

## 1. GLOSSARY

<b>Escort vehicles:</b>	Term for officially designated and registered motor vehicles used by the teams during the race. See point.4.
<b>Crew:</b>	A crew member is someone who actively and continuously supports a team in any function during a specified period of time. Crew members must be officially registered. Racers of 2- or 4-person teams can assist crew members in driving the escort vehicles during the race.
<b>Follow car mode:</b>	The follow car mode allows direct following of the racer by escort vehicle. It is allowed during night from 20.00 – 06.30 hour but is not mandatory.
<b>Leap frog mode:</b>	In the leap frog mode (frog jump) a direct pursuit at the same speed of the racer is not allowed. The racer has to be overtaken and met at an appropriate place. This procedure can be repeated as often as necessary. See point 4.2.
<b>Marshals:</b>	Marshals are designated officials on motorcycles.
<b>Mixed team:</b>	at least 1 woman and 1 man within a team
<b>Motorhomes:</b>	are not allowed
<b>Officials:</b>	Officials are members of the SLOULTRA organization who are on the route in designated vehicles. See point 2.
<b>Racers:</b>	Registered cyclists participating in SLOULTRA as single competitor or in a 2- or-4- person team. "Racers" in these regulations are competitors in action on the bicycle.
<b>Team:</b>	A team consists of racers and crew members with the same start number.
<b>Time station:</b>	Transition area designated by the organizer, where the time of the racers is measured and an intermediate ranking is generated.
<b>Tracking device:</b>	Each team will receive a tracking device from the organizer (on loan). This device must always be taken along by the active racer. The 2- and 4-person teams have to hand over the tracking devices to the next team member at the exchange.
<b>Night time:</b>	from 20:00 to 6:30

# **1. GENERAL RACE INFORMATION**

## **1.1. INTRODUCTION**

It is up to the participants to read these rules before briefing and - if necessary - ask questions to the organizing committee of SLOULTRA (sloultra@gmail.com). Penalties and sanctions will be imposed on the concerned team. Ignoring the rules will not be accepted as an excuse.

These rules are minimum restrictions of the race strategy and performance. The aim is to control the race and to avoid hazardous and risky situations. SLOULTRA is a huge endurance challenge for everyone. These rules shall ensure maximum safety and fairness at the same time. The ultimate responsibility for safety and fair play, however, is always in hands of the participants (racers and crews).

## **1.2. LIABILITY - LEGAL PROCESS**

The participation in SLOULTRA is the sole responsibility and risk of the participants. The organizer excludes any liability for any personal injury or material damage. No liability claims can be asserted towards the organizer. An insurance against accident, illness, theft and liability is in the responsibility of each participant. With the registration for SLOULTRA, every participant accepts and signs the SLOULTRA exclusion of liability, exonerating the organizer and its staff from any legal claim. The crew chief may sign the exclusion of liability on behalf of all crew members. This declaration must be handed over at check-in and can be downloaded from our website [www.sloultra.com](http://www.sloultra.com).

## **1.3. THE REGULATIONS OF THE RACE MANAGEMENT HAVE PRIORITY**

The race management reserves the right to interpret the rules within the meaning of the SLOULTRA idea. The race management may adopt new rules and penalties and modify them, if necessary, before, during and after extreme and unforeseeable incidents which are not covered by these regulations. This includes any loop hole too, which might be found by a participant. The full responsibility for such a decision is up to the race organizer. The racers can appeal against such a decision after the race (according to point 1.5).

## **1.4. UNFORESEEN INCIDENTS**

During the race, racers and crews could be faced with unforeseen incidents. The race organization cannot be brought to justice for such eventualities. It will therefore grant no time bonuses and not favor a racer or a team in any way. Such incidents include traffic lights, traffic jams, trains, winds, storms, snow, avalanches, earthquakes and any other force majeure risk. Unforeseen incidents are, amongst others, detours, road works or any other incident which is out of control by the organizer.

