

## 1. Introduction

- 1.1 ASTURIAS BIKE RACE is a mountain bike stage race (XCS), made up of three (3) marathon stages (XCM).
- 1.2 ASTURIAS BIKE RACE is ranked as a RFEC event.
- 1.3 ASTURIAS BIKE RACE is an event organised by Octagon Esedos S.L.
- 1.4 ASTURIAS BIKE RACE is an individual (solo) competition.
- 1.5 The competition takes place from Friday 1 to Sunday 3 of July 2022.
- 1.6 The competition is held in the cities of Oviedo and Pola de Siero, Asturias (Spain).
- 1.7 The competition follows the Real Federación Española de Ciclismo (RFEC) *technical and sport regulations*.

## 2. Registration

- 2.1 Any person who wishes to take part in this competition must register through the official website: [www.asturiasbikerace.com](http://www.asturiasbikerace.com). For the registration to be valid, it's compulsory to complete all the required details that are requested on the form and to pay the registration.
- 2.2 The registration period ends on June 26, 2022 or when the 1.000 entries available are sold-out.
- 2.3 Those registered within the last week (from June 20 to 26) cannot be guaranteed the personalized race number or medal, nor can they have the requested size of the jersey gift.
- 2.4 The entry fee per rider is:

DATE	ENTRY FEE
First 200 entries	149 €
Entries from 201 to 600 Or to June 1	179 €
Entries from 601 to 1.000 Or to June 26	209 €

### 2.5 Registration includes:

- Online and race site customer service.
- Right to take part in the competition.
- Personalised plate and back numbers (for those registered until June 19 included).
- Stage profile stickers.
- Race Pack.
- Race Guide.
- Finisher gift (if achieved).
- Electronic timing and live tracking.
- Electronic timing control device.

- Course marking and marshals.
- Sweep vehicles.
- Liquid and solid feed zones.
- Medical aid.
- Mechanical service.
- Bicycle washing area.
- Guarded bicycle parking.
- Cloakroom.
- Changing rooms, toilets and showers.
- Other free services at the paddock.
- ENDURA special gift

2.6 The entry fee is not refunded if a rider is disqualified or withdraws from the competition.

2.7 Cancellation policy and changes:

DATE	CANCELLATION FEE
Until 31.03.2022	-60 € or transfer to 2023 edition
01.04.2022 – 18.06.2022	Transfer to 2023 edition
19.06.2022 – 26.06.2022	Non-refundable.

Cancellations or changes must be requested to [inscripciones@asturiasbikerace.com](mailto:inscripciones@asturiasbikerace.com).

Registration transfers will only be valid for one edition, otherwise the entry fee will be lost. If the next edition's entry fee increases, it will be compulsory to pay the difference in order to transfer the registration.

### 3. Riders

3.1 All riders must be at least 19 years of age on the 31<sup>st</sup> of December of the current year in which the competition takes place.

3.2 Participants must have a competition cycling license, approved by a national cycling federation and by the UCI.

3.3 Touring licenses are not accepted. Neither are licenses from other sports.

3.4 Those riders who do not have an annual racing cycling license, must issue a temporary license, valid only for the race and approved by the Royal Spanish Cycling Federation (RFEC). It is possible to purchase such a temporary license through the registration platform.

3.5 This temporary license allows to compete in the category that corresponds according to age, taking into account the particular specifications of the federation to which it is subject.

3.6 Riders can register in any of the following categories:

#### Elite men.

A man that must be 19 years or older on the 31<sup>st</sup> of December of the current year in which the competition takes place. Riders without an annual racing cycling license approved by the UCI will not compete for UCI points nor prize money.

#### Elite women.

A woman that must be 19 years or older on the 31st of December of the current year in which the competition takes place. Riders without an annual racing cycling license approved by the UCI will not compete for UCI points nor prize money.

#### Master 30 (men).

A man that must be 30 years or older on the 31st of December of the current year in which the competition takes place and must hold an approved Master license for racing. Riders with an Elite category license cannot compete in this category.

#### Master 40 (men).

A man that must be 40 years or older on the 31st of December of the current year in which the competition takes place and must hold an approved Master license for racing. Riders with an Elite or Master 30 category license cannot compete in this category.

#### Master 50 (men).

A man that must be 50 years or older on the 31st of December of the current year in which the competition takes place and must hold an approved Master license for racing. Riders with an Elite, Master 30 or Master 40 category license cannot compete in this category.

#### Master women.

A woman that must be 30 years or older on the 31st of December of the current year in which the competition takes place and must hold an approved Master license for racing. Riders with an Elite category license cannot compete in this category.

