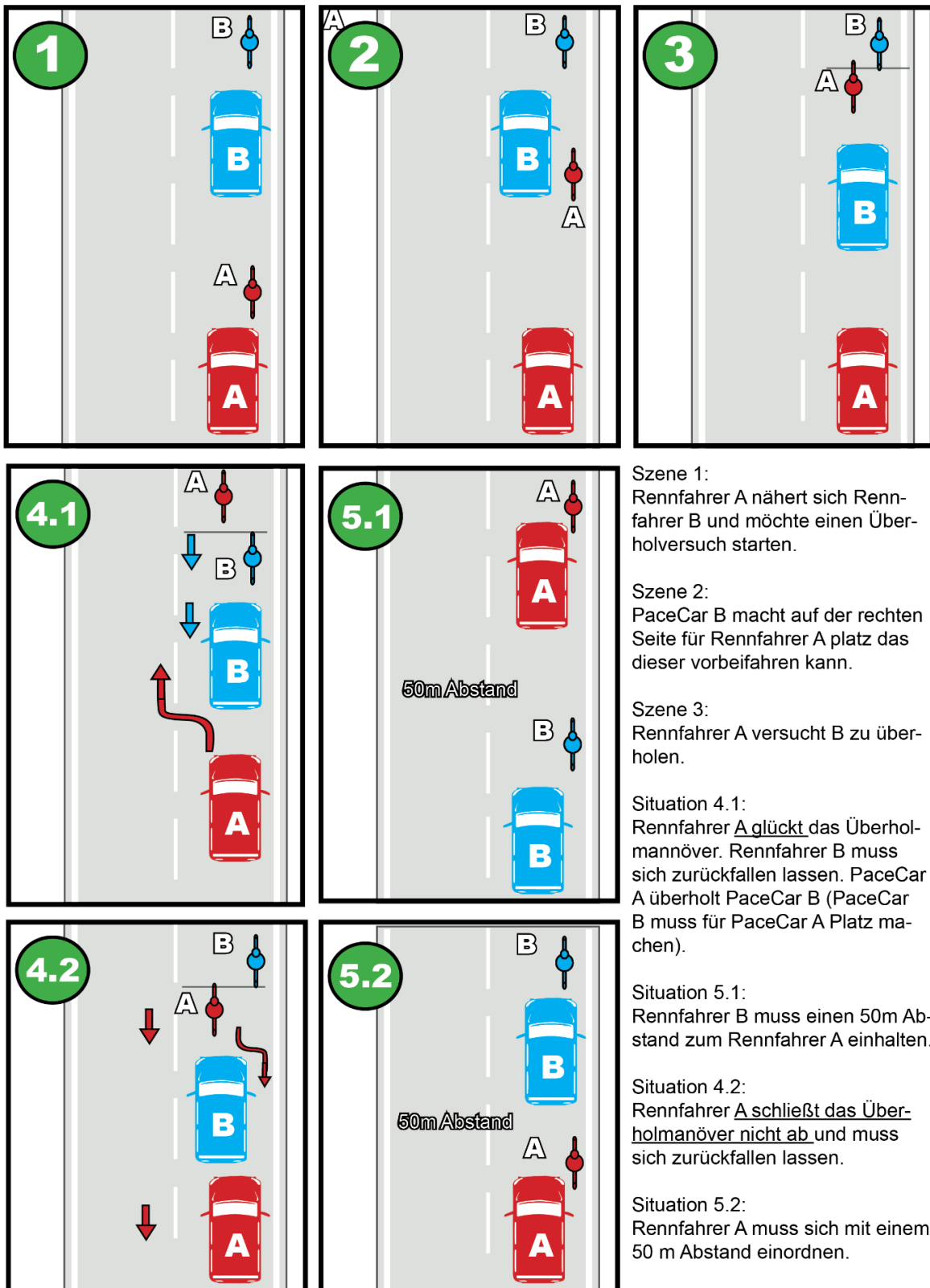
### 9.4 PASSING OF RACERS

If a racer A is overtaken by another racer B, so the overtaking has to be carried out as follows:  
The front pace car of A gives way at the right side of the car and lets pass the racer B on the passenger side. Now both racers are before the pace car of A.

- If racer B passes now racer A the leading pace car from A has to yield to be overtaken by the pace car of B. Racer A must yield, slow down to be passed and keep a distance of 50 m to B.
- If racer B cannot pass racer A (same speed..), B has to pace appropriately to keep the 50 m distance but may try at another time to overtake racer A.

Passing must be carried out quickly.

The following racer is always responsible for the compliance with the distance rule, time penalties will be given at his expense.



Szene 1:  
Rennfahrer A nähert sich Rennfahrer B und möchte einen Überholversuch starten.