## **1.5. CHALLENGING A RACE DECISION**

Official protests are only effective if they are submitted in writing and detailed, including a justification why a decision should be taken or revoked. Evidence may be a written statement of a witness or any other recording of the relevant incident. A valid protest shall not be based on vague complaints and must include the above mentioned elements. Protests must be submitted in writing to the SLOULTRA race management within 4 hours after the race / arrival at the finish line (of the protesting team). For an official protest, the amount of EUR 100.- has to be deposited at the race management. This amount will be refunded in case of a positive decision or kept as a service charge in case of rejection.

## **1.6. OFFICIAL RACE TIME**

The official timekeeper will be activated at the start and will in no case be stopped. The race management may - however - define time adjustments in case of special circumstances (first aid etc.). See point 5.2.10.

## 1.7. MINIMUM AGE

Minimum age for SLOULTRA racers (reference is the year of birth):

Single racers / 2-person teams:	year of event minus 18
4-person teams:	year of event minus 16
crew members:	year of event minus 18

## 1.8. FINALIZATION OF THE RACE

1. All racers and teams of each category must reach the finish line and the time stations within the predetermined time (in accordance with the separate time schedule).
2. If a racer does not reach the time stations within the predetermined time, he will not be listed in the SLOULTRA ranking. Exception: the race management may extend the time schedule in case of special circumstances. If a racer exceeds the time schedule at a time station, he may continue the race, but there will be no further time measurement for him and his race data must not be recorded any longer. The racer will be listed in the ranking with the latest covered distance he reached within the time schedule.

## 2. OFFICIALS / MARSHALS

### 2.1. GENERAL

SLOULTRA officials are members of the SLOULTRA organizing committee. Officials on motorcycles are called marshals. To simplify matters, both categories are hereafter called "officials".

Officials are advised to restrict themselves to minimum interference with racers and crew members. They cannot, except in cases of emergency, support or favour any racer.

1. The crews and the racers can contact officials during the race. The officials – however – can only transmit the information and ask for further assistance. Direct help and support in case of problems (e.g. route, damages etc.) cannot be provided by them.
2. Requests or questions regarding the rules have to be addressed to the race management or during the race to the officials.
3. Officials drive designated vehicles (motorcycles and cars). Many of them will be present throughout the whole tour. But there are also "incognito officials" who might appear anywhere and at any time along the route. They will identify themselves as part of the SLOULTRA organization.

### 2.2 PENALTIES - WARNINGS

1. Time penalties for disregarding traffic rules and/or SLOULTRA regulations are accumulated throughout the race. Racers and teams are allowed to collect a maximum of three penalties; a fourth one leads to disqualification. Any violation of a rule or regulation can cause time penalties which are accumulated (for instance 3 penalties = 90 minutes)
2. Time penalties:

1st	time penalty: 15 minutes
2 <sup>nd</sup>	time penalty: 30 minutes
3 <sup>rd</sup>	time penalty: 45 minutes
4 <sup>th</sup>	time penalty: disqualification

Officials can issue warnings in written form and with evidence, but not more than two per team. Third, fourth or fifth warnings will immediately be converted into time penalties by the race management. The sixth warning will lead to disqualification. Warnings are subject to the judgment of the officials. A time penalty can also be imposed immediately and without previous warning.

3. Precedence of officials: It might occur that an official has to stop a cyclist or a crew at a secure area in order to discuss rule interpretations, security aspects or other points which might influence the race. For these interruptions no time bonuses will be granted.
4. The accumulated time penalties will be taken into account after the race is finished.
5. Any racer, crew member or personal film crew caught in a traffic- or SLOULTRA rule violation will be penalized. Such penalties will be imposed to the respective racer or team.

