



15-18 AOÛT
EXPERIENCE THE ENERGY



SPECIFIC REGULATIONS 2019

UPDATED ON 26.07.2019



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1. DEFINITION

a. Organizing Committee

Organization CEO :	Nicolas HALE-WOODS
Organization GM :	Edouard BOULANGER
Race Director:	Julien HESS
Project Manager:	Martin HORN
Logistic Coordinator :	Yann DAUBY
Safety Coordinator :	Claude-Alain GAILLAND
Chief Medical:	Marc KOENIG
Time keeping responsible :	MSO _ Jeremy MULLER

b. Event Program

14 December 2018	Invitation sent by email	
22 March 2019	Press Conference	Verbier
18 April 2019	Opening of registration platform	
15 June 2019	Closing of registration platform	
13 August 2019	Administrative and technical Checks	Médran -Verbier, from 4pm
	Race briefing	Médran - Verbier, 7pm
14 -16 August 2019	Tour du Mont-Blanc	
16 August 2019	Finish & Price Giving	Place Blanche – Verbier, 6pm

c. Type of Event

The Tour du Mont Blanc (E-TMB) is a race dedicated for E-MTB. Competitors will be divided in teams of 2, racing on a common route with Enduro spirit, over 3 different countries during 3 days. Classification will be done based on real time.

2. TERMINOLOGY

Bulletin :

Official document with information which is an integral part of the Specific regulations and is intended to modify, clarify or complete it.

Assistance / Service :

Unrestricted work on the machine

Briefing :

The briefing will be given by the organizer's delegate who will detail the necessary information especially regarding the safety and the route.

GPS Point :

Is a geographical point defined by coordinates in latitude and longitude.

Machine :

The electric bicycle engaged in the Event, passing through the scrutineering and complying with the criteria detailed in the Specific Regulations.



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Maximum Time Allowed (MTA) :

Maximum Time given to each selective section. If a team of competitors is not able to finish the stage within this time, they could be stopped by the organizers at any road-crossing. In that case, they will receive the MTA for this stage and will start last the following stage.

PC Course :

Race Control and operational coordination (sporting & safety) and management of the response capability. The PC Course will be operational from the start and until the last competitors arrive at the finish.

Real Time :

Real time actually taken to cover the route of a selective section.

Regrouping :

The Organizer could decide to stop the race at any moment for any reason. In that case, a regrouping will be organized and a new start could be given, conditions permitting.

Route :

Corresponding to the official itinerary, defined by the GPS track, delivered by the Organizer. The route will be divided in stages and selective sections.

Stage :

Each part of the Event that is separated from the next by a night, is called a Stage. The Event will be determined by three stages.

Selective section (SS):

Speed test in real time. Start and Finish of SS will be materialized on the ground with start and stop of the time.

3. REGISTRATION & LEGISLATION

FWT Management SA is organizing the 1st Tour du Mont Blanc, an international event held from 14th to 16th of August 2019 in Verbier, Switzerland.

The race will be held in three different countries, Switzerland, Italy and France and will accept any nationalities of competitors, by invitation only.

To facilitate the global understanding, the regulations and all official documentations will be written in two languages (French, English). In case of disagreement concerning the interpretation of the various documents and other publications edited by the Organizer, only the French version of the documentation will be applicable.

The Event is not registered to any federation and by the way is not linked to any other regulations than this document.



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4. REGULATIONS & AMENDMENTS

a. General

The TMB is conducted in conformity with these Specific Regulations and no other documentations.

b. Amendments

Any amendment or any additional articles / notes will be announced by official bulletins signed by the Organizer.

These bulletins will be communicated to the competitor thru our different channels (mail / website / official board / ...).

Any critical change will be communicated during the pre-race briefing.

c. Litigation

Any protests will be studied by the Race Director and the race officials, as well as the Organizer.

Anything not authorized by the present regulations is strictly forbidden.

5. RACE FORMAT

The E-TMB is a 3-days E-MTB Enduro Race, held on 3 different countries (Switzerland, Italy and France).