3.7 These categories will only be established if at least three riders start in each category.

3.8 Riders holding a Master license cannot compete in the Elite categories.

## 4. Verification

4.1 Verification and Race Pack pick-up is the same day when the competition starts, from 9:00 a.m. to 1:00 p.m.

4.2 For security reasons, it is necessary to select a specific time slot during registration to collect the number. No numbers will be delivered outside the selected time slot.

4.3 Race numbers are assigned according to each category and:

- Latest UCI XMC ranking released when the start numbers are assigned by the organisation.
- Latest UCI XMO ranking released when the start numbers are assigned by the organisation.
- Riders with an annual racing cycling license.
- Registration order.

4.4 During verification an identification bracelet is handed out to each rider, who has to wear it during all the competition. This bracelet allows access to the rider areas and is also necessary as a safety measure.

## 5. Teams' meeting

5.1 There is a teams' meeting the day before the competition starts, compulsory for all Team Managers. Any rider is also welcome but isn't forced to attend.

5.2 Any changes are announced on the race's news board, official website, social media, e-mail and/or Telegram, having the riders the responsibility of keeping themselves informed.

## 6. Race procedure

6.1 The competition follows the general UCI and RFEC regulations as well as the specific regulations of the UCI and the RFEC for mountain bike.

6.2 Stage results, overall classification and start list of the following stage are released daily.

6.3 There are different start grids according to the competition's overall classification.

6.4 The start grids open twenty (20) minutes before the stage's start time.

6.5 Five (5) minutes before the start time it's banned to enter the start grid is banned, being placed at the back of its corresponding starting group.

6.6 No rider is allowed to start once the official start has been given, unless a Commissaire allows it. Riders starting after that time shall be considered DNS (Did Not Start).

6.7 After the first stage, the start grids will be set according to the overall standings with boxes of 100 cyclists. The cyclists who are out of competition will start together from the last box.

6.8 For safety reasons, all starts of stage will be staggered.

6.9 Each way point, cross section, feed/aid station, start and finish have a maximum time allowance, at which the service is closed. The time to reach these points is released in the Race Guide. Once the maximum time is exceeded, the participants can continue on the route until they reach the finish line following the traffic rules and without having preference at the intersections.

6.10 Once this time is surpassed, the organizer has the right to force the participant to leave at that stage. The rider could be able to keep riding next stages, starting from the last start box and being out of classification.

6.11 Fair play. It involves competing fairly, under the same conditions, and enjoying sport over the ambition of winning, obeying the rules, without cheating, tricking or pretending to confuse the opponents or Commissaires. Assuming defeat with dignity and celebrating victory with simplicity and respect.

Riders must show an honest, respectful and polite behaviour to their opponents, Commissaires, or anyone involved in the race. Show sportsmanship and ethics, avoiding unnecessary, illicit, ugly, aggressive or disobedient behaviours.

6.12 The Commissaires have the right to disqualify any rider that does not respect fair play, expelling him/her from the competition without any possibility to continue taking part in it.

6.13 Riders that are no longer officially classified can continue taking part in the event in a recreative/leisure way, and when they do not influence/interfere with the competition nor its result. Not obeying this rule leads to the expulsion of the race, without the chance of continuing.

6.14 Any rider can be subjected to an official antidoping test following the UCI, WADA, AEPsAD, etc., regulations or any other authorised body.

## 7. Neutralised starts

- 7.1 For safety reasons the start of any stage can be neutralised. The Course Director leads the riders on an official race vehicle. Once the stage is started by the Course Director the riders must begin to race.
- 7.2 Once the official race vehicle has reached the end of the neutralised section, it will stop aside and indicate the end of the neutralisation.
- 7.3 During the neutralised section it is banned and could be penalized overtake the Course Director's vehicle.

## 8. Neutralised finishes

- 8.1 For safety reasons, the finish line can be advanced before reaching a road section. If this is so, a time period will be set to complete the distance from the finish line to the paddock. Any delay in reaching the paddock will have a (1) minute penalty per delayed minute. It's compulsory to cross the control set at the paddock.

## 9. Road book

- 9.1 Each stage has a road book detailing the distance, altitude, way points, cross sections, feed/aid stations and time closure for each service.
- 9.2 The road book also reports if the start or finish are neutralised, the distance of the neutralised stretch and the time allowance between the finish line and the paddock, if the stage has a neutralised finish.
- 9.3 This road book is purely informative and is not required to follow each stage.