## **2.3 DISQUALIFICATION**

The following violations can lead to an immediate disqualification:

1. Refusal or disregard of the contractual terms which are essential to participate in SLOULTRA, particularly an inappropriate and unprofessional behavior, not signing the exclusion of liability and not observing the rules by all racers and crew members.
2. The use of illegal substances (in accordance with the regulations of WADA, NADA and UCI) as well as the consumption of alcohol by racers and crew members.
3. The refusal of urine tests (racers) requested by SLOULTRA officials before, during and after the race.
4. The transport of an active cyclist (with tracking device) in a motorized vehicle without authorization of an official or the race management. Exception: medical emergencies.
5. Incorrect registered or insured escort vehicles, drivers and crew members.
6. Clinging on a vehicle (motorised or not) in order to move forward.
7. Inappropriate behaviour of a racer or a crew member which could lead to security-, legal- and reputational problems for the race, other racers and their crews.
8. Intentional changing of signs to misdirect competitors or for any other reason.
9. After three penalties, a fourth one will lead to immediate disqualification.

## **2.4 SUSPENSION**

The SLOULTRA organizer reserves the right to exclude anyone forever from SLOULTRA if it becomes aware that a person causes problems or damage to the organization for whatever reason. This rule will only apply under extreme circumstances.

### **3. POLICE AND TRAFFIC**

#### **3.1. GENERAL**

The SLOULTRA takes place on public roads and is therefore subject to the local regulations and laws. The race management will contact all relevant public authorities before the race. The following requirements have to be observed:

1. **Slovenian traffic regulations always have priority!** The SLOULTRA management reserves the right to make a report to the authorities in the case of severe misconduct.
2. Exceptions are possible for cycling on roads which are normally closed for bicycles. This applies to escort vehicles too. Racers and drivers of escort vehicles who follow the regulations of the SLOULTRA Routebook can assume that the authorities have been informed and that all requests have been discussed before the race.
3. It could – however - occur that a policeman has not been informed about the SLOULTRA and that he stops a racer or a team. Should this lead to a disagreement with the authorities, the race management will decide whether a time- or distance adjustment will be applied.
4. The SLOULTRA takes place on public roads. Politeness and courtesy towards other racers, drivers and road users is self-evident.

#### **3.2. TRAFFIC REGULATIONS**

The violation of any rule of the Slovenian traffic regulations by racers or crews will lead to a penalty of the team. Exceptions see point 3.1.2.

Please also observe point 5.1 “regulations for the racers”.

### **4. ESCORT VEHICLES AND CREW**

#### **4.1. GENERAL**

##### **4.1.1. Definitions:**

- **Escort vehicles** are motorised vehicles with a minimum of four wheels (no quads) and are used for the transport of persons and/or the support of SLOULTRA racers. Escort vehicles must not exceed the following dimensions in length / width / height:

**L/W/H = max. 600/210/250 cm** (excl. rearview mirror).

- **Motorhomes** are not allowed.
- **Motorcycles, trailers and quads** cannot be used as escort vehicles.

##### **4.1.2. Number of min / max registered escort vehicles per team**

Maximum of two escort vehicles are allowed per a team. For solo racers only 1 escort vehicle is allowed.

All escort vehicles must attach the race number and further stickers on specified spots of the vehicles. Separate specifications have to be observed.

There will be a random check of all escort vehicles before the start. The check times must be strictly observed.

All escort vehicles must, whenever they are in operation, have the low beam lights on during day and night.

No escort vehicle may block or obstruct other road users or competitors.

All escort vehicles must adhere to the normal road speed; driving too slow can be punished too.

#### 4.1.3. Min. / max. allowed crew members / categories

category	minimum crew	maximum crew
Single racer	3	5*
2-person team	3	5*
4-person team	4	5

\* Single racers and 2-person teams may replace (no obligation) 2 crew members at separately designated route sections in the middle of the race. This only applies for teams, if they have only 1 escort vehicle and 3 crew members, but does not apply for 2 escort vehicles and 5 crew members.

