



Rulebook

 **RACE
AROUND
DENMARK**



RULEBOOK 2024

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1. GENERAL TERMS AND CONDITIONS

1.1 Introduction

The following rulebook contains the rules for the bicycle race "Race Around Denmark". The purpose of these Race Guidelines is to ensure maximum safety and fairness in the race. All participants are expected to read these rules and guidelines prior to the race. Equally, all riders and crew members are expected to abide by these guidelines throughout the race.

Race Around Denmark has been created for both adventurous and competitive minded people. Common for all is that local traffic regulations as well as these Race Guidelines must be adhered to.

Everyone must strive to ride SAFE, strive for utmost fairness in all aspects throughout the race.

If participants have any doubts, questions or queries in relation to these rules, please contact Race Management directly via email: info@racearounddenmark.org



1.2 Responsibility

All participants (riders and crew members) in Race Around Denmark participate at their own risk. Race Management disclaims any responsibility concerning person and/or material injuries or damages (riders, crew members, bicycles, vehicles and/or other equipment). Any participant carries the responsibility for any accident, own health and belongings. Therefore, it is up to each individual participant to make sure that they are fit to participate in the race and that they, at the start of the race, have all the necessary insurances in place.

To participate in Race Around Denmark, the rider must sign the terms and conditions on behalf of him/herself and the crew. The forms can be found in the Race Book, and must be completed before the race.

1.3 Race Management

Race Management comprises the following: Race Director and on route Race Officials.

The Race Director is responsible for the race, and makes the final decision concerning potential warnings and/ or penalties.

Race Management participates in the planning and execution of the race. Questions or queries or submission of a complaint (about the race or other participants) should be directed towards Race Director. Any important information to participants should come from Race Director to be valid.

Race Officials carry part of the responsibility to ensure a safe and fair execution of the race. Race Officials are part of the race as observers and are, as such, not permitted to provide direct assistance to riders and their teams during the race. Of course, in case of emergency, this rule can be disregarded. However, Race Officials are permitted to pass on information to the teams.

Race Officials are fully authorized to:

- a. Monitor riders both via media and during the race.
- b. Ask individual riders and teams to stop to point out potential lacks, explain the rules and regulations of the race, inspect bicycles, follow vehicles etc.
- c. Order riders to rest in those cases where the riders seem disoriented, tired or similar which could potentially pose a risk to the rider or others. This order cannot be disputed. If the rider chooses to ignore the order, this will lead to disqualification.

In those cases where Race Officials stop a rider and his/her team, it will not be possible to be compensated for lost time.



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1.4 Enforcement of rules

It is solely up to the Race Directeur to assess and sanction rule breaches based on the present Rulebook. The Race Directeur reserves the right to issue new rules during the race. Equally, in special circumstances it may be necessary to amend existing rules to ensure that Race Around Denmark is remains a fair and safe race.

1.5 Penalties

Race Directeur will issue time penalties to riders who breach the Race Guidelines. No penalties will be handed out during the race. To be sure not to run into penalties at the finish, ride safe and ride fair.

Penalties

First breach:	30-minute penalty
Second breach:	1-hour penalty (90 minutes in total)
Third breach:	2-hour penalty (210 minutes in total)
Fourth breach:	Disqualification

All navigational errors lead to a penalty, unless the rider returns to the place of the error and start on the route again and thereby correct the error. If a rider has a time benefit from a navigational error, double the time of the calculated benefit, will be added to the penalty.

The Race Directeur reserves the right to change the penalties depending on the nature of the breach. Therefore, in special grave circumstances the penalties may be shortened, extended or lead directly to disqualification.

All complaints must to be sent to the Race Directeur in writing via the official race e-mail – no later than 24 hours after the race has ended. Mail: info@racearounddenmark.org.

During the race there is NO ASSISTANCE from the Race Office regarding penalties or navigation, unless in the case where the route cannot be followed. It is your responsibility to ride fair, follow the traffic laws, and ride the whole route.

1.6 Unforeseen events and compensation for lost time

During Race Around Denmark, participants and crew can potentially experience unforeseen events. This could be e.g. traffic lights, roadworks, railway crossings, rerouting, bad weather etc. Only in very special circumstances can riders be compensated for lost time. This could be e.g. in



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cases where riders have interrupted the race to provide assistance at scenes of accidents, unusually long waits in case of roadworks etc.