## 10. Route

- 10.1 The competition will be raced in three (3) days:

STAGE	FORMAT	DATE	VENUE
STAGE 1	XCM	01.07.2022	Oviedo
STAGE 2	XCM	02.07.2022	Oviedo
STAGE 3	XCM	03.07.2022	Oviedo

- 10.2 The route is properly marked with signs, specially at trouble spots, such as cross sections, road crossings or streets.
- 10.3 The route is open to traffic but properly under control. The riders must obey the traffic authorities and/or marshals and ride with caution. On Spanish public roads, riders must remain on the shoulder of the right lane. It is also recommendable to stay on the right-hand side on unpaved roads.
- 10.4 The route includes demanding climbs and technical downhill sections. It is the rider's responsibility to decide if it is rideable. The organisation is not responsible for accidents concerning each rider's skills, fitness or health.

10.5 During the route there are two kind of controls: way points (CP) and cross section (CI).

10.6 Abandoning the route set by the organisation leads to disqualification.

10.7 All riders must stay within the trails' natural limits, without taking shortcuts nor cutbacks.

## 11. Feed and tech zones

11.1 Feed and aid zones are properly sign posted all along the route. These have everything necessary to cover the riders' food and hydration needs during the stage.

11.2 Feed zones match team's aid stations, otherwise noted.

11.3 For security reasons, the food from the feed stations will be delivered by the organization that will take the formal sanitary measures. In no case, the cyclist may handle food.

## 12. Marking

12.1 The course is arrowed with red, blue or yellow signs (depending on the day). White signs with a cross of the stage's colour, indicate the wrong direction. No electronic device is needed to follow the route.



12.2 Every ten kilometres and the final five kilometres to the finish line are indicated.



12.3 The organization may publish on its website the GPX track file the day before the stage, but it will be informative only. Arrows prevail.

## 13. Unrideable sections

13.1 If by unexpected circumstances a section of the route is unrideable and impossible to clear, the Commissaires, Course Director and Race Director may decide to divert the route along other points foreseen by the organisation.

13.2 If it is not possible, the finishing time is taken where the last timing control is placed.

## 14. Withdrawing

- 14.1 A rider who withdraws must report it to the organisation as soon as possible.
- 14.2 Not reporting a withdrawal leads to the expulsion from the competition.
- 14.3 In case of an accident or an emergency, and bearing in mind the riders' health and safety, the organisation has the right to withdraw a rider from the competition.

## 15. Results

- 15.1 The results of each stage are arranged according on the time required to complete each one, plus time penalties.
- 15.2 The total time of the stages completed and the total time penalties, establish the overall classification.
- 15.3 The following results are established:
- Overall.
  - Elite Men.
  - Elite Women.
  - Master Women.
  - Master 30 (men).
  - Master 40 (men).
  - Master 50 (men).
  - Teams.
- 15.4 Any rider who officially does not complete a stage, is out of the result list and not considered a Finisher.
- 15.5 Any rider who completes the race according to its regulations is officially considered a Finisher.
- 15.6 All riders carry a disposable chip to register their times and be able to keep track of them. The Commissaires must approve these times for the results to be considered valid.
- 15.7 The organisation has the right to require any rider's electronic device in order to check that s/he has followed the official route, without taking shortcuts nor cutbacks.

## 16. Awards

- 16.1 Each stage has an award ceremony for each category.
- 16.2 The first three (3) riders of each category and the corresponding race leaders, have podium ceremony which is attendance is compulsory.
- 16.3 At the final award ceremony, the three (3) overall ranked riders of each category and the best (1) classified in the teams category at the general classification are immediately called up to the podium once all of them have crossed the finish line.

16.4 Prize money and UCI points are awarded to Elite categories.

16.5 Prize money:

Elite men & Elite women

	1	2	3	4	5
STAGE 1	200 €	150 €	100 €	75 €	50 €
STAGE 2	200 €	150 €	100 €	75 €	50 €
STAGE 3	200 €	150 €	100 €	75 €	50 €
OVERALL	300 €	250 €	200 €	175 €	150 €

16.6 Prize money is paid through bank transfer once the event is over.

16.7 After the event, the organization will ask the prized riders, via email, all the documentation required to make the payment. If the organization does not receive a response from the prized within a period of 6 months from the last day of the event, it is understood that the participant waives the corresponding prize money.

## 17. Teams' classification

17.1 A team is composed of at least three (3) riders, two (2) men and one (1) woman, and a maximum of five (5) riders, three (3) men and two (2) women.

17.2 Each team member competes individually in his/her category. That is, the team isn't forced to remain together.

17.3 Once the race begins, changes nor substitutions are allowed.

17.4 Riders who are disqualified, withdraw, etc., from the race, stop being part of the team.

17.5 If a team loses members to the point it has less than two (2) men and one (1) woman, it will be out of the teams' classification.