Crew Chiefs cannot be replaced. Any substitute crew member has to be provided with all the necessary information to ensure a safe and rule conform race. Crew members are allowed to attend the briefing.

Regarding the replacement of crew members a separate and binding information with further details will be issued.

Each escort vehicle must be manned and driven at any time by **at least** 2 crew members (driver and navigator).

The minimum and maximum allowed number of crew members per team is binding. The organizer takes into account the maximum number for the planning of the event.

## 4.2. LEAP FROG AND FOLLOW CAR MODE

### 1. Definition „leap frog mode“

In the leap frog mode (frog jump) a direct pursuit at the same speed of the racer is not allowed. The racer has to be overtaken and to be met at an appropriate place. This procedure can be repeated as often as necessary. But it has to be observed that the escort vehicles must be parked on paved spots and at least 1 meter from the road. The leap frog mode generally applies during the whole race; only in the night mode (20:00 - 06:30), the follow-car mode is permitted. Exceptions from this rule will be marked in the Routebook.

### 2. Definition „follow car mode“

In the follow car mode, escort vehicles may follow the racers at the same speed. This mode is only allowed during the night mode (20:00 - 06:30) but it is not mandatory. It is also allowed in bad visibility conditions.

## 4.3. ESCORT VEHICLE OPERATION

1. Driving parallel to the racer and the transfer of food from a moving vehicle is forbidden at any time. During a normal overtaking, the exchange of information is permitted, but not longer than 10 seconds and without obstruction of the traffic flow.
2. The handover of food and equipment must be arranged by the crew members from the roadside and standstill (no handovers from escort vehicles!).

3. In the follow-car mode, the escort vehicle must not delay the following vehicles longer than 1 minute. It must leave the road as soon as there are more than three vehicles behind him.
4. Escort vehicles must follow the racers close to the right side of the road.
5. Special attention is necessary when one racer overtakes another. The racer who will be overtaken and his escort vehicle (follow-car mode) have to accept being overtaken by slowly heading to the right side of the road. The overtaking racer has to speed up and overtake on the left side. His escort vehicle follows him within a safe distance.

#### **4.4. SOUND SYSTEMS / LIGHTING**

Sound systems and strobe lights, as well as other additional lights which do not comply with the traffic regulations are **not permitted** on escort vehicles.

### **5. GENERAL RULES DURING THE RACE**

#### **5.1. REGULATIONS FOR THE RACERS**

1. Two or more different racers / teams must never run together / side by side.
2. Active racers may not be transported at all on the race route, except in case of medical emergencies.
3. Racers must always wear a properly fastened and approved helmet.
4. Racers must attach their race number during the whole race clearly visible at the front side of the helmet. Alternatively, on the left or right side of the helmet.
5. Racers may not be pushed by a person or a vehicle. Exception: team racers are allowed to push on teammates on transitions.
6. Racers may ride a bicycle with a flat tire or any other mechanical problem. If an official considers the situation as unsafe, the racers have to stop or walk until the bicycle has been replaced or repaired.
7. Racers may walk on the route as long as the bicycle is with them and is carried or pushed by themselves.
8. Racers may not block or obstruct competitors.
9. Racers may not ride in the slipstream of other participants. If they want to keep the same pace, they have to keep a distance of at minimum 50 m to the participant ahead. If the racer in the front is being followed by his follow vehicle, the minimum distance behind the vehicle is 100m!

**Slipstreaming is always prohibited (except in the own team)**

10. Overtaking should not last longer than 1 minute. The overtaken racer has to drop back to a distance of 50m (or a 100m behind a follow car). Then only he may - if required - start his own overtaking.
11. At traffic lights and stop signs, racers are not allowed to hold on to a vehicle or a person, nor get any further assistance for balance. But they can hold on to a permanently fixed object, such as a pole etc.
12. Racers need to stop for tests or medical examinations when ordered by a SLOULTRA official. In case of noncompliance the racer may be penalized up to disqualification.
13. Littering by racers is prohibited and will lead to a time penalty.
14. Urinating outdoor is generally not desired and prohibited close-by and visible from the road. Noncompliance can lead to a time penalty.

