



# **RACE AROUND AUSTRIA**

## **RULE BOOK**

**January 25, 2026**



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## **1. Introduction**

The Race Around Austria (hereafter referred to as the “Race”) is an ultracycling race with three divisions: The Extreme Race Around Austria, the Race Around Austria 1500, and the CHALLENGE. The official timekeeping device for each solo cyclist/team will be activated as soon as they start the Race and will not be stopped for any reason until they finish the Race.

## **2. Liability**

All persons who participate in the Race do so entirely at their own risk. When registering for the Race, therefore, each participant must sign and turn in the Participant Release of Liability Form, which releases the Race organizer and its staff from any and all legal claims. Since the Race organizer accepts no responsibility for personal injury to participants or for the loss of or damage to the personal property of participants, insurance coverage (for accidents, illnesses, theft, and liability, for example) is the sole responsibility of each participant.

## **3. Race Divisions and Categories**

### **Race Around Austria**

Extreme Race Around Austria male (with Age Group 50+)  
Extreme Race Around Austria female (with Age Group 50+)  
2er Team Race Around Austria  
4er Team Race Around Austria

### **Race Around Austria 1500**

Race Around Austria 1500 male (with Age Group 50+)  
Race Around Austria 1500 female (with Age Group 50+)

### **CHALLENGE**

CHALLENGE Solo male (with Age Group 50+)  
CHALLENGE Solo female (with Age Group 50+)  
CHALLENGE UNSUPPORTED male (with Age Group 50+)



## CHALLENGE UNSUPPORTED female (with Age Group 50+) 2er Team CHALLENGE

Athletes in the 50+ age group are ranked both within their age group and in the overall classification. There is no separate classification for athletes under 50. The cut-off date for the 50+ age group is the first race day.

### **4. Age**

Participants in the Race must be at least 18 years old, unless they are entering the team competition, in which case they must be at least 16 years old.

### **5. Rule Changes/Modifications**

Race Management reserves the right to create new rules and/or modify existing rules whenever they deem it necessary, especially since safety is the number one priority.

Whenever Race Management creates new rules and/or modifies existing rules, such rules become valid for all participants once the new/modified rules have been online on the Race homepage for more than 12 hours. However, whenever Race Management notifies a cyclist's/team's crew directly of any rule changes and/or modifications, such rule changes/modifications take immediate effect.

### **6. Fairness**

The importance of fair play on the part of all Race participants cannot be stressed enough by Race Management. As such, any action of a cyclist or crewmember that leads to an unfair advantage for the cyclist or to an unfair disadvantage for other cyclists will result in a penalty.

### **7. Start Modus**

The Race will begin in time trial fashion, with two minute intervals between individuals and teams participating in the Race Around Austria and one minute intervals between individuals and teams participating in the CHALLENGE. Participants in each Race category will be grouped together at the start.

The field can be divided into different start groups. Race Management will determine who starts in each group.



A basic for the Start Block A is for example that the Racer is likely to finish the Race in about 95 hours.

## **8. Official Route**

Every cyclist must follow the instructions printed in the Official Route Book. The directions and maps printed in the Official Route Book represent the only official documentation of the race route. In case of any discrepancy, the map in the Official Route Book takes precedence over the text in the Official Route Book.

Cyclists who cycle away from the route for whatever reason must return to the route as soon as possible. They can either return in a vehicle or cycle back. If they return in a vehicle, cyclists must return to the exact point along the route where they made their mistake. If they cycle back, however, cyclists are allowed to return to a different point along the route, as long as doing so does not give them any advantage.

## **9. Unforeseen Events**

If a cyclist/crew cannot continue along the official route due to an unforeseen event (such as a road block, bad weather, a construction site, a route diversion, a hazard, or an emergency, but not small-scale route diversion), the cyclist/crew must inform Race Management as soon as possible. Because part of the Race involves dealing with such events on one's own, however, if necessary the cyclist/crew must find an alternate route that does not compromise the Race. Unplanned detours must be kept to a minimum and must be as short as possible, and all Race participants must return to the official route as quickly as possible. Race Management reserves the right to issue time credits or penalties depending on how a cyclist/crew handles an unforeseen event.

