



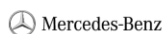
Rulebook Berne – Zermatt

April 2024



Organizer:
Sette Sports AG
Grenzstrasse 1
6214 Schenkon

PRESENTING PARTNER



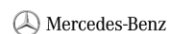
INTERNATIONAL PARTNERS



OFFICIAL TIMEKEEPER



NATIONAL PARTNER



STAGE PARTNER



Berne – Zermatt Rulebook

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1. GLOSSAR

Rider: Participants of BERNE – ZERMATT. They participate in either the Singles, Relay, Couples or Happy Threesome category.

Singles: The singles complete the entire route alone. External support is limited.

Relay: Consists of two racers who share the track between them. The team members alternate at will and thus divide the total distance between themselves. The team members can be composed of male and female participants.

Couples: A team consists of two racers who compete together in BERNE - ZERMATT. The teams can be made up of any number of male and female participants. The team members complete the entire course together.

Happy Threesome: The three racers complete the entire route BERNE - ZERMATT together. The teams can be made up of any number of male and female participants.

Team member: Rider and crew member that participate with the same bib number.

Support vehicle: Definition for marked and registered vehicles which support a team during a race.

Leap Frog Mode: With the Leap Frog Mode a direct pursuing of the teams is prohibited. The crew members have to overtake the athletes and wait at a position suited for support. This procedure can be repeated however suited. See point 5.4. and 6.2.

Marshals: Marshals are officials on motorbikes which accompany the riders on the road. Marshals are eligible to give the riders instructions or – if necessary – penalties.

Officials: Members of the BERNE – ZERMATT organization, which are on the road in marked vehicles. See point 3.

Race control: The race control is the highest body that rules over objections. The race control consists of five individual people. The race control is the highest body and responsible for the execution of the race. The race control is responsible for the decisions regarding punishments and disqualifications.

Checkpoint: A point installed by the race organization that has to be passed by the participants. The checkpoints also serve for timekeeping. The checkpoints do not need to be used to pass on the relay. The race organization recommends using different spots to change riders.



2. GENERAL INFORMATION

2.1. INTRODUCTION

The official language of BERNE – ZERMATT is German.

The participants are required to read the rules before the race. If there are questions, they can contact the race control or ask their questions via info@chasingcancellara.ch. Not knowing the rules will not be accepted as an excuse.

These rules present a minimum of restrictions with regards to the race tactics and the performance. The rules shall help to control the race, to comply with legal requirements and to prevent dangerous situations. BERNE – ZERMATT presents all the participants with a great physical challenge. The rule book shall provide a maximum of security and fairness.

Penalties and sanctions are imposed over the whole team. The participants are responsible for their safety and for the fairness.

2.2. FLOW OF INFORMATION

Every participant is obliged to carry his mobile phone with him during the race. In case of emergencies or tasks, the race control has to be informed. Each participant is responsible for the charging status of his mobile phone.

2.3. LIABILITY – LEGAL RECOURSE

The participation in BERNE – ZERMATT is at your own risk and responsibility. The organizer excludes all liability for all personal injuries and property damage of riders, crew members and their companions, vehicles, material, etc. insurance against accident, illness or theft as well as for someone's own liability is the responsibility of each individual participant. By registering for BERNE – ZERMATT, each participant accepts and signs the BERNE – ZERMATT disclaimer and, to the extent permitted by law, releases the organizer and his assistants from all liability claims. The signing of the disclaimer is a condition of participation in BERNE – ZERMATT. The form can be downloaded from our website <https://www.chasingcancellara.com/bern-zermatt>

2.4. THE RULES BY THE RACE CONTROL ARE TO BE RESPECTED

It is at the discretion of the race control to interpret the rules in the sense of the BERNE – ZERMATT idea. The race control can issue new regulations before and during the race. There can also be changes as far as this is necessary for a fair and secure execution of BERNE – ZERMATT. The full responsibility for such a decision rests with the race control. No appeal is possible against such decisions by the race control. Objections can only be appealed against a decision with regards to point 3.2. and 3.3.