In those cases where a rider wishes to apply for compensation for lost time, the application must contain some form of documentation, e.g. pictures. Race Management can solely make decisions on compensation for lost time. Requests for compensation for lost time of less than 15 minutes should not be expected to be fulfilled.

1.7 Violation of the law

All participants are obliged to abide by Danish traffic regulations. Particularly the following should be highlighted:

1. Running a red light or any other traffic regulations is forbidden.
2. In case a rider is asked by the police to interrupt the race, this should be reported to Race Directeur immediately. In these instances, it could be an option to compensate the rider for lost time, if the rider has not breached any Race Guidelines or the law.
3. It is forbidden for both riders and team members to direct the traffic during the race, for example by signalling cars to overtake etc.
4. Equally, penalties will be issued if a rider or team member throws packaging or other trash in the nature.

1.8 Disqualification

The following offences are considered grave enough to lead to immediate disqualification of the rider:

1. Repeat breaching of the rules about music being played from the follow vehicles (see point 3.3)
2. Riding without lights in the night time.
3. Riding without reflector vests in the night time.
4. Riding without a helmet.
5. Use or possession of performance enhancing drugs according to the WADA regulations.
6. If a rider refuses to undergo test for doping.



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7. If a rider covers part of the distance in a vehicle, where the rider should have otherwise been riding a bike. This is only permitted in special cases and only if the rider returns to resume the race from the exact same spot, where the rider interrupted the bicycle ride.
8. If a rider uses a bicycle which is battery-driven or otherwise not solely driven by the rider himself.
9. If a rider is accompanied by a car that doesn't adhere to the regulations.
10. If a rider refuses to interrupt the bicycle ride after being required to do so by a race official.
11. Negligent driving which puts the rider, his/her crew or others in danger.
12. Harassment of other riders or road users.
13. Driving or other behaviour that sheds a bad light on the race.

1.9 Appeal of RAD org. decisions

Any appeal must be handed in in writing to RAD and contain a thorough description of the sequence of events in question which lead to the penalty along with a description of why the penalty should be dropped. Evidence such as witness statements, video or pictures etc. can be attached to the complaint, no longer than 24 hours after you finished the race.

1.10 Race Management must be contacted in the following instances:

1. A crew member is no longer part of the race
2. A rider encounters unforeseen events
3. A car leaves the race, and/or a new follow vehicle is used in the race
4. A GPS unit is out of order
5. A rider withdraws from the race

Phone number of the Race Management: +45 23 49 19 39



2. THE RACE

2.1 The race

Race Around Denmark is an ultra bicycle race with four distances: **RAD** 1600, **Race Around Jutland** 800 and **Coast2Coast** 400 and **Race Around Mols** 200. All challenges can be faced either supported or unsupported.

2.2 Unsupported

1. Riders must complete the full course from start to finish.
2. Riders must be fully self-supported and not receive any private outside assistance.
3. Drafting is prohibited. Exception registered pairs/teams in unsupported.
4. All forward travel must be by bike.
5. The only transport by train that is allowed is between Nyborg-Korsør and going back.
6. All riders are required to carry GPS tracker. This will be handed from the race official prior to the race.
7. All riders must follow the designated route.
8. All riders must follow local traffic law.
9. All riders are expected to ride fair and responsibly with respect to others in traffic.
10. All riders must use front and rear light and a reflective vest from dusk till dawn.
11. All riders are expected to have the necessary insurances. The race organization has no responsibility in connection with personal injury or material damage.
12. All riders must wear a cycling helmet when riding their bike.
13. The bike must have reflective stickers, so that they are visible from all angles.
14. It is now allowed to use headphones in both ears. It must be possible to hear the ongoing traffic.



2.3 RAAM Qualification

It is possible to qualify for the Race Across America on both the 800 and on the 1.600 kilometer distance for both Supported and Unsupported riders. The requirements are:

800 kilometers:

Men: 37 hours

Women: 42 hours

1.600 kilometers:

Men: 96 hours

Women: 104 hours

NOTICE:

1) It is not possible to qualify directly to RAAM as a team, since RAAM doesn't have qualification requirements for these categories.

2.4 Age

Any participant, both rider and crew member in Race Around Denmark must have turned 18 at the starting date of the race, riders under the age of 18 must have parental approval, which must be given to RAD in writing.