In extreme situations, the Race may be re-started or may only be counted up to a certain point along the route. Also, due to unforeseen circumstances, Race Management reserves the right to eliminate sections of the route, create detours, and issue time credits. If, due to unforeseen circumstances, the Race must be re-routed, all cutoff times will change accordingly and will be based on the average speed that a cyclist will need to maintain in order to reach the finish line on time.

Race Management generally does not issue time credits due to traffic jams, accidents, or construction along the route.



## 10. Construction Sites

Cyclists may proceed through clearly marked construction sites on their bicycle or in their Pace Car. If traffic signals are in use at a construction site, however, cyclists are not allowed to proceed through construction sites when the lights are red.

In the UNSUPPORTED category, you must drive to the construction site yourself or find a detour.

## 11. Cyclists

Except as noted in Rule “Unforeseen Events” in general cyclists may only leave the route when looking for or going to a place to eat or sleep.

Cyclists may not be pushed forward, either by people or by vehicles. (Exception: Short pushing of a solo rider through a crew member to resumption the ride after a break).

Should two cyclists meet while cycling, they may cycle next to each other for a maximum of 15 minutes per day, but, in such a situation, they can only be accompanied by one Pace Car. Remember that drafting is not allowed, and that the cyclists must normally be at least 100 meters behind any vehicle or another cyclist.

At stop signs or red lights, cyclists are not allowed to hold on to vehicles or people in order to keep their balance.

Cyclists must cycle in the far-right lane whenever possible. If cyclists are given support from someone in the Pace Car, that person must be seated on the passenger side.

Whenever a bicycle path is present, cyclists can, but are not required to, use it (except as noted in the Official Route Book) during the day (without Pace Car).

Cyclists are allowed to use iPods or similar music/listening devices, as long as the volume is turned down low enough so as not to distract the cyclists from concentrating on road traffic.

## 12. Crew

For the Race Around Austria each cyclist/team must have at least three crewmembers who have a driving license. If a cyclist/team has more than one support vehicle, each support vehicle must have at least two crewmembers with a driving license. Each



participant at the CHALLENGE must have at least two crewmembers who have a driving licence. Three crewmembers are recommended.

If there are crew members outside of a escort vehicle on the route (definition: roadside), a safety vest or a warning belt must be worn day and night.

### **13. Littering**

Littering by a cyclist or crewmember is strictly prohibited and will lead to a penalty, in extreme cases it can lead to disqualification. The police will also be notified of any instances of littering.

### **14. Bikes**

All bikes (including reserve bikes) must have specifications that meet the rules of the UCI. All bikes must be equipped according to the road traffic regulations of Austria. UCI regulations regarding seating position (saddle position, saddle inclination, handlebar and aerobar position and angle) do not apply (according to the ÖRV Ultra regulations). Race Management must approve any other deviations from the UCI rules prior to the start of the Race.

Furthermore, all bikes (including reserve bikes) must have:

- At least four (4) white or yellow reflective stickers on each side of each wheel (minimum size: 5 x 1.5 cm), unless the wheel has “built-in” reflective material
- Red reflective stickers on the back of the seat post (minimum size: 2 cm wide) and on the back of each seat stay (minimum size: 10 x 1.5 cm)
- Four (4) yellow reflective stickers on the cranks, visible from back and frontside (minimum size: 5 x 1.5 cm)
- White reflective stickers on the front of both sides of the fork (minimum size: 10 x 1.5 cm)
- The racer number attached to the seat post.

During the nighttime period (8.15 p.m. to 6.00 a.m.) and from Großglockner Hocht to the finish line also at daylight, a bright white light (at least 15 lumen) must be turned on at the front of the bike and a bright red light must be turned on at the back of the



bike (not at the helmet or somewhere else). This rule does not apply for Cyclists of the Race Around Austria 1500.