2.5. UNFORSEEN EVENTS

During the race, the riders and the crew may be confronted with unforeseen events. The race control and organizers cannot be held accountable for such eventualities and will not pronounce time bonuses, nor will they deduct time from one rider / team from the total time or otherwise favor a rider / team. Such eventualities include traffic lights, traffic congestion, trains, detours, road works, cows, winds, storms, snow, avalanches, earthquakes or other similar occurrences beyond the organizer's control.



2.6. OFFICIAL RACE TIME

The official race watch is set at the start and will never stop. However, the race control can make time adjustments for "special circumstances" after the start (see point 2.5.).

2.7. RACE CATEGORIES

BERNE - ZERMATT will be held in four categories: Single, Relay, Couples and "Happy Threesome". Depending on the structure of the participants, additional categories regarding age and gender can be introduced. Participants in the Singles category complete the entire course alone and cannot take turns with team members. The "Relay" category is a 2-man team relay. The two riders share the total distance. It is not prescribed when and where to change. The riders may take turns at any time from kilometre 35.9 (Restaurant Lamm, Rüscheegg-Graben). The last section from the checkpoint Täsch to Zermatt is ridden together as a team. Slipstreaming is allowed on this last section. The participants of the categories "Couples" and "Happy Threesome" will ride the whole distance together. They are allowed to slipstream each other.

2.8. MINIMUM AGE

The minimum age to participant is set at 16. (born before 29/06/2008)

2.9. FINISHING THE RACE

All the riders and teams have to reach the finish and the checkpoints within the set time limits (according to a separate race schedule).

If a rider does not reach the specified control stations within the specified time, he will no longer be listed in the BERNE – ZERMATT ranking, unless the race organizers extend the time limit due to exceptional circumstances. The broom wagon marks the end of the race. All participants behind the broom wagon are no longer part of the race and are not entitled to timekeeping. The organizer assumes no responsibility for those participants who are outside the race and continue driving.

3. RACE CONTROL / OFFICIALS / MARSHALLS

3.1. GENERAL INFORMATION

The race control is the supreme organ of the race and responsible for the execution of the race and judges over disqualifications.

The race control is the neutral organ that decides over objections (see point 2.4.). The race control consists of five individuals. The race control is responsible for the procedure with regards to punishments, disqualifications and appeals. Decisions of the race control are final and can no longer be challenged.

BERNE – ZERMATT Officials are members of the BERNE – ZERMATT organization. BERNE – ZERMATT Marshalls are BERNE – ZERMATT Officials on motorcycles. For the sake of simplicity, we will unify these two categories as "Officials".

Officials are instructed to limit themselves to a minimum of interactions with riders and crew members. They cannot provide assistance except in the case of an emergency and they must not favor any riders.



The crew or riders may contact the Officials during the race, but they may only forward information and request further assistance. Direct help and assistance with any problems (such as route, defects, etc.) cannot be provided by the Officials.

Concerns or questions about the rules are to be placed during the race at the BERNE – ZERMATT racing center or at the Officials on the way.

Officials ride in marked vehicles (motorcycles and cars). Many of them will be present along the entire route. But there are also "Incognito Officials", which can appear somewhere on the route.

3.2. PENALTIES - WARNINGS

Time penalties for violating traffic rules and / or BERNE – ZERMATT regulations are accumulated throughout the race. Time penalties are always imposed on the entire team. Depending on the seriousness of the offense, the race organizers can impose time penalties of 10 to 30 minutes or even direct disqualifications (see list of penalties in the road book).

Officials may issue warnings to the two-team and three-team categories. A maximum of 2 warnings can be given per two-team and three-team category. Each further warning will automatically be converted into a time penalty by the race management.

Privileges of Officials: Eventually an Official must stop a rider and / or crew in a safe place to discuss rule interpretation, safety aspects or other issues affecting the race. No compensatory time bonus will be credited for these interruptions.