Szene 2:  
PaceCar B macht auf der rechten Seite für Rennfahrer A Platz das dieser vorbeifahren kann.

Szene 3:  
Rennfahrer A versucht B zu überholen.

Situation 4.1:  
Rennfahrer A glückt das Überholmanöver. Rennfahrer B muss sich zurückfallen lassen. PaceCar A überholt PaceCar B (PaceCar B muss für PaceCar A Platz machen).

Situation 5.1:  
Rennfahrer B muss einen 50m Abstand zum Rennfahrer A einhalten.

Situation 4.2:  
Rennfahrer A schließt das Überholmanöver nicht ab und muss sich zurückfallen lassen.

Situation 5.2:  
Rennfahrer A muss sich mit einem 50 m Abstand einordnen.

## 10 RACE ROUTE

Each Racer must follow the Race Route as described in the GLOCKNERMAN route book.

The only official documentation of the route, beside the GPS track, with directions and maps is the GLOCKNERMAN route book. The documents will also be placed on the Internet for the participants to be downloaded in advance.

If a racer leaves the correct route for whatever reason, he may go back by himself to the point at which the change of course happened and continue.

For a longer cycling period on a false route (over 5 km) the race management should be informed so that the way how the back-transfer can be done should be clarified.

If a wrong turn is made due to an error in the GLOCKNERMAN route book (wrong turn instructions, unclear specifications), the race management may grant a time adjustment. Exact time, distance and location must be noted and the concerned location must be specified in the route book. Any time adjustment is granted at the sole discretion of the race management.

## 11 TRAFFIC

### 11.1 GENERAL

The GLOCKNERMAN is conducted over public roads and is therefore subject to the local regulations and laws. Streets are not blocked for the regular traffic.

### 11.2 ROAD TRAFFIC REGULATIONS

The Road Traffic Regulations (RTR) have always priority! All racers and crew members must abide to this.

### 11.3 TRAFFIC RULES

The breach of any rules of the Austrian Highway Code by the racer or the crew, entails a penalty for the racer

## 12 PACE CAR AND SUPPORT VEHICLES

### 12.1 GENERAL

#### 12.1.1 PACE CAR

A pace car is a motorized vehicle with at least 4 wheels and is used for direct-support of the racer. Each racer has to provide a pace car with a support crew. Quads and campers are not allowed as pace cars. The pace car must to pull a trailer.

The pace car must not exceed the following dimensions:

L / B / H max. = 600/210/250 (cm) (excl. rear-view mirrors and roof rack)

#### 12.1.2 SUPPORT VEHICLES

A maximum number of support vehicles does not exist. There is no size limit except for the pace cars. All support vehicles must be equipped with the provided stickers GLOCKNERMAN accordingly. All support vehicles have to move with normal traffic speed. Traffic jams should be avoided. So-called caravanning (slow driving in succession with several support vehicles) is strictly forbidden. If support vehicles stop, they have to be parked so that the traffic is not disturbed.

Campers may be used as a support vehicle. The use of trailers is permitted for support vehicles.

### 12.1.3 CREW EXCHANGE

The replacement of crewmembers during the race is permitted. The substitute Crew members have to be supplied with all the necessary information to ensure a safe, compliant race.

## 12.2 EQUIPMENT PACE CARE

The following equipment has to be kept mandatory in the pace car:

- First aid kit
- Vehicle backups for the corresponding vehicle (fuse box)
- Turning lights: on the roof of the pace car there have to be installed at least one or a maximum of two yellow orange rotating or flashing lights, which are taped off (shaded) in the forward direction. They have to be switched on during the racer's support otherwise they must be switched off
- Reserve car lightning and a reserve of a rotating light, if only one rotating light is mounted.
- Safety vests according to the number of crew members in the pace car
- mobile phone
- A smartphone or tablet with a SIM-slot for the tracking (see "Tracking")
- Additional headlights are allowed on the pace car, as long as they comply with legal regulations

The race management can check the equipment of Pace Cars without notice in advance. Also during the race an inspection can take place, as long as the race is not affected by it.

## 12.3 SIGNAGE OF VEHICLES

The marking of the vehicles shall be carried out in accordance with the document "Sticker Pace-Car/Helmet".

## 12.4 REGISTRATION OF SUPPLY VEHICLES

All supply vehicles including the pace car must be registered before the start. If an exchange of a support vehicle / pace car is necessary due to a technical defect, the race management must be informed immediately. In case of an unforeseen change of the pace car the tracking system has to be transferred to the new vehicle, as well as the orange rotating light has to be installed on the new vehicle.

## 12.5 RULES ON THE OPERATION OF ALL ACCESS VEHICLES

An escort vehicle shall not block or hinder the continuation of a road transport operator or driver.