## **15. Helmets**

Whenever they are riding their bikes during the Race, all cyclists must wear a helmet and the helmet's chinstrap must be securely fastened. Cyclists on teams are also required to wear their helmets whenever they are warming up. A sticker with the racer number must be attached to and clearly visible on both the left side and right side of the helmet.

## **16. Traffic Regulations and Police**

All Race participants must obey all traffic regulations. All violations of the law will result in a penalty. Race Management reserves the right to report such violations to the police.

Please note the following:

- Running red lights at intersections, pedestrian crossings, construction sites, etc., is not allowed.
- Participants who are asked to leave the Race route by the police must immediately comply with such a request and must inform Race Management of that occurrence as soon as possible.
- If the police stop a cyclist even though that cyclist has not violated any Race rules or traffic regulations, Race Management reserves the right to assign a time credit to the cyclist.
- Directing traffic, such as to enable a vehicle to exit a driveway or cross an intersection, is strictly forbidden.

## **17. Officials**

All Race Officials are authorized to monitor the Race and to give penalties in case of any rules or traffic violations.

Race Officials are authorized to stop cyclists, if necessary, in order to issue penalties.



Race Officials are also authorized to stop cyclists in order to explain rules or safety regulations to them or to give them drug tests. In such cases, cyclists will not be credited with any time lost.

Whenever cyclists appear to be unable to continue in the Race (because of recurring issues such as "Shermer's Neck," difficulty concentrating, or tiredness, for example), Race Officials are authorized to order them to take a break from the Race or even prevent them from continuing in the Race.

Race Officials are also authorized to disqualify a participant in case of a severe rules violation.

## **18. Penalties**

Race Officials and Race Management may issue penalties to cyclists who violate rules of the Race or traffic regulations.

### **Penalty structure for solo cyclists:**

- 1st penalty: 15 min - or adapted to the severity of violation
- 2nd penalty: 30 min (for a total of 45 min)
- 3rd penalty: 45 min (for a total of 90 min)
- 4th penalty: Disqualification

### **Penalty structure for teams:**

- 1st penalty: 15 min - or adapted to the severity of violation
- 2nd penalty: 15 min (for a total of 30 min)
- 3rd penalty: 30 min (for a total of 60 min)
- 4th penalty: Disqualification

A breach of the rules committed by a cyclist's crew, escort vehicle(s), or media car(s) will count as a penalty against the cyclist. Ignorance does not protect against penalties.

Race Management reserves the right to modify the amount of time per penalty depending on the severity of an offense.

Race Management also reserves the right to issue penalties after a video or photo analysis.

Please be aware that penalties do lessen the amount of time you have to reach the cutoff points along the race, including the finish line.



## **19. Time Credits**

Cyclists may receive a time credit whenever an unforeseen event hinders their progress along the route, due to emergency assistance, when they are involved in an accident and they are not due for or if the police stop a cyclist even though that cyclist has not violated any Race rules or traffic regulations. Cyclists with more than one penalty are not likely to receive time credits.

Race Management is not authorized to set more than five (5) hours time credit. Time credits reduce the cutoff time.

## **20. Publishing of Penalties and Time Credits**

Penalties and time credits received by a cyclist/team will be published on the Race homepage or the Tracking Site shortly after they are issued. The cyclist/team in question will also be notified via SMS of any penalties or time credits received.



## 21. Disqualification

The following are considered severe rules violations and will be punished with immediate disqualification:

- Failure to obey regulations of public authorities (such as playing music from the Pace Car, riding without light on the bike if required)
- Consumption of alcohol by the cyclist
- Possession and/or use of performance enhancing drugs by the cyclists (the rules of the NADA will be applied in this case)
- Refusal to take a drug test before, during, or after the Race
- Completing part of the Race in a vehicle
- Exceeding the maximum number of support vehicles allowed to use in the Race
- Driving with more vehicles than allowed in the first kilometers of the Race
- Accompanying the cyclist in an uninsured vehicle or in a vehicle that does not comply with the road safety regulations
- Stopping next to a moving (motorised or non-motorised) vehicle
- Refusing to take a sleeping break when ordered to do so by a Race Official or Race Management
- Behavior on the part of the crew or cyclist that severely endangers the safety of the cyclist or anyone else using the roads
- Cycling without helmet
- Harassment of other cyclists
- Behavior which puts the Race in a bad light
- Missing declaration of indemnity of an athlete or coach/crewmember
- Being issued a fourth (4th) penalty