Any time penalties will be added to the total time of the singles or teams.

Any rider, crew member or personal film crew caught in the event of traffic violation or non-compliance will be penalized. Like all penalties, such penalties are pronounced against the entire team.

3.3. DISQUALIFICATIONS

The following violations can lead to an immediate disqualification by the race control:

1. The refusal or non-compliance with the contractual conditions of participation. This includes in particular: appropriate and professional behavior of all riders and crew members, the prior signing of the disclaimer as well as the observance of orders of the Officials and the compliance with the present regulations.
2. Ingestion of prohibited substances (current WADA, NADA and UCI regulations) as well as alcohol consumption by riders or crew members during or right before the race.
3. The refusal of a urine test (race driver), which can be arranged by BERNE – ZERMATT Officials before, during and after the race.
4. The progress of a rider in the race in a motorized vehicle without this being approved by an official or the racing center. Exception: medical emergency.
5. Incorrectly registered or insured vehicles, or incorrectly designated, registered vehicle drivers / crew.
6. Sticking to a vehicle (motorized or not motorized) to get ahead.
7. The inappropriate behavior of a rider or crew that could cause security, legal and reputation issues for the race, the organization, the other riders and their crews.
8. Unsportsmanlike conduct before, during and after the race.
9. Intentionally changing signage to mislead the competition or for other reasons.
10. Not wearing or not using compulsory equipment (lighting, light vest, reflectors)



4. POLICE AND TRAFFIC

4.1. GENERAL INFORMATION

BERNE – ZERMATT takes place on public roads and is therefore subject to local regulations and laws. BERNE – ZERMATT contacted all law enforcement agencies before the race. There is the following to note:

1. **The Swiss Road Traffic Act, the Swiss Road Traffic Regulations and the Traffic Regulations have always the highest priority!** The BERNE – ZERMATT organization reserves the right to file a complaint with the authorities in case of gross violations of the traffic regulations.
2. Exceptions are possible – for cycling on roads where this is not permitted otherwise. The same applies to accompanying vehicles. Riders and vehicles complying with the instructions and regulations in the BERNE – ZERMATT roadbook can assume that the authorities have been informed and that all concerns have been discussed before the race.
3. It can still happen that a police officer is not informed about BERNE – ZERMATT and stops a team. If there are any discrepancies with the authorities, the race control will decide whether to make a time adjustment.
4. BERNE – ZERMATT takes place on public roads. Courtesy to other riders and drivers is without question.

4.2. TRAFFIC RULES

The violation of any rules of the Swiss road traffic regulations, by riders or crew will result in a punishment of the team.

5. SUPPORT VEHICLES AND CREW

5.1. GENERAL INFORMATIONS

Support vehicles are motorised vehicles with at least 4 wheels (no quads) and are required to transport people and/or to support the BERNE - ZERMATT racer. Support vehicles are permitted from Rüscheegg-Graben (KM 35.9). Outside help (personal supporters) for the categories "Happy Threesome", "Couples" and "Singles" are only allowed at checkpoints 1, 2, 3 and 5. For safety reasons, the route from Jaun via Mittelberg to Saanen will be closed to supporters' vehicles. Support vehicles must not exceed the following dimensions in length / width / height.

L/W/H max. = 600/210/275 (cm) (excl. rearview mirror)

5.2. MAXIMUM NUMBER OF PERMITTED CREW MEMBERS

A maximum of 2 crew members are allowed for the BERNE - ZERMATT race.

5.3. NUMBER MIN. / MAX. OF REGISTERED SUPPORT VEHICLE

A maximum of one support vehicle per team, who starts as «Relay» is allowed. This can be used to transport the teammates and assist the racing riders in the Leap Frog Mode.

All escort vehicles must have switched on beam lights day and night whenever the vehicle is in operation.

No escort vehicle may block or impede the progress of a road user or competitor. All vehicles must observe the normal road speed, even too slow driving can be punished.