17.6 The teams' classification is established by the addition of the times of the two (2) best men and the best woman (1), independently from their individual category. If a team has more than three members, the times of the other team members are discarded.

17.7 For each stage result, the three (3) best members of a team, two (2) men and one (1) woman, can be different each day. The overall standings are determined by the addition of the three (3) best times, two (2) men and one (1) woman, according to their final overall standings.

17.8 The best team of each stage will be announced on social media and a the best team of the final classification will be awarded with a trophy.

## 18. Bicycle



- 18.1 The bicycle must satisfy the UCI regulations, both technical characteristics and safety measures.
- 18.2 Riders are allowed to change their bicycle each stage but cannot be completely swapped nor changed during a stage.
- 18.3 Bicycles left at the official race bicycle parking can only be taken out by riders whose bracelet matches the bicycle's number plate.
- 18.4 Tandem bicycles are not permitted.

## 19. Equipment

- 19.1 It is compulsory to compete with the number plate and back number provided by the organisation. The number plate must be properly placed on the front of the bicycle. The back number must be on the rider's back. Both must be clearly visible and cannot be modified. The electronic timing control device cannot be modified and must be placed where the organisation indicates it.
- 19.2 All category race leaders must wear the leader's jersey provided by the organisation. It has a blank space on the front and back to place the rider's sponsors.
- 19.3 It's the rider's responsibility to place their sponsors in the space provided on the leader's jersey.
- 19.4 For safety reasons, it is recommended to carry a mobile phone. Route signs, race numbers and participant bracelets have a telephone number printed on them, which should only be called in case of an emergency. It's not a customer service number!
- 19.5 Carrying some warm clothes (rain jacket, arm and leg warmers, etc.) during certain stages might be necessary. The organisation does not provide these to the riders and is not responsible for each rider's choice.
- 19.6 The organisation is not responsible for any items left free or not properly stored in the backpack/bag.
- 19.7 The organisation is not responsible for any items lost along the route or left behind in the course of the event by any rider.
- 19.8 The organisation is not responsible for any bicycle's breakdowns, failures nor repairs that might happen during the event.

## 20. Sport and nature

- 20.1 Our sport, mountain biking, is a competition or leisure activity that takes place in nature and its impact in this environment is a responsibility for all riders and sport organisers. Any participant who throws garbage along the route, is not respectful of the environment (rolling off the roads, taking shortcuts that damage the vegetation, etc.), is not careful with the animals, leave a spare, etc. may be penalized by the Commissioners.
- 20.2 The trails on which the competition takes place are assigned only and exclusively for the days of the race, therefore it is not allowed to spread the route's GPS tracks.
- 20.3 The Commissaires have the right to disqualify any rider that does not respect the environment or the

private properties that are crossed during the race, expelling him/her from the competition without any possibility to continue taking part in it.

## 21. Considerations

- 21.1 Any participant can be subjected to an official antidoping test following the UCI rules.
- 21.2 All riders assign their image rights to the organisation, being able to use any photograph or video where they appear. The images can be taken both by conventional photo or video cameras, such as sports action cameras or even from aerial drones.
- 21.3 Participant must be always aware the of the drone's localization, especially if it flies at low altitude and under NO circumstances approach it. In the rare event that the drone fell to the ground, please stay away from it, and do not touch it. At take-off and landing, participants should not be no closer than 10 meters. All pilots will be easily identifiable and will to be able to warn you or be warned of any unusual circumstance.
- 21.4 The organisation is not responsible for the expenses nor debts that a rider might incur during the race.
- 21.5 If necessary and under major circumstances, the organization in agreement with the Technical Delegate or the President of the Commissaires has the right, without previous notice and in order to guarantee the event's proper development and safety (riders, Commissaires, staff, etc.), to delay a start time, change its program, and/or modify or cancel a stage.
- 21.6 The Commissaires have the right to disqualify any team that does not respect these considerations, expelling it from the competition without any possibility to continue taking part in it.
- 21.7 The organisation has the right to modify these rules without previous notice nor consent.
- 21.8 The organization reserves the right of admission.
- 21.9 All schedules may be modified depending on the health situation of the scheduled date of the event.
- 21.10 If the event is permanently suspended due to force majeure caused by the Covid-19 pandemic, prior to the event, the organization will notify the participants and they will have the option of requesting a refund of the registration fee.

## 22. Claims

- 22.1 Claims must be formally presented to the Commissaires and processed by these following the RFEC regulations.

## 23. Paddock

- 23.1 No rider or team assistant can camp nor stay overnight at the paddock