2.5 Timing

To any rider or team, the timing will start when the race begins and will stop once the rider/the team crosses the finishing line. Only in special circumstances can riders be compensated for lost time.

Race Around Denmark 1600 participants must cross the Great Belt Bridge by driving directly from Nyborg to Korsør. The riders must not cover this distance by bike but must be transported by car aided by his/her team. The same rules apply when crossing the Great Belt Bridge from Korsør to Nyborg from east towards west. These rules apply for all riders in both directions. THE TIME IS NOT PAUSED WHILE THE RIDER IS TRANSPORTED ACROSS THE GREAT BELT BRIDGE!



2.6 Before the race

All riders and teams are obliged to sign in during the stated time for sign-in (see website for further information). Upon sign-in the following must happen:

1. All riders and team mates must sign a “declaration of responsibility” stating that participants participate on their own responsibility and that the organiser of the race carries no responsibility in relation to person injury or material damage (cf. point 1.2).
2. All teams must state at least two telephone numbers where the team can be reached during the race (see point 2.11).
3. All teams must sign, they have necessary insurances, and that all crew members, who will be driving vehicles, have a valid drivers license.
4. All teams will receive signs with numbers on them. These signs should be mounted on the rider’s bike, helmet(s) as well as on the cars used during the race (see point 3.2).
5. All teams will receive GPS units (see point 2.15).
6. All teams will receive inspection papers that are to be filled in and brought along to bicycle and car inspection. These can also be filled out prior to the inspection.
7. We aim to do as much of the above paperwork via E-mail, in the week leading into the event.
8. All teams will receive a final time schedule for the event including starting times.

Riders and their teams are required to participate in mandatory meetings and inspections prior to the race with at least two participants, including the info meeting, car and bicycle inspections. These will appear on the schedule which riders and teams will receive upon sign-in.

If a rider and team does not adhere to the above, they will not be allowed to start the race.



2.7 Completion of the race

To successfully complete the Race Around Denmark, any participant/team must cross the finishing line within the time limits. These are found on www.racearounddenmark.org

If a participant does not cross the finishing line within the time limit, he/she will be allowed to complete the race, however, said rider/team will not be featured on the official result list as having completed the race officially.

2.8 Rules concerning start and completion of the race

The race begins in the race area. The time starts as shown on the start list. It is the responsibility of each individual rider to be ready to take off at the designated time. If a rider and his/her team are delayed, they will start last once all other riders have been dispatched, still with a two-minute interval from the previously dispatched participant. In a case like this, the delayed rider will not be compensated for lost time.

With teams of two and four all riders must start the race together. After this, it is up to the team whether they choose to ride the race collectively or one rider at a time.

To complete the race, at least one rider must cross the finish line. The timing stops once the finish line is crossed.

2.9 Sponsors

It is not allowed to place logos for tobacco and alcohol manufacturers on cars which take part in the race. Race Around Denmark's Race Management reserves the right to demand that logos be removed from the cars if Race Management finds them offensive or unfit. If a team refuses, they can be denied a place in the race or be disqualified.

2.10 The route

Riders are allowed to leave the official route as described in the Route Book. If you leave the route, you must return to the exact same place where you left the route. The race can then be resumed.

In case a rider has not covered the entire distance riding a bike, this will lead to a DNF at the finish,

In case a rider encounters, e.g. road works where it is not possible to pass on a bike, transportation in the follow vehicle is allowed. In these cases, Race Management must be advised. If it is impossible to pass by car, Race Management should be contacted for directions.



2.11 On the bike

All riders must ride on the right side of the road. All bicycles should be equipped with lights where the back lights should be on at all hours of the day.

When there is a bicycle path along the route, this should be used according to Danish legislation. Therefore, Race Management recommends the use of bicycle paths, as much as possible.

Race Around Denmark is a non-draft race. This means that under no circumstances is it allowed to get any closer than 100 metres to the rider in front. The only exception is when the rider overtakes the rider in front.

If one rider overtakes another, it is the responsibility of the rider being overtaken to fall back 100 metres (see point 3.5).

In case two riders meet, it is permitted to ride alongside one another, however only 15 minutes per day. This should happen in a manner so that none of the two riders can achieve a draft advantage.