Stages will be as follow :

14th of August : Verbier (CH) - Courmayeur (IT)

15th of August : Courmayeur (IT) – Chamonix (FR)

16th of August : Chamonix (FR) – Verbier (CH)

Competitors will be divided in teams of 2 who must remain united - at sight - from the start to the finish of each stage, mainly for safety reasons as we consider that the teammate is the first person to give first-aid in case of accident / injury.

A Team cannot be split. If a rider is not able to continue / finish the stage, the entire team has to withdraw.

Classification of each stage will be done by the real time spent to cover the route.

Overall classification will be the sum of the 3 stages and eventual penalties.

Overall winners will be the fastest to cover the complete route without any infringement.

6. RIDERS

a. Eligibility Requirements

The Organizer have decided to open the 1st edition of the E-TMB only on invitation, based on their own selection criteria.

Any last-minute changes must be communicated immediately to the Organizer who must acknowledge and accept the identity of the new rider.

All competitors must over 18-years of age.



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b. General

Competitors must ride the entirety of the stages on their own machines.

Service is allowed by any competitor on the whole route, but only in dedicated areas by the technicians of their team. Bending this rule will lead to disqualification.

The natural conditions such as altitude, the steepness of the terrain, meteorological conditions could be extreme. Both hot or cold temperatures can be expected as part of the route will be in high-mountain tracks.

The riders entering the TMB are in full knowledge and awareness of the potential risks involved with such participation.

The Organizer cannot be considered as responsible for any race accident.

To be officially registered to the Event, all riders must fill the entry form on our platform, pay the corresponding fee and accept the present regulations.

c. Categories

The overall classification will be divided in 2 categories :

- Men : teams composed of at least 1 man
- Women : teams strictly composed of 2 women

7. OFFICIALS

a. List of Officials

Race Director:	Julien HESS
Race Officials :	TBD
Official Timekeeper:	MSO / Jeremy Muller
Chief Medical:	Marc Koenig

8. ELIGIBLE E-BIKES

The following criteria's must be respected to be allowed at the start (norm EN15194):

- Electric assistance only to the pedals (pedelec)
- No assistance over 25km/h
- No limitation on wheels type but it must remain the same type from the whole race
- Engines, frames and suspensions can receive unlimited maintenance for free but their exchange will give time penalties.

- ...



9. BATTERIES / TECHNICAL SPECS

a. Batteries specs

As we consider that R&D is part of the E-MTB spirit, we don't want to give other limitation than a daily Energy capacity per rider.

For 2019, this capacity must be in the range of 1.950Wh up to 2.100Wh.

Exemple :

- Riders who have a bike with batteries of 500Wh will have 4 batteries per day (2 at the start + 2 at the refueling point).
- Riders who have a bike with batteries of 650 or 700Wh will have 3 batteries per day (2 at the start + 1 at the refueling point).

The Organizer will organize 1 refueling point per stage, where competitors will have access to their spare batteries that they will exchange with the used batteries. This point will be communicated with the final route in order to let the teams adapt their strategy and their timing in function of the location of the refueling point.

b. Other information

Exchange of batteries are allowed inside the team, for example if a rider is consuming less energy than his team-mate, but not with other teams even if they have decided to stop the race.

Refueling outside of the official refueling points or battery exchanges given by friends, or left along the race track is strictly forbidden.

Batteries will be marked during the scrutineering by painting.

10. IDENTIFICATION

During Scrutineering, the Organizer will supply each rider with a number plate that must be placed in front and must remain visible during the whole Event.

The name of the rider and his blood type must be written on the helmet in case of emergency.

Each rider will receive an identification bracelet on which is noted the PCO number to call in case of Emergency.



11. NUMBER PLATES & ADVERTISING

a. General

The team of riders is allowed to showcase any kind of advertising on their machine, clothes, helmets, ..., but it must not cover the official number plate provided at the scrutineering.