All vehicles that are on the road in connection with the cycling event and support the participants at the checkpoints must affix the stickers provided for this purpose to the windshield and rear. The stickers are included in the sticker sheet that is sent with the start number. (see point 5.7).

5.4. LEAP FROG MODE

In the Leap Frog Mode, a direct (in race speed) pursuing or leading of the rider is not allowed. It is important to overtake the athlete and wait for him at a suitable place. This procedure can be repeated as often as required. However, it is important to ensure that suitable places are used on solid ground for parking. When parking the vehicle, the crew members have to ensure a distance of min. 1 meter to the road. The Leap Frog Mode applies throughout the race.

5.5. USAGE OF SUPPORT VEHICLES

In addition to driving parallel to the rider equipping him or her with food, bidons or other materials out of the car is also not allowed. In connection with a normal passing process, the exchange of information is permitted, but may not last longer than 10 seconds and must not interfere with the flow of traffic.

5.6. LIGHTING / SOUND

Public rotary lights as well as other supplementary lighting not corresponding to the traffic regulations are not permitted on support vehicles. Additional vehicle lighting is permitted as long as it complies with official regulations in Switzerland.

5.7. LABELING OF VEHICLES

Stickers with "BERNE – ZERMATT" are issued for all vehicles in all categories driving on the race course. These stickers must be affixed to the vehicles in accordance with the separate specification. The stickers are provided by the organizer.

6. GENERAL RULES DURING THE RACE

6.1. RULES FOR THE RIDERS

A rider may not receive any kind of push by a person or by a vehicle.

Riders (in the race, with an active time-measuring chip) must under no circumstances be transported on the racetrack except in the case of medical emergencies.

Riders have to wear a correctly fixed and tested helmet at all times.

Riders need to keep their bib numbers well visible on the handlebars and on their back throughout the race.

A rider is allowed to ride a bike with a flat foot or other mechanical problems. However, if an official considers the situation to be insecure, the rider must stop or continue cycling on foot until the bike is replaced or repaired.

A rider may walk on the BERNE – ZERMATT route, as long as the bike is with him and is carried or pushed by himself.

Riders may neither block nor hinder the advance of a competitor.



Racers may only ride in the slipstream of other competitors until Restaurant Lamm in Rüscheegg-Graben (KM 35.9). After that riders must not drive in the slipstream of other participants or any vehicles. They must, if they want to keep the same pace, keep a distance of min. 50 m to the rider in front of the participant. These 50 m also apply to the distance to a support vehicle of rider riding in front. For the categories «Couples» and "happy threesome", riding in the slipstream of the own group members is allowed.

Overtaking must not take longer than 1 minute. The out-of-date participant has to relapse to a distance of 50 m. Only then may he start his own overtaking maneuver.

Riders must stop for tests or medical examinations if they are arranged by a BERNE – ZERMATT official. Failure to comply will impose a time penalty on the team. Failure to comply with such an order by the BERNE – ZERMATT Officials may also result in a disqualification.

Littering (waste disposal in nature) by riders is prohibited and will be punished with a time penalty.

Urinating in nature is generally not desired and in the immediate vicinity, visibility of the street prohibited. Offenses can be punished with a time penalty. Toilets are available at the checkpoints.

6.2. RULES FOR CREW MEMBERS

A crew member is someone who actively supports the riders in any capacity and continuously during the race.

Each group of three, each team and each single has the right to participate with max. two helpers. Outside help (personal supporters) for the categories "Happy Threesome", "Couples" and "Singles" are only allowed at checkpoints 1, 2, 3 and 5. This applies to all participants. All helpers (of all categories) must wear a light waistcoat. These must be brought along by the participants themselves and will not be provided by the organisers.

Each individual crew member agrees to the delivery of the personally signed disclaimer and his participation in the race with the terms of the disclaimer.