In cases where two riders ride together, only one follow vehicle must follow the riders. This means that the distance between the two follow vehicles should be at least 100 metres, so other drivers can drive between the two follow vehicles.

It is not permitted for crew members or any other people along the route to push the rider while he/she rides the bike. The only exception is when starting again after a break when it is allowed to give the rider a starting push, however for a maximum 15 metres.

When stopping at traffic lights, it is not permitted for riders to hang on to vehicles or other people to keep the balance.

When the rider receives assistance (hand-out of food, water bottles etc.) this must always happen from the passenger side of the follow vehicles.

PLEASE DON'T DRAFT – RIDE FAIR.

Riders are allowed to use music players if the sound is sufficiently low to not disturb the rider or the surroundings. Furthermore, please be aware that according to Danish legislation:

- You must be mindful of others and be alert
- You must give way to ambulances and other emergency vehicles
- You must not use a handheld mobile phone when you ride in traffic

2.12 Crew

All participants in the EXTREME edition must have three crew members on every team, apart from the rider him/herself. On each crew team, at least two crew members should possess a valid driver's license. If a rider has two or more cars, there must be at least two crew members in each car and at least two people in each car should have a valid driver's license. In other words, a team with two cars must comprise at least four people.

All participants in the CHALLENGE edition must have a team of at least two crew members, apart from the rider him/herself. Both crew members must have valid driver's licenses. However, three or more crew members are recommended.

2.13 Mobile phones

All teams are required to bring two mobile phones to the race which Race Management can use to contact the teams (cf. point 2.4). The numbers of these mobile phones must be handed over to Race Management upon sign-in for the race.

2.14 Bikes

1. All bicycles used in Race Around Denmark must solely be driven by the rider him/herself.
2. All bikes must adhere to the UCI guidelines and/or the ITU guidelines.
3. All bikes used in the race should be equipped with fixed lights when riding at night-time. The lights are required from sundown to sunset and in weather conditions with poor visibility. The lights must be visible up to 300 metres without blinding oncoming traffic.
4. Disc wheels and three/four/five-spoke wheels are permitted. The same goes for aerobars. Other modifications of the bicycle designed to achieve aerodynamic advantage are not permitted.
5. Each individual rider holds the responsibility to inform Race Officials of any potential deviations at the official inspections of the bicycles prior to the race.
6. Race Around Denmark reserves the right to, at any given time, check the bicycles. This applies both before, during and after the race.
7. All bikes must be equipped reflectors, in 4 locations. Front (white) Back (red) Wheels (yellow or white), Pedalarms (yellow or white). Reflector tape can be found at the sign in. Please note it takes at least 30 minutes to properly equip your bike with reflector tape.

2.15 Helmet

It is mandatory for all riders to always wear a helmet with a tightened strap so that the helmet is fastened securely on the head. Equally, riders on couples and four-person teams must wear a helmet if the warm up ahead of a switch.



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The helmet must be fitted with the appropriate number stickers that were issued for the race. These must be placed both on the right and left sides of the helmet and be entirely visible (see point 3.2).

2.16 Clothing

All riders must always wear a reflector vest with clear reflector markings between 7 pm and 7 am. Jackets with reflectors can also be allowed, but they must be in “bright fluo” color.

All crew members must carry a reflector vest at all hours of the day when leaving the car. The same applies for riders who are not active.

We recommend that all riders bring clothes suitable for different kinds of weather conditions as the weather can change rapidly.

2.17 GPS units and tracking

To be able to monitor all the race participants throughout the race, all riders and teams must bring a GPS unit along. These GPS units will be issued upon sign-in and must be turned on throughout the entire duration of the race.

The GPS unit must remain with the rider, for supported riders the charger may be charged in the car, as long as the car is directly behind the rider. If your unit is running out of power, you will be contacted by the Race Directeur. Extreme riders will be handed out a charge cable at the sign in.

It is mandatory for all supported teams to make a note of the exact time of passing a time station in the route book, as well as to call the Race Directeur. This must take place no later than five minutes after passing the time station. You will receive a special code in return. The first team to guess the meaning of the codes will win a small prize.

After the race it is the rider's responsibility to hand in the GPS tracker to the race organization. In case a GPS tracker is lost or not handed in the rider will be held responsible for the eventual costs. THEREFORE, remember to hand in the tracker after having crossed the finish line.