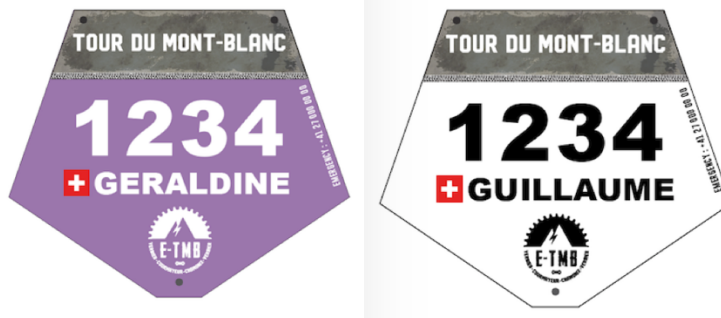
b. Number plates

Number plates will display the race number, the rider's name and the Organizer's partners.

A different colored background will help to identify both categories, men and women.

- Men : black numbers on white background
- Women : white numbers on violet background

Example for illustration only:



c. Attribution of Race numbers

The Organizer is the only entity to attribute race numbers.

Special requests can be sent directly to the Organizer before July 15th 2019.

12. STARTING ORDER

a. General

Stages will all begin with a mass start, all riders together on the same line at the same moment.

All competitors should be ready to start at their official time, any delay to the start will count (1 to 1) in the real time of the stage.

b. Starting Order of stage 3

A dedicated timing will be confirmed for stage 3 as we will have a LIVE session covering the last hour of the race.

Women will probably start in front of Men with 1 hour gap (TBC in final timing) between the 2 categories.

Anticipation to the start time will be penalized with the disqualification.



13. OFFICIAL ITINERARY / GPS

a. General / GPS

The official route of the E-TMB will be described and published the latest on August 10th 2019. The entire route will be controlled and tracked by the Organizer and validated by the opening team.

The whole itinerary will be common for all competitors, Men and Women categories, and will be prepared and shared as follow:

- By a GPS file
- By marks on the ground when possible
- By tapes / flags where possible

The entire route will be given to the team in “.gpx” format during the administrative scrutineering’s, in order to upload it into the competitor’s GPS.

Brand, model and kind of GPS is free, but it is mandatory for all riders to have at least 1 GPS per person. No limitation on this point, watches, smartphone, portable devices,

Competitors must take care by themselves about sufficient power capacity to cover the race days without turning off their devices.

The itinerary must be done in its entirety under pain of disqualification.

Shortcuts are not permitted and will be controlled by the tracking system.

A download of the GPS could be done if necessary.

Some sections of the itinerary will be on open roads / routes / tracks where competitors must respect the rules and codes.

b. Podium Start Stage

Before the official Start, a team’s presentation will take place for medias and public.

c. Opening / Closing of the track

An opening team will ride the entire route prior the Event, to ensure that 100% is feasible on the race days and check if the indications are on place where it belongs.

As well, a closing team will start after the last competitors in order to cover the track and be sure that nobody remains without assistance.

d. Recognition

As the details of the itinerary won’t be share before the scrutineering’s, no official recognition will be organized.

Competitors are allowed to make their own inspection but the Organizer cannot be held responsible for any incident / accident happening during those activities.



14. ACCIDENT / WITHDRAWAL

a. Accident – injury

In case of an accident involving injuries, it's imperative that the team inform the PCO immediately by phone or by pushing the SOS Button on his tracking system.

The injured riders must be helped by his team-mate waiting for the arrival of the safety crew. If necessary, the team-mate can create a safe area around the injured rider and inform the followers by placing a bike at least 50m ahead of the accident. All riders must keep their helmet on at all time when riding their bikes.

In case of illness or serious health incident (loss of consciousness, hallucinations, malaise, altitude sickness, vomiting, ...), the rider / team-mate must inform the PCO by phone in order to evaluate the situation and take the necessary measures for interventions.

Riders must carry their prescriptions / first-aid medications set.

b. Assistance in case of an accident of another rider / competitor

The ethics demand that a rider / team who sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue crew arrives onsite.