1. The rider is responsible for the behavior of his crew members. The misconduct of a crew member can lead to a punishment or disqualification from BERNE – ZERMATT. If it is found that a member of the crew becomes an intolerable factor, the person can be excluded from the event.
2. A team may assist other racers and teams participating in BERNE – ZERMATT. However, no misleading instructions about the route should be given to other drivers and teams
3. Each team has to work for itself. This also includes communication within the vehicles, shopping for water and fuel, and finding gas stations and medical facilities along the way. Officials are only allowed to directly assist the escort teams in medical emergencies. A list of contacts to medical contact points along the route will be issued by the BERNE – ZERMATT organization with the race documentation before the start.
4. Supporting different teams from one and the same crew is not allowed. In exceptional situations, of course, another team can be helped out.
5. If a team member deliberately disregards rules to help his racer, the rest of the team members must try to stop it and report an offense to an official. All team members (crew members as well as racers) have an obligation to abide by the rules.
6. Ensuring safety for riders, crew members, officials and other BERNE – ZERMATT participants along the route is a top priority. In an emergency, all attention must be paid to an injured person. An omission of the assistance can lead to a time penalty or at most disqualification.
7. If a racer has lost time for assistance according to the previous point (in which his or his team's help and that of his team has been used and noted), the race control will determine an appropriate time credit and credit it to the team.
8. Littering (waste disposal in nature) by crew members is prohibited and will be punished with a time penalty.

6.3. RECOVERY

There are no rules on how long a rider can ride and a crew member can be on his feet without resting. However, for safety reasons, an official may pronounce a penalty on a team if he believes that the sleep deprivation of a team member (both racers and crew members) endangers their own or the safety of others. If not suitably recovered or no additional crew members are available, the Official may immediately impose a mandatory rest period of up to three hours on a rider and / or crew member.

Likewise, the medical staff is entitled to remove racers from the race in the event of threatening signs of health impairment.

It is the responsibility of the team and / or the rider to ensure that everyone is rested and fit enough to continue safely.

6.4. RIDING AT NIGHT

In the night mode, the race bikes must be equipped with a front light that is recognizable and functional at 100 m away and always burning (not flashing), and with a red tail light, which is visible from 150 m. This must remain switched on until the Col du Pillon. Reflective tape or plastic reflectors must be attached to the racing wheels in accordance with a separate specification. The reflectors will be provided by the organizer. In addition, it is recommended that you carry a light throughout the route.

During the race, the crew always has to carry a luminous vest (day and night) outside the escort vehicles. The luminous vests are not provided by the organizer.

Night driving takes place at the following times: **between 02:30 – 07:00**

The riders have to wear during the night operation special, reflective clothing. Details will be provided with separate information. A light vest will be provided by the organizer and must be carried all the way to the Col du Pillon.

6.5. ADDITIONAL RULES FOR THE CATEGORY “RELAY”

1. Rider changes are allowed everywhere and at any time from km 35.9 (Rüschegg-Graben).
2. The section Täsch - Zermatt is ridden together in the category Teams. It should be noted that the teams ride together as compact as possible. On this section drafting behind the team mate is allowed.
3. When riding to the finish, the front wheel of the last rider of a team is recorded for the classification. If a team member does not cross the finish line, he is not considered a finisher of BERNE – ZERMATT.

6.6. ADDITIONAL RULES FOR THE CATEGORY “COUPLES & HAPPY THREESOME”

1. The entire course will be completed together as a group.
2. The two / three riders may ride in each other's slipstream. Slipstreaming is otherwise strictly forbidden.
3. The front wheel of the last rider in the group of three will be recorded for scoring purposes when the rider crosses the finish line.
4. If a member of the group of two or three does not finish the race, the group will not be scored and will be classified as DNF.