3. IN TRAFFIC

3.1 Follow vehicles and support cars

Follow vehicles are cars that follow immediately behind an active rider.

A support car can be part of the race (e.g. a camper van) but is not allowed to follow immediately behind the rider.



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A follow vehicle must measure no more than 2.10 metres in width, 6.50 metres in length and 2.50 metres in height (not including side view mirrors and roof mounts). It is not allowed to bring trailers or similar. A bicycle carrier mounted on the back side of the vehicle is permitted. It must be equipped with functional lights. All follow vehicles must have the “slow-moving vehicle” triangle sign mounted on it to clearly signal that the vehicle is slow.

The same car must be used as a follow vehicle throughout the race. It is not permitted to replace follow vehicles during the race. Only in those instances where a car can no longer drive due to mechanical problems it is permitted to replace it. In those instances, Race Management must be contacted immediately.

A follow vehicle must follow its rider at all time in the hours between 7 pm and 7 am. Failure to do so may lead to disqualification. It is not mandatory for the follow vehicle to follow its rider in the hours between 7 am and 7 pm, except when passing time stations when rider and follow vehicle must ride close together.

At any time, follow vehicles must have a “slow-moving vehicle” triangle sign mounted on the back side. Apart from that, it is recommended to turn on the car’s hazard warning lights at “direct follow” so that other drivers can see that it is a slow-moving vehicle.

A follow vehicle must at any time be alert and be mindful of normal traffic. This entails that certain distances must be driven “leap frog”. Upon entry and exit, handout of food and drinks, utmost vigilance and mindfulness of normal traffic is required. Non-compliance with this may cause time penalties and in grave instances even disqualification.

On bigger roads, where there is a bike path, Race Around Denmark HIGHLY recommend riders to use the bike path and the follow car “leap frog” – especially during the day.

In those cases where a follow vehicle has caused a line of cars behind it on three or more cars, the follow vehicle must pull over and let the cars pass. Only in special circumstances does this not apply, for example when driving very narrow roads, bridges or similar. In these circumstances, the safety of the rider comes first. During the hours from 7 pm to 7 am, the rider must pull over along with the follow vehicle.

A support car is not subject to the same rules about dimensions as the follow vehicle. There are no restrictions on the size of the support cars.

All support cars must move at the same pace as the normal traffic and may not act as a follow vehicle.

3.2 RAD identification

Placing of stickers

Car:

Place stickers on the bonnet + rear window + each front door + optional streamer.

Warning triangle (slow moving vehicle): Place on the trunk lid/the rear window

Bike:

1 race number for the seat post. Place it to be visible from both sides.

Helmet:

3 race numbers per helmet + timing RFID chip (- must wear at finish).

Below is a great example of a easy made DIY system for the rear of the car, where the bikes are not in front of the warning signs and RAD stickers.



Below is the front and sides of the follow vehicle, numbers on the front doors of car, and front + streamer of the hood of the car. Warning lights on the roof of the car are great, the small round battery lights on the back are great extras but not ideal as your only warning lights solution.



None of the stickers must be cropped so that the number and the logo do not appear clearly. The stickers must always be visible.

Furthermore, there must be a clear line of sight out of the windscreen as well as the rear and side windows of the car.

It's allowed to add extra lights to support the rider on the road.

3.3 Music and speakers

The use of communication equipment between cars and riders is permitted (Walkie talkies, cardo etc.). Riders are also allowed to listen to music from iPods. However, it is not permitted to use both headphones at the same time, only one earpiece at the time. Race Management recommends keeping the volume low. It is the sole responsibility of the rider to make sure that he/she is able to pay full attention to traffic and that emergency vehicles can be heard.

It is allowed for teams to mount speakers onto the side of the car in order to communicate with the rider. However, this should not cause any inconvenience to others. When passing through national parks and densely populated areas, the volume must be kept to a minimum.



Playing music from a speaker system is permitted, but only when it does not cause any inconvenience to the surroundings.

Mounting of display boards, clocks or anything else on the outside of the cars is not permitted.

3.4 Rider support

It is permitted for the teams to provide support to their active riders four times an hour. The support must not last longer than one minute and must be carried out in a responsible manner. In case of dense traffic, dangerous traffic or poor visibility, it is not permitted to drive up next to the rider to provide support. In these cases, the follow vehicle must drive leap frog and find a safe place to pull over to provide support to the rider when he/she passes and or pulls over.