All vehicles must observe the normal road speed, and driving too slow can be punished if it affects the traffic.

## 12.6 OPERATION OF THE PACE CAR

Each racer / each team must be supported by a pace car.

The support of the racer is exclusively carried out by the pace car.

The hazard warning lights may be switched on when the driver wants to warn other traffic participants from danger. It is therefore recommended driving with the hazard warning flashers on if the racer is directly followed in order to draw attention to the slow speed.

A minimum distance of 100 m has to be maintained between the pace cars of different racers. The rear Pace Car is responsible for maintaining the distance.

There has to be a minimum of two crew members with driver's licenses at all times when following a racer.

External sound systems shall be switched off between 22:00 and 06:00 and during the rest of the day in inhabited area or in nature reserves.

The Pace-Cars must have a yellow-red turn signal, which must be switched on.

## 12.7 RECOVERY OF TEAMS AND RACERS

There are no rules for rest periods of racers and crew members. However, for security reasons an official may stop a racer and prescribe a period of rest. It is the responsibility of the racer and the crew to ensure that the fitness to drive is preserved.

# 13 PROVIDING SUPPORT

## 13.1.1 INTRODUCTION

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The Leap Frog mode is the basic support mode during the GLOCKNERMAN. The Followcar mode will be tolerated during the race, as long as no obstruction and no congestion of public traffic takes place. On the sections from Graz to Soboth and on the Grossglockner Hochalpenstraße the Leap Frog mode is mandatory.

Congestion: if three or more cars drive behind the Pace Car supporting in Followcar mode, the pace car has to overtake the racer at the first opportunity or dodge into a side street or parking bay and let the other drivers pass. Causing congestion will result in a time penalty.

## 13.1.2 LEAP FROG MODE

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With the Leap Frog mode, the racer support is carried from the roadside.

The Leap Frog mode (frog hop) denotes an accompanying procedure of the pace car, in which the pace car does not directly follow the racer, but overtakes the racer and stops at a suitable point on firm ground and waits for the racer.

After the racer paced by the pace car moves on to overtake again the races and searches again for a suitable place for holding. Furthermore, the pace car has to adjust the car's speed to the traffic flow and has to be careful not to interfere with other drivers.

### 13.1.3 FOLLOWCAR MODE

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The Followcar mode refers to the immediate following of the racer at the racer's speed. The Followcar mode is only allowed for the pace car, support vehicles are not allowed to drive in Followcar mode at any time.

For pace cars the Followcar mode during night hours (20:30 - 5 30) is obligatory.

The Followcar mode is forbidden on the Grossglockner Hochalpenstraße and on the start section from Center West to Soboth.

### 13.1.4 SUPPORT

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If the racer is supported by the driving pace car - if the traffic conditions permit this – the crew member must not lean the body out of the car neither hold the racer nor the racer's hold onto the car is permitted.

## 13.2 DRIVING MODE FOR SPECIAL SECTIONS

For the safety of the participants and due to the traffic volume or the route certain sections demand the Leap Frog mode.

In the following sections the Leap-Frog mode is mandatory:

- From the start (Center West) to the time station Soboth
- Großglockner Hochalpenstraße

## 14 NIGHT TIME / POOR SIGHT

These rules are valid from 20:30 to 05:30, also in fog and poor sight.

This rule comes first against other regulations regarding transfers, city traffic, congestion, etc., to ensure the safety of the racers.

1. In the night racer have to be equipped with a white front light, visible from 100 m with permanent lightning (no flashing), and with a red taillight which should be seen also at 100 m. This taillight may be permanent or blinking as desired.
2. The crew has to wear reflective vests outside the pace care during night hours.
3. At night the Followcar mode is mandatory. The rider must always be within the light cone of the pace car. If the pace car has to stop for whatever reasons the racers has to stop too.
4. During the night orange flashing light at the pace car must be switched on.



## 15 ADDITIONAL RULES FOR TEAMS

1. At least one racer has to be always on the route (breaks are allowed).
2. Are several racers of one team on the route, drafting is allowed within the team.
3. If a team loses the route due to a navigational error, the racer himself or another racer of the team may continue at the each point of the official route when the point has already been passed by the team.
4. Change of racers may only take place if traffic conditions allow it. Flying changes are forbidden in urban areas, high traffic, near cross roads or traffic lights. Support vehicles has to stop on driveways or on parking places during the racer's exchange. The other traffic must not be hindered by the change.
5. Flying change: The overtaking racer is waiting in slow motion for the racer on the route and the pace car. If both racers reach the same position this is counted as overtake without additional touching. Now the pace car may overtake the first racer and follow now the new racer or stops to take up the stopping racer (this is only during day hours possible).
6. Exchange at night has to take place in the cone light of the pace car whereas the new racer may continue the race only in the car's cone light. The speed has to be reduced so that a safe change is possible. In doubt, a short stop is recommended with thereafter a continuation of the race with the new racer.