6.7. RULES RACE BIKES / EQUIPMENT

RACE BIKES

1. Road bikes may only be powered by human power.
2. It is not allowed to use multiple race bikes.
3. All race bikes used must have a traffic permit issued by the country in which the race bike is enrolled resp. whose owner is resident.
4. Any of replacement parts can be used during the race.
5. Front screen, wings and aerobars / triathlon handlebars are prohibited. "Wind shovels" under or around the handlebars are prohibited.
6. Disc wheels, compound spoke wheels and wheel protectors are not approved.
7. The race control reserves the right to prohibit a race bike or a component thereof, either before the race or during the race. It is the Competitor's responsibility to show any non-standard or common equipment to the Race control prior to the race for approval.
8. During the night mode, the race bikes must be equipped with a front light that is recognizable from 100 m away and always burning (not flashing), and with a red tail light, which is visible from 150 m away. It is mandatory to keep the lights on until you reach the Col du Pillon.

CLOTHING

1. Race clothing and wind protection are allowed. The installation of cladding on clothing is not permitted.
2. During the race, each participant has to wear a luminous vest outside the vehicles (during night mode). This also applies to non-racing riders. Wearing the light waistcoat is compulsory up to the Col du Pillon.
3. We explicitly point out that sufficient suitable clothing is to be carried during the race. Especially the crossing of the mountains and the possibly occurring weather conditions can be an important factor. This is explicitly the responsibility of the participants.

6.8. RACE START

There will be different groups created which will start individually in to be defined intervals (45-60 seconds). The start time of each rider is communicated in advance of BERNE – ZERMATT. Participants in the "Singles" category start first. Then those in the "Couples" category start. The "Happy Threesome" and "Relay" categories start the race last. Late-registered riders/teams start at the end of their respective category.

6.9. RACE ROUTE

Every racer must follow the instructions in the official BERNE – ZERMATT roadbook. This also applies to leaving and turning into cantonal roads and other detailed route orders. The only exception is when construction sites or other unforeseen reasons (e.g., errors in the posted route) necessitate a route change. In these sections of the route, the rider must follow the directions of an official.

The directions and maps in the official BERNE – ZERMATT roadbook are the only official documentation of the route. Only changes made by Officials or by the Race control allow deviations from the official ZIURICH – ZERMATT roadbook.

If a rider leaves the correct route and then, for whatever reason, rides away from the prescribed route, he may ride back on his own or else be ridden back to the point (in the escort vehicles) where the course deviation occurred and then ride on.

If the wrong turn is due to an error in the BERNE – ZERMATT directions (wrong instructions, unclear specifications) the race control will award the rider a time bonus. Provided that a precise time, distance and whereabouts are written down and related to a route description error in the roadbook.



7. COMMUNICATION DURING THE RACE

7.1. GENERAL INFORMATIONS

Notices from the Race control or the Officials shall always inform the entire team (crew members and racers).

Important communications from the Race control, or the Race control can also be made by the Officials at the control station directly to the racer or the crew member.

7.2. INFORMATION GATHERING

The BERNE – ZERMATT website (<https://www.chasingcancellara.com/bern-zermatt>) and social media platforms are the best sources for detailed racing information.

7.3. OTHER RAPPORTATIONS

Team members must notify the race control in the following situations:

1. If a rider has to stop the race due to fatigue, an accident or other reasons.
2. If a rider is massively delayed because of a wrong route choice or if he has been delayed for more than 30 minutes due to other circumstances.
3. In case of failure of a rider or crew member, the race control is to be informed immediately.
4. In the event of unforeseen incidents along the route (construction sites, accidents, roadblocks, etc.), the race control must be notified immediately.

7.4. SPONSORS

1. The organizer may request that the name or logo of a sponsor be affixed to the clothing and / or to the vehicles of the riders.
2. Tobacco and alcohol products (except beer and wine) must not be displayed as names or logos on the competitor's clothing or vehicles.
3. The organizer reserves the right to prohibit the attachment of an inappropriate sponsor's name or logo. This can also happen during the race. (For example, solicitation of inappropriate sponsors / logos)

7.5. MEDICAL PARTNER

The organizer implements a medical concept, which includes the coverage of medical assistance in along the road between BERNE and Zermatt.

In principle, each participant is responsible for his / her own health and cannot hold the organizer and its defined partners, in particular the medical partner, liable for any health complaints that may have arisen through participation in the BERNE – ZERMATT.