In the case a team stop to help another team / competitor, it's possible to ask for a time back due to assistance to other, asking directly to the Race Director. The Race Director will be able to ask for a GPS download in order to check how much time the team stop for helping. The amount of time spent on zone can be re-credited in the Stage classification.

c. Withdrawal

In case of retirement, for any reason, it's imperative that the team informs the PC Course immediately. PC Course will inform the following locations / check points that those riders won't arrive.

The PCO will be able to indicate the best way to get back on civil roads and wait for the team's assistance / responsible.

d. Closing of the track

A dedicated team from the Organizer will close the track behind the last team in order to be sure that nothing relevant or nobody will remain without assistance.



15. RIDERS CODE

a. Rider's code

All riders must behave with respect both on the route and with regards to:

- All people crossed during the Event (Authorities, Tourists, Trekkers, Families, ...)
- Other riders (let them pass if fastest, ...)
- The Nature (no shortcuts, no garbages, ...)
- The Organizer

Any incorrect, unsporting action or behavior will be judged by the Race Director who may impose a penalty up to Disqualification.

b. Radios and transmissions

No limitation on this point. Competitors are allowed to communicate with their teams but the Organizer's radio frequencies will remain restricted during the Event.

c. Tracking

The Organizer will provide a tracking system, in order to know the position of each rider in real-time and keep the competition under control.

The tracking system will be distributed during the scrutineering in exchange of a deposit that will be given back at the end of the Event.

All competitors must carry the tracking system during all time while racing their e-bike.

d. On board camera

The Organizer is authorizing riders to set their own cameras where they prefer (on the bike or on the rider) but cannot be considered as responsible in case of accident / injury.

16. SERVICE

a. Authorized service

Service is permanently authorized between riders but team's mechanics will be authorized to operate only in restricted areas, mentioned in the official map.

In those areas, the Organizer will provide tools and electricity for any competitors in need or those without official assistance.

The Organizer is not providing any kind of technical assistance.

b. Penalties for forbidden service

In case of evident infraction, the Race Director can decide to penalize a team for forbidden assistance, up to Disqualification.



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17. INSURANCE

a. Assistance / Third party

The organizer has subscribed insurances, for Civil Responsibility and assistance.

b. Personal accident insurance

Each competitor must have a personal accident insurance that cover this kind of activity and its dangers.

18. TIME CONTROL

a. General

All the classifications will be based on real time spent to cover the stages.

Start time will be the official timing. Any delay to the start from the riders will count on the race time.

Only time spent in the ski-lifts will be neutralized, having a check point at the bottom of the lift and another at the top for the restart.

The official time is the GPS Time.

b. Late at start

As written above, any delay at the start will count in the race time, the reason for this delay doesn't matter as long as it is not the Organizer's responsibility.

c. Maximum time allowed (MTA)

In case a team cannot finish a stage for any reason but is able to restart the day after, they will take the MTA for the unfinished stage.

The MTA will be calculated on the slowest real time of the stage plus 3 hours.

19. SELECTIVE SECTIONS / REGROUPINGS

a. General

During a Selective section, any service is forbidden other than between riders or inside the authorized areas mentioned on the race map.

Any complaint about local traffic on the trails won't be accepted as the SS are on open roads / trails.

b. Interruption of a selective section

In case of a special event, the Organizer can decide to interrupt a SS at any moment if necessary.

In that particular case, riders will be informed by phone or at the next check point, and the classification will be interrupted at the last crossing before the event itself.

Download of GPS / tracking system will permit to calculate the real time at this point and make the classification.



c. Safety

Selective sections are open to public. The greatest care is recommended in relation to other eventual users of the same tracks.

d. Time deductions

A time deduction can be asked by a team who stopped for an accident.

The request must be directly transmitted to the Race Director who will decide to go further in details before to operate the time deduction.

All time deduction must be cleared before the start of the next stage as overall classification will be influenced by those.