If a cyclist is disqualified from the Race a second time or if a cyclist continues the Race despite of disqualification, the cyclist will be banned from all competitions of the Race for life.

## 22. Challenging a Race Decision

Official protests must be submitted in written form to Race Management within six (6) hours of the cyclist's arrival at the finish line respectively within six (6) hours after disqualification by the affected team. All protests must include a payment of one hundred (100) euros, which will be refunded if the decision is overturned or kept as a service charge if the decision is not overturned. Official protests must include a reason



why a decision should be reversed. Evidence may include a written statement from a witness, photos, a video, or any other record of the incident in question. An official protest has to meet the mentioned criteria and must not be based on vague complaints without any evidence. Decisions about protests shall be made by Race Management within twelve (12) hours of the protest being submitted.

### **23. Pre-Race Requirements**

A bigger part of the team members (athletes and supporters) are required to take part in the pre-race meeting and must fulfill all other pre-race obligations according to the schedule they receive when they check in. Also, all cyclists and crewmembers must sign and turn in their Participant Release of Liability Form 2 hours before the Race starts. Violation of these requirements will lead to a penalty:

- Late collection of race documents in the Race Office: 30 minutes
- Late arrival at the Technical Inspection: 30 minutes
- Late arrival at the starting grid: late time as a time penalty
- Other pre-start offences: 15 minutes

### **24. Rules for the Start and Finish of the Race**

The following rules concerning the start and finish of the Race must be followed:

All cyclists must depart from the starting ramp. In other words, a team of two starts with both cyclists and a team of four starts with all four cyclists. All members of a team must ride together the first 600m of the Race. For the rest of the Race, only one cyclist per team is required to be on the route at any particular time.

Teams have the option of finishing the Race with as many of their team members as they want. The Race ends at the entrance to St. Georgen, as indicated by the village limit sign. The Race is then neutralized, so overtaking is not permitted, even when a cyclist stops. The instructions of the race crew must be obeyed.

### **25. Sponsors**

Race Management may require that the name or logo of a sponsor be placed on Pace Cars, auxiliary vehicles, and/or media cars.



The name or logo of tobacco and alcohol products (except for those of beer and wine products) may not be placed on clothing or on any vehicles involved in the Race. Race Management reserves the right to ban at any time any sponsor names or logos that it finds to be inappropriate.

## **26. Mobile Phones**

All crews are required to submit to Race Management two mobile phone numbers that they can be reached at during the Race.

## **27. Mandatory Reporting**

Race Management must be contacted by phone immediately in case of:

- change of crewmembers (unless the names of the new members are known to Race Management);
- road blocks, bad weather, a construction site, a route diversion, a hazard, an emergency, or any other unforeseen event if these cannot be dealt on one's own or longer distances are needed to return to the official route
- a second Pace Car is put into use;
- the GPS tracking device assigned to a cyclist malfunctions; or
- a cyclist retires from the Race.

## **28. GPS Tracking and Time Stations**

The position of all cyclists will be monitored through GPS tracking. The tracking device issued to each cyclist/team must remain turned on throughout the Race. If the tracking device malfunctions, Race Management must be informed immediately.

Additionally, the arrival time at all time stations has to be noted in the Official Route Book (does not apply to the UNSUPPORTED category).