## 16 ALLOWING TIMES

The allowing times can be found in the appendix.

## 17 REPORTING

An electronic message with the tracking app must be sent to each timestation, except in the finish. In the event of a signature by the driver, an electronic message must still be send.

## 18 RULE VIOLATIONS

### 18.1 GENERAL

Each racer will - unless he or a crew member – breaks a rule of the Road Traffic Regulations or a race rules will be issued with a warning or a penalty.

### 18.2 TIME PENALTIES

Each rule violation or disregard of traffic rules can lead to a time penalty. The individual time penalties are added by the race throughout. Racers will be disqualified with the fourth penalty.

Penalty structure:

- 1 time penalty: 15 minutes
2. Time penalty: 15 minutes
3. time penalty: 30 minutes

#### 4. Time Penalty: Disqualification

Examples:

1 penalty and 2 penalty together 30 minutes.

1 penalty, 2 penalty and 3rd time penalty resulting in 60 minutes.

Penalties are accounted for after the end of the race and are added to the finisher time of the racer or the team.

### 18.3 WARNINGS

Officials may issue warnings, however, there are maximum of 2 warnings for each racer. If there is a third warning, so this will be converted by the officials in a time penalty. Warnings oblige to the discretion of the officials.

Race officials may stop racers/crew to discuss rule, safety aspects or other, the race influencing, points. For these interruption no offset-time will be granted.

### 18.4 DISQUALIFICATION

The following violations will lead to an immediate disqualification:

1. Rejecting or failure to comply with contractual conditions which are necessary to participate at the GLOCKNERMAN.
2. The use of forbidden drugs (under the terms of the associations WADA and NADA) of the racer or crew members.
3. Advancing along the race route of a racer without a bicycle or in a supply car, without having been authorized by an official or the race management.  
Exception: medical emergency.
4. Improperly registered or uninsured vehicles, also unregistered crew members.
5. Holding onto a vehicle (motorized or non-motorized) to aid or augment forward travel.
6. The behavior on the part of Racers or Crew that is deemed inappropriate and that might cause safety, legal or reputation problems for the race or other Racers and their Crews.
7. After three time penalties the forth penalty lead to disqualification.

### 18.5 SUSPENSION

The GLOCKNERMAN race management reserves the right to exclude someone forever from the GLOCKNERMAN, if this person causes a problem or compromises the organization. This rule will only be applied in exceptional circumstances.

## 19 COMMUNICATION DURING THE RACE

### 19.1 GENERAL

The racers must register depending on the route he participates stop for a signature at the time stations Winklern I, Winklern II, Winklern III, Edelweißspitze, Bruck an der Großglocknerstraße. For teams the arriving racer at the time station has to fulfill this duty.

If there is an important message of the race management to the racers, the racer or his crew will be contacted at the time station or directly by the race management (eg by Tel. Or SMS).

Each racer must have a cell phone to allow a contact by the race management for the duration of the race.

### 19.2 OTHER REPORTING

Crews must notify the race management in the following situations:

1. Drop out from the race of the racer / team .
2. In case of unforeseen events along the route (road works, accidents, road blocks, etc.).
3. For larger deviations from the regular route.
4. Brake-down of a pace car or support vehicle, which cannot pursue the race anymore and requires an exchange.
5. In the case of contact made by authorities (e.g., police)

## 20 TRACKING

The tracking of the racer will be provided via an Android app. This app has to be installed prior to the event by each racer on one and only for this purpose used smartphone or tablet with SIM slot with an Android operating system and has to be kept during the entire race in the pace car. The installation link will be announced in a timely manner from the organization team. Other operating systems will not be supported. For participants, who do not come from Austria, the device must be unlocked for all networks (no SIM lock).

- During the race electrical power must be available for the use of smartphone / tablet in the pace car.
- The smartphone/tablet is dedicated only for the use of the tracking, personal calls internet surfing, etc are not permitted.
- The GPS receiver and mobile data (if possible with the highest accuracy) must be turned on continuously.

Should it not be possible to provide a corresponding device or a national SIM card participants should contact the GLOCKNERMAN organization team in advance.

In addition, another private cell phone has to be provided for communication with the race management.

## 21 SPONSORS

The organizer may request that the name or logo of a sponsor is placed on the helmet and / or is mounted on the supply vehicles.

The organizer reserves the right to prohibit the attachment of a signance or logo of a non-adequate sponsor. This may also happen during the race.

## 22 APPENDIX

1. Period of restriction
2. Sticker Pace-Car/Helmet
3. Technical equipment Bike and Helmet