20. ADMINISTRATIVE CHECKS / SCRUTINEERINGS

a. General

All riders have to appear at the Administrative checks, with a valid ID card / passport to receive the materials (tracking system, GPS file, race numbers, stickers, ...).

Their Team manager can assist them.

The administrative checks will be on Tuesday August 13th, in café Médran - Verbier, from 4 to 7pm.

At the end of the Administrative checks, the technical scrutineering will take place to control the technical and safety equipment and mark the batteries.

21. PROTEST

All protests must be made in accordance with these rules and must be made in writing and given to the Race Director, accompanied by the sum of 500CHF, which will be retained if the protest is judged unfounded and unjustified.

All protest must be brought to the Race Director at the latest 1 hour after the publication of the classifications.

22. CLASSIFICATIONS

a. General

The Race Director and the company named MSO are responsible for the timekeeping.

Race time will be expressed in hours, minutes, seconds.

Penalties will be expressed in hours, minutes, seconds.

Teams must cross the finish lines together. Real time will be taken on the 2nd rider of each team. The team who achieves the smallest total at the end of the 3rd stage, will be proclaimed Winner of the Tour du Mont Blanc.



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b. Classifications

2 different classifications will be set:

- Men (at least 1 man in the team)
- Women

A daily classification will be set with partial stage classifications will be provided during the day thru the tracking system.

Provisional stage and overall classification will be posted at 7pm or the soonest after the arrival of the last competitor each day.

Final stages and overall classifications will be posted the latest 2 hours after the arrival of the last competitor each day.

The Overall classification of the Event will be posted the latest at 7pm the day of the arrival, on August 16th 2019.

23. LIST OF PRIZES

1st Men	6.000 \$ + a trophy
2nd Men	3.000 \$ + a trophy
3rd Men	1.000 \$ + a trophy
1st Women	6.000 \$ + a trophy
2nd Women	3.000 \$ + a trophy
3rd Women	1.000 \$ + a trophy

Only finishers could pretend to the price money.

24. RIDER'S SAFETY

a. Safety Equipment

For safety reasons, each rider must carry with them the following material:

- 1 switched-on Phone (number given to the organizers)
- 1 GPS
- Helmet
- Gloves
- Goggles / sunglasses
- Headlamp
- Camelback or water bottles _ at least 0,5L per rider
- 1 foil survival blanket
- 1 multitool (Leatherman or equivalent)
- Some energy bars / food for 1 day
- 1 insulated jacket
- First Aid kit*



FIRST AID KIT must be composed of:

- 1 antiseptic (Dakin or Biseptine)
- Paracetamol or Paracetamol codeine or Tramadol
- Pills of Cortisone (Cortancyl or Solupred)
- 1 bandage
- medical tape

b. Clothes & Helmets

The wearing of homologated helmet is mandatory throughout the Event, including transfers, on pain of disqualification.

Race clothes must be adapted to all weather conditions as any kind of weather could occur (hot / cold, dry / wet).

25. PENALTIES

ART.	INFRACTIONS	PENALTIES
5	1 Team member is not able to finish	Disqualification
6b & 16b	Mechanical assistance by a technician outside the dedicated areas	Disqualification
8	Bike not respecting the eligibility criteria's	Disqualification
8	Changing frame or suspension	15' penalty
8	Changing engine	30' penalty
9a	Rider using more capacity than specified on this SR	Disqualification
9b	Exchanging batteries between teams	Disqualification
9b	Receiving batteries outside the assistance areas	Disqualification
9b	Riding with batteries not marked	Disqualification
12b	Anticipation of the start	15' penalty
13a	Rider not having a GPS	DNS
13a	Cuts of the official itinerary	Disqualification
15a	Un-respectful / Un-sportive behavior	.Discretion of the Race Director .Up to Disqualification
18a	Incapacity of a team to finish a stage	MTA + 5 hours
21	Protest without 500CHF caution deposit	invalid
24	No (or incomplete) safety equipment	DNS