## **29. Escort Vehicles**

<b>Race Categories</b>	<b>Maximum number of escort vehicles incl. Pace Car</b>
<b>Extreme Race Around Austria</b>	2



<b>2er Team Race Around Austria</b>	2
<b>4er Team Race Around Austria</b>	3
<b>Race Around Austria 1500</b>	2
<b>Solo CHALLENGE</b>	1
<b>Team CHALLENGE</b>	1
<b>UNSUPPORTED CHALLENGE</b>	0

Vehicles intended for a change of crewmembers crossing the race route selectively do not count as an escort vehicle.

Apart from the Pace Car there are no specific regulations concerning the size of the escort vehicles. All escort vehicles must be clearly marked with the Race stickers that you receive when you check in.

All escort vehicles (excepted Pace Cars escorting cyclists) must move at normal traffic speed when travelling along the course.

You will be penalized if you hold up traffic or form a caravan with one or more other escort vehicles.

Whenever an escort vehicle stops, it must avoid disrupting traffic (appropriate lay-by, all wheels beside the street, only in race driving direction).

### 30. Stickers

When you check in, you are issued several race stickers. They must be attached to all vehicles as follows:

- **Name stickers** (Size A3):
    - One (1) must be attached to the hood
    - One (1) must be attached to the back
  - **Racer Number stickers** (Size A3):
    - One (1) must be affixed somewhere above the left rear tire\*
    - One (1) must be affixed somewhere above the right rear tire\*
- \*Either on the body of the car or on the window

Additional **ONLY** on the Pace Car must be attached (Size 120x15cm):



- **“ACHTUNG RADRENNEN”** sticker (1):  
Must be affixed on the back
- **“RACE AROUND AUSTRIA”** sticker (1):  
Must be attached to the back

Note that the windshield of the Pace Car, as well as both the driver-side and passenger-side windows, must be kept free in order to ensure good visibility, and you must limit the amount of obstruction to the driver's view out the rear of the vehicle.

### 31. Pace Car

Each cyclist/team (except UNSUPPORTED category) must be accompanied by a Pace Car. A Pace Car can have a maximum width of 210 cm, a maximum length of 560 cm, and a maximum height of 250 cm (not including the rear-view mirror and luggage rack). Pace cars that do not match the dimensions will not be permitted for the race at the technical inspection (due to the difficult overtaking opportunity for other road traffic).

Pace Cars are not allowed to pull trailers.

Throughout the race, only one specific vehicle can be designated to act as the Pace Car. Should an emergency arise, however, a second car may be used as the Pace Car. (Things like stopping to refuel, use the toilet, or rest do not count as emergencies. In these cases, also the cyclist has to stop during nighttime.) If a second Pace Car is put into use, Race Management must be informed of the change as soon as possible.

The Pace Car is the only vehicle that is allowed to follow directly behind the cyclist.

During the day, the Pace Car can, but is not required to, follow directly behind the cyclist. At night, however, the Pace Car must follow directly behind the cyclist at all times.

**If a traffic jam forms behind the pace car during the day or if individual vehicles cannot overtake the pace car, the pace car must let them pass IMMEDIATELY (by pulling off the road into a side road, immediate overtaking of the cyclist and wait in a side road or parking place beside the street). If this rule is violated, the race management must issue a temporary (daily) or permanent ban on following the Athlete/Rider with the pace car (during the day) including a 30 minutes penalty. A repeated violation will result in immediate disqualification.**



If permanent traffic jam behind the Pace Car cannot be avoided, then the Pace Car has to apply the leapfrog-mode.

Leapfrog (frog hopping) refers to a procedure accompanying the pace car, where the cyclist is not followed directly, but is looked after from the side of the road. Cyclists are looked after at a suitable location (parking bay) from the side of the road. Between each stop the pace car has to overtake the cyclist and move at normal traffic speed.

### **32. Pace Car Lighting/Stereo Equipment**

Two orange flashing lights must be installed on the back (of the roof) of the Pace Car. The lights should only be visible to the rear, so you may have to tape over or otherwise cover the forward-facing half and the top of the lights with black textile adhesive tape light-tight.