When a team provides support, i.e. food and/or drink, this must always take place from the passenger side of the car. It is not permitted for crew members to lean out of the case while providing support, and equally, there should be no physical contact between crew and rider or between rider and car.

3.5 Overtaking

When a rider (B) must overtake another rider (A), it must always take place in a safe and responsible way without posing any danger to the rider him/herself or others. It should take place in the following way:

When rider B approaches rider A and A's follow vehicle, rider B's overtaking must be one constant manoeuvre. I. e. it is not permitted for rider B to lie in lee of follow vehicle A. On the other hand, follow vehicle A must lower the speed and let rider B pass on the right side/passenger side.

Overtaking on the left side of the follow vehicle is not illegal, nor does it violate the rules of the race. However, we recommend that rider B keeps to the right as much as possible. Regardless, the driver of follow vehicle A must be very alert when a rider comes up from behind.

When B has safely passed follow vehicle A, follow vehicle A must let follow vehicle B overtake to ensure a safe distance from rider A to follow vehicle A and from follow vehicle B to follow vehicle A. When both rider B and follow vehicle B have passed follow vehicle A, rider B and follow vehicle B can pass rider A. Hereafter, it becomes the responsibility of Rider A and follow vehicle A to fall back in order to achieve the required 100-metre distance from rider A up to follow vehicle B.

Breach of these rules can lead to time penalties. Obvious and grave harassment can lead to disqualification.



3.6 Driving during the night

Race Around Denmark considers night time to be the hours between 7 pm and 7 am. The following rules also apply when visibility is poor, for example when foggy.

During these hours, a rider's follow vehicle must constantly follow its rider. I.e. the follow vehicle must be no longer than 15 metres behind the rider, so that the rider is constantly within reach of the car's front lights. In case a follow vehicle needs to stop, for example to refuel, it is an absolute requirement that the rider also stops. Breach of these rules can lead to immediate disqualification.

When driving during the night

- A rider must be inside the light field of the follow vehicle.
- All crew members must wear a reflector vest when exiting the car.
- All bicycles used must be equipped with front and back lights which are visible from at least a 300-metre distance.

3.7 Camera crews, press cars

Riders in Race Around Denmark are allowed to bring camera crews, press cars etc. To participate in the race, a crew must have a press permit. This permit can be issued when press team members show up in person at the sign-in and show their press cards.

All media crews/cars must adhere to the rules and guidelines of the race. If a press crew breaches the rules, penalties may be issued to the rider they are associated with.

3.8 Particularly for RAD 1600 participants

Teams participating in the RAD 1600 edition must cross the Great Belt Bridge. As it is not allowed to cross the bridge riding a bicycle, special rules apply.

THE TIME IS NOT STOPPED DURING THE CROSSING.

3.9 Special rules for teams

All participants on a team must be present on the start ramp when the race begins. After this, it is up to the team whether they choose to ride the race collectively or one rider at a time.



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To complete the race, at least one must rider cross the finish line. The timing stops once the finish line is crossed.

The change from one rider to another happens via a simple touch between the two riders. The change must only take place at times and locations where it does not cause any inconvenience to others in the surrounding traffic. Rolling changes are allowed, however not in densely populated areas, dense traffic or within 200 metres of a larger intersection and/or traffic lights. In cases where a team's car is parked for a change of riders, this must not take place on the road or be of any inconvenience to traffic.

Changing riders during the night must happen so that the change takes place within the reach of the follow vehicle's front lights. It is not permitted for the new rider to accelerate outside of the reach of the follow vehicle's lights. If a team brings only one card, the change must take place while parked, why it will be necessary to perform the change at a lay-by or similar.

All riders in unsupported teams, must ride, at all times.

Breach of these rules may lead to time penalties.

3.10 Spying

Spying on other teams is permitted, however only if it takes place in cars clearly marked with official "Race Around Denmark" stickers, and only in a way that doesn't cause any inconvenience to the team that is the subject of the spying.

3.11 Road toll

Teams participating in the EXTREME edition must expect to pay bridge toll. The size of the bridge toll depends on number of used vehicles as well as the type and size of these vehicles.



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