## **5.2. REGULATIONS FOR CREWS / ESCORT TEAMS**

A crew member is someone who grants active and continuous support of any kind to a racer during a specified time period. Unregistered crew members are forbidden.

1. Every single crew member has to agree with the liability exclusion (signed by the team leader). By participating in SLOULTRA he accepts the conditions of the liability exclusion.
2. The racers are responsible for the behavior of their crew members. Misbehavior of a crew member may result in a penalty or even disqualification. If the behavior of a crew member becomes unacceptable, he/she may be excluded from the event.
3. Each crew must designate a Crew Chief and a Crew Chief Assistant, and register them at race management before the race. The Crew Chief will from then on speak in the name of the whole crew and the racers to the officials (report problems, suggestions or other information). Other crew members should not talk officially with the officials, except in cases where the Crew Chief is not available.
4. A crew may provide support to all racers and other teams of SLOULTRA. Misleading instructions about the route to other racers and teams are of course forbidden.
5. Every crew has to be self-sustaining, including the communication between the vehicles, the purchase of water and fuel, as well as the locating of fuel stations and medical establishments along the route. Officials may directly support crews only in medical emergencies.
6. A crew member is not allowed to be a part of two or more teams. That means that basically a crew member can only support its assigned racer or team. Under exceptional circumstances of course, help may be provided to other competitors.
7. A crew member may change to another team, but only if his/her original team is officially out of the race.
8. Should a crew member deliberately ignore rules in order to support his racer, the other crew members must try to stop him and report infringements to an official. Crew members must respect the rules like all the racers.
9. The safety of racers, crew members, officials and other SLOULTRA participants along the route has top priority. In case of an emergency, full attention has to be given to the injured person.
10. Should a racer have lost time when providing help to somebody (when his help or that of his crew was needed and recorded), the race management will determine an adequate time bonus.
11. Littering by crew members is forbidden and will lead to a time penalty.
12. Urinating outdoor is generally not desired and prohibited close-by and visible from the road. Noncompliance can lead to a time penalty.

## **5.3. RECOVERY OF CREWS AND RACERS**

1. There are no rules as to how many hours a racer may ride and a crew-member may be on his feet without having a rest. But for safety reasons; an official can penalize a team if he observes that a sleep deprivation of a racer or crew member endangers safety. If no sufficiently rested other racer or crew member is available, the official can impose an additional and mandatory rest period immediately of up to three hours for racers and and/or crews.
2. It is the responsibility of the crew and of the racer to make sure that everyone is rested and fit enough to safely continue the race.

#### **5.4. DRIVING BY NIGHT AND SAFETY**

1. During night mode, the bicycles have to be fitted with a front light visible at 100 m and a red rear light visible at 150 m. These lights have to be fully functional and must be switched on at all times.
2. Reflecting adhesive tapes or plastic reflectors have to be fixed on pedals, crank, seat mast, wheels and fork of the bicycles in accordance with separate specifications.
3. Outside of the follow vehicle, the crew members have to wear fluorescent vests during the race.
4. Night mode is effective from **20:00 to 06:30**.
5. In night mode, the follow-car mode is allowed, but not mandatory. Any exception will be mentioned in the Routebook. Motorhomes are not admitted as follow-cars.
6. In night mode, racers are advised to wear special, reflective clothing.

#### **6. ADDITIONAL RULES FOR TEAMS**

Additional regulations for teams are valid for:

- 4-person teams (men-, women- and mixed category)
- 2-person teams (men-, women- and mixed category)

The rules for Solo racers apply to Team racers. Additional Team Rules include:

1. One or any combination of a team's registered racers may cycle at any one time (subject to further rules bellow). Drafting is permitted by the same team, but not between rival Teams.
2. If the police forbid drafting abide by their commands. The organizer has no control over the authority of the police. If you fail to abide by their commands, you are doing so at your own risk.
3. A temporary ban of drafting may be imposed by officials if the Team of racers creates undue traffic problems that could be remedied by having only one racer on the road.
4. There are no requirements as to how much time or how many kilometers each racer can ride.
5. Four person Teams must enter with a minimum of three racers. If one or more of the racers get hurt and cannot continue to ride, no substitutions are allowed. Only one racer has to finish the race.
6. Penalties for rule violations will be imposed to the entire Team, not just the racer responsible.
7. When changing racers the bicycle of the arriving racer must overlap the bicycle of the starting racer. The exchange must be done in a safe place, with the follow vehicles parked off the road (left wheels at least 1m right from the edge of the road). Any exchanges with the follow vehicles parked on the road will result in a time penalty. If the team keeps on repeating this offence, the DQ will follow.
8. If a wrong turn is made by a team racer, then a new team racer may begin riding at the point where the wrong turn was made. But, only after making the situation known and clearing it up with the Race HQ. This is the only time team racers do not have to overlap wheels during an exchange.
9. If one Team is about to pass another, the Team being passed must yield right of way to the passing Team and both Teams must maintain or exceed spacing of 100m.

## **7. RULES FOR BICYCLES / EQUIPMENT**

### **7.1. BICYCLES**

1. The race bicycles must be driven only by human power.
2. Any number of bicycles or spare parts can be used during the race. All bicycles and components used during the race must comply with section 7.1.2 and may be checked at any time during the race on compliance with the specification (reflectors, etc.).
3. Front windshields, fairings and wings are forbidden. Aerobars and their accessories are allowed. Wind fenders below or around the handlebars or aerobars are forbidden because they are equal to fairings.
4. Disk wheels, assembled spoke wheels and wheel guards are allowed.
5. The race management reserves the right to prohibit a bicycle or part of it before or during the race if it is classified as inadmissible by the racing director. It is the responsibility of the racer to present non-standard or non-current equipment to the racing director in order to get the validation.
6. Special categories (for example tandems, recumbent bicycles and other human powered vehicles) can be created for a particular race, in order to approve modified equipment.
7. During night mode, the bicycles have to be fitted with a front light visible at 100 m and a red rear light visible at 150 m. These lights have to be fully functional and must be switched on at all times. Identical to point 5.4.1.

### **7.2. SPORTSWEAR**

1. Racing suits and wind protection suits (to minimise wind resistance; skin suits) are permitted. Body armours are not allowed.
2. In night mode from 20:00 - 06:30 the active racers have to wear special reflecting clothing. Details on this topic will be informed separately.
3. During the race, each crew member has to wear outside the vehicle a luminous vest (day and night). This is also valid for racers who are not active (resting).
4. We explicitly suggest the participants to take along enough clothing during the race. Especially when crossing the mountains, weather conditions can be quite an issue. This is the sole responsibility of the participants.

## 8. RACE ROUTE

1. Every racer has to follow exactly the instructions of the official SLOULTRA Routebook. The only exception applies if road works or other unforeseen circumstances (for example errors in the given directions) make a route change necessary. In these sections, the racers have to follow the directions of an official or of the race management.

**The directions and maps of the official SLOULTRA Routebook represent the only official documentation of the route.** In case of disparity between additional navigation aids (.gpx file) and the official SLOULTRA route, the participants have to follow the official Routebook. Only route changes disposed by officials or the race management enable deviances of the official Routebook.

2. If a racer leaves the correct route and/or rides away from it for whatever reason, he may return independently or be transported back in the escort vehicle to the point where the diversion took place (report to race management or official). He may then continue the race.

If a racer makes a wrong turn due to an error of the SLOULTRA directions (wrong or unclear turn directions), the race management will grant an adequate time bonus, providing that the exact time, distance and location is documented in writing and in context with an error of the Routebook. Approvals of time bonuses are at the sole discretion of the race management.

3. Single racers must not be transported forward unless for instance on the way to a hotel or in case of emergency. They have then to return to the point where they stopped the race and continue from there. Race HQ must be informed of that action beforehand.

## 9. COMMUNICATION DURING THE RACE

### 9.1. GENERAL

The racers must register their split time in the time list and sign in at every time station.

In case of an important message from the race management to the racers, the racer or his crew will be informed by the officials at the time stations, or directly by the race management (for instance by phone or text message).

To ensure permanent contact, every team requires **2 mobile phones**. The corresponding phone numbers must be deposited at check-in.

### 9.2. PROCEDURE AT TIME STATIONS (transition areas)

1. The exact location of the time stations is clearly defined (see Routebook). Racers and crews have to follow the route directions to get to the time stations which are signalized and as such recognizable.
2. The registration in the time list with split time and signature has to be made by the racer.
3. If a racer refrains from registering and signing in at time stations, the racer or the team will be penalized or even disqualified immediately.

### 9.3. WHERE TO GET INFORMATION

1. The SLOULTRA website is the best information source for detailed race information.
2. Crews can get information about the ranking, imposed penalties or abandoning of the race by other racers on the SLOULTRA website or from the race management.

## 9.4. OTHER REPORTS

Crews must inform the race management immediately in the following cases:

1. If a racer has to give up the race due to exhaustion, accident or any other reason.
2. If a racer gets a massive delay of more than 30 minutes because of taking a wrong route or other circumstances.
3. In case of abandonment of a racer or crew member.
4. In case of unforeseen incidents along the route like road works, accidents, road barriers, etc.

## 9.5. TRACKING

Each participating team will receive from the organizer straight before the start of the race a tracking device (on loan). The use of the tracking devices is mandatory for all participants. It has to be located during the whole race at the racer and his bicycle. In 2- and 4-person teams, the tracking device has to be handed over by the arriving to the departing racer. Only then, the race can be continued.

The tracking devices and their technology have the following benefits:

1. The current position of each team will be recorded. This allows a tracking of the race at all times.
2. All tracking points of the participating teams will be recorded. The results can be checked and analyzed - if required - by the race management.
3. The locating of „lost“ participants by the tracking device is possible at all times. The visualization of all participants occurs via web application (sloultra.si) or - if possible - via mobile applications (apps).
4. Teams and any interested parties can follow the race even between the time stations.

**The tracking devices must be returned immediately after the finish. For lost, destroyed and not returned tracking devices, the team will be debited with EUR 200.**

## 12. SPONSORS

1. The organizer can demand that the name or the logo of a SLOULTRA sponsor will be placed on the jersey and / or the vehicles of the participants.
2. Tobacco and alcohol products (except beer and wine) may not be placed either as a name or logo on clothing or vehicles of the participants.
3. The organizer reserves the right to ban the placement of non-appropriate sponsor names or logos before or during the race (demanding to cover inadequate sponsors/logos).

### **13. ADDITIONAL RULES FOR SLOULTRA sprint**

1. No external support is allowed! Cyclists must be self-sufficient, ready for all weather conditions, for replacing the flat tires, etc.
2. Changing the bicycle is not permitted, you have to use the same bicycle from start to finish.
3. It is mandatory to use a navigation device (Garmin and the like). The GPX route will be published on [www.sloultra.si](http://www.sloultra.si) and sent by email.
4. At the control points in Kranjska gora, Tolmin and Razdrto, food (fruits, energy bars, gels) and drinks (isotonic drinks) will be provided by the organizer.
5. In addition, it will be possible to prepare your bag(s) with food, spare clothes, etc. that the organizer will deliver to the agreed checkpoint (or more).