. Whenever a Pace Car is following directly behind a cyclist, the orange flashing lights must be switched on. Otherwise, the orange flashing lights must be switched off.

Additional spotlights are allowed on escort vehicles as long as they are conform to the law (see information sheet additional lights).

In case of a defect flashing light it is allowed to use the hazard warning lights as substitute for a maximum duration of one day. However, the pace car has to turn off the hazard warning lights before any change of direction (when turning left/right, changing the lane, driving in a roundabout or parking spot).

Stereo equipment can be installed on the Pace Car, but allowed is only speaking. Playing music is forbidden. At night, you must keep the speaking volume to a minimum if you are passing through a residential area or nature reserve. Violations of these rule will be punished with immediate disqualification.

Other objects, such as time indicators, LED message boards and trailers may not be used on the Pace Car.

### **33. Cyclist Support**

Cyclists can be given support a maximum of six (6) times per hour for a maximum of one (1) minute each time.



The person who is giving support to the cyclist must not lean out of the car or hold on to the cyclist and the cyclist must not hold on to the car or the person providing support.

Cyclists may not be given support from the Pace Car on narrow roads, during rush hour, whenever there is a lot of traffic on the road, when there is restricted visibility, or in any other situation that can endanger other road users.

In such cases, the Pace Car must pass the cyclist and find a suitable place to pull off the road. When the cyclist catches up to the Pace Car, the cyclist can then pull over to get support, the cyclist can hand something off to a crewmember, and/or a crewmember can hand something off to the cyclist.

### **34. Vehicle Restrictions**

From the start line till the traffic circle in SUBEN (motorway exit, Race kilometer 101) on the official route only the following vehicles are allowed:

- CHALLENGE; 1500, Extreme RAA, 2er Team RAA: Only the Pace Car
- 4er Team RAA: Only the Pace Car and maximum one support vehicle

It is not allowed to drive in this first section punctually to the route with other cars. Violations of these rule will be punished with immediate disqualification.

The following route sections are restricted for motorhomes:

- Burgenland/Steiermark: Between Kalch and St. Anna am Aigen (narrow point)
- Südsteirische Weinstraße: Between Gersdorf and Leutschach (narrow point)
- Zillertal: Between Zell am Ziller and Strass im Zillertal (narrow point)

The following route sections are at daylight only allowed to cycle in leapfrog-mode:

- Großglockner Hochalpenstraße: Mautstelle Heiligenblut to Mautstelle Ferleiten
- Pinzgau: Zell am See to Mittersill
- Fernpass: Reutte to Fronhausen

The leap frog mode is a support procedure of the Pace Car, in which the Pace Car does not directly follow the cyclist in order to avoid obstruction and congestion of public



traffic. In the leap frog mode, the cyclist is supported from the roadside. The Pace Car overtakes the cyclist and stops at a suitable place (parking spot or driveway). After the cyclist passed by, the Pace Car overtakes the cyclist again and looks again for a suitable place to wait. The Pace Car has to adapt its speed to the regular traffic flow.

### **35. Process of Overtaking**

Whenever a cyclist (cyclist B) who is accompanied by his Pace Car (Pace Car B) passes another cyclist (cyclist A) who is accompanied by his Pace Car (Pace Car A), the process of overtaking can proceed as follows:

Pace Car A should slow down to let cyclist B pass on the passenger side. Once cyclist B is safely past Pace Car A (or, if the overtaking maneuver takes place at night, within the headlight beams of Pace Car A), Pace Car A should let Pace Car B pass on the driver side. As Pace Car B accelerates to pass Pace Car A, Pace Car A and cyclist A should slow down together so that Pace Car B can safely pull back over to the right behind cyclist B. Cyclist A must then allow Pace Car B to move at least 100 meters ahead or risk being penalized for illegal drafting.

It is also possible to overtake on the left side according to the road traffic regulations.

This process of overtaking should be done as quickly as possible and only when the traffic situation allows for such a maneuver to take place safely.

This process may sound a bit confusing, but it will be discussed (with the use of visual aids) at the pre-race meeting to remove any confusion.

### **36. Nighttime Driving/Cycling**

Nighttime is considered to be between the hours of 8:15 p.m. (20:15) and 6:00 a.m. (06:00). The above nighttime rules also apply whenever there is poor visibility, such as when there is heavy fog.

This rule is extremely important and has to be followed first ahead of all other rules on the handing over of drinking bottles, city traffic, traffic congestions, etc.

During this time period, a Pace Car must accompany the cyclist whenever the cyclist is cycling along the Race route. Therefore, whenever the Pace Car stops, the cyclist must stop, and whenever the cyclist stops, the Pace Car must stop. Whenever the cyclist is cycling along the Race route at night, the cyclist must remain within the light beam of the Pace Car.



During the nighttime period, a bright white light must be turned on at the front of the bike and a bright red light must be turned on at the back of the bike (not at the helmet or somewhere else).

### **37. Private Film Crews, Media Vehicles**

Media teams must be in possession of press credentials issued by the Race Office. In order to receive a press credential, an individual must present a valid press ID or has to provide a proof for the public relation work. Mistakes and rules violations made by private film crews will be attributed to the cyclist/team that the film crew is covering. All media vehicles must be marked with a Race “PRESS MEDIA” sticker. Media vehicles do not count as escort vehicles.

Media vehicles may under no circumstances take on support activities (support for athletes, crewmembers, equipment, bicycle transport and all other possible supports are not allowed). In case of rule violation whereby the possession of equipment in the media vehicle is sufficient, the media vehicle is regarded as escort vehicle. Consequently, if there are more escort vehicles than allowed, this will lead to disqualification.

### **38. Additional Rules for Team Cyclists**

Except for at the very beginning of the race teams may choose how many cyclists they want on the course at any given time. Whenever a team has more than one cyclist on the course, those cyclists are allowed to draft off of each other.

If a team cyclist makes a wrong turn or otherwise gets lost, another team cyclist can continue the Race from any point along the official route that the team has already passed.

### **39. Exchanging Team Cyclists**

An exchange of cyclists can only take place when the traffic situation allows it. Flying exchanges are not allowed in urban areas, in heavy traffic, or in proximity to intersections or traffic lights. Support vehicles that are present during an exchange must be parked in a driveway or parking spot. Traffic must not be impeded during the exchange.

Rules for flying exchanges:



The cyclist who is taking over should be riding at very slow speed, waiting for the Pace Car and the cyclist who is handing over. When both cyclists are on a level with each other, the exchange is completed without the cyclists having to touch each other. The Pace Car then overtakes the cyclist and accompanies the new cyclist or picks up the former (only possible during the day).

Exchanges of cyclists during the night have to take place within the light beam of the Pace Car. The cyclist who is taking over is only allowed to accelerate within the light beam of the Pace Car. The cyclist's speed should be slow enough to make a safe change possible. "Flying exchangings" must be done in adjacencies of the escort vehicle. The way back to the escort vehicle for the cyclist who is handing over must be as short as possible. An unnecessary crossing of the street is strictly forbidden.

When in doubt, it is better to stop briefly in order to make an exchange and then continue the race with the new cyclist.

#### 40. Spying

Spying on other teams or cyclists is allowed, but only when using cars that are clearly marked as being involved in the Race. Please note that when spying, you are not allowed to disturb or harass any crewmembers or cyclists. In case of harassment cyclists can get a penalty.

#### 41. Cutoff Times

Race Around Austria	Halbenrain	Großglockner Hochtor	Bludenz	Finish
<b>Extreme RAA C-Block</b>	41 h	73 h	101 h	132 h
<b>Extreme RAA B-Block</b>	41 h	72 h	98 h	128 h
<b>Extreme RAA A-Block</b>	39 h	65 h	85 h	115 h
<b>2 person Team RAA</b>	37 h	58 h	77 h	102 h
<b>4 person Team RAA</b>	33 h	52 h	70 h	92 h
<b>RAA 1500 B-Block</b>	48 h	82 h	x	93 h
<b>RAA 1500 A-Block</b>	47 h	80 h	x	89 h
<b>Extreme RAA female (if start in C-Block)</b>	44 h	77 h	107 h	139 h

CHALLENGE	Ulrichsberg	Windischgarsten	Finish
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<b>Solo</b>	10 h	21.5 h	28 h
<b>Team</b>	9 h	20 h	26 h
<b>UNSUPPORTED</b>	10,5 h	22 h	29 h

Participants will be forced to abandon the Race if it becomes clear that they will not cross the finish line within the cutoff time.

If the rider continues the race despite of exceed the cutoff time with the Pace Car or a note to the Race Around Austria (e.g. Logo, Race number) the Athlete will be banned from the Race for life.

#### 42. Toll Roads

The *Großglockner Hochalpenstraße*, the *Gerlos Alpenstraße*, and the *Silvretta Hochalpenstraße* are toll roads (although tolls are only collected during daylight hours). Crewmembers should be prepared to pay the tolls. Please note that if you pass through the tollbooths when they are closed, the companies that operate the toll roads will not accept liability for any personal injury or material damage.

#### 43. Special Rules for the CHALLENGE

In addition to all of the above rules, the following rules also apply to the CHALLENGE:

- A cyclist may only be accompanied by one (1) and only car, which must be a Pace Car. Additional cars are not allowed, also not punctually on the route.
- Cyclists may only cycle next to each other for one (1) minute (when one is overtaking).
- Solo cyclists are not allowed to draft behind vehicles or other cyclists, so if two (2) or more cyclists meet during the day, their Pace Cars must drive ahead and all cyclists must be given support in so-called "leapfrog" fashion.
- Crews must consist of at least two (2) people, and each crewmember must have a driving license. Three (3) crewmember were recommended.
- Team rule: When switching cyclists at night, you must find a safe place for the exchange to take place, such as a driveway or pullout, and the Pace Car must be present for the exchange. (So-called "flying exchanges" are not allowed.)



#### **44. Special Rules for the UNSUPPORTED CHALLENGE**

For the UNSUPPORTED CHALLENGE the relevant rules of the Race Around Austria and the CHALLENGE apply, but without accompanying vehicle. The athlete is responsible for his safety and progress at all times. Every on-site situation must be assessed on a self-responsible basis.

The following equipment is additionally required:

- Double, adequate lighting on the bike (a reserve set of front and rear lights).
- Safety vest or warning belt, must be worn permanently (even during the day). If a backpack is used, it must also be equipped with reflective material, similar to a safety vest.
- GPS navigation device with the official route and a power bank to charge the device.
- Mobile phone with App WhatsApp.
- A minimum of EUR 100.- in cash.

The athlete is responsible for his care and advancement himself and may not accept active help from the outside, neither from any supporters, fans or other persons (exception: drinking water if not active organized, emergencies such as crashes or acute injuries). Nutrition and the fixing of any defects must be organized on the track by the Rider itself. If the Rider leave the official route, he has to return to this point.

At the official depot of the race management, a full or empty official box (will be given to the Rider from the organization) can be deposited, where utensils can left behind or taken up. This only bag can be filled at the start. Perishable food (e.g. bananas, etc.) must not be put in the box. The transport to the depot and back is organized by the organization.

For the immediate disqualification of the race leads in addition to the general disqualification rules of Race Around Austria:

- An empty mobile phone.
- Unavailability of the athlete over one hour.
- Any violation against the additional equipment of the bike (for example, driving without lights on the bike, if a battery is empty the Rider must stop until 06:30)
- Prohibited supply acceptance or active external help (exception: drinking water, medical emergencies or accidents) or the deposit of clothing or food alongside the track (with the exception of the official depot).



Should the race be terminated for any reason whatsoever, or should the racecourse break off the race for whatever reason, the athlete himself must arrange for his progress or pickup. A defective GPS tracker must be reported to the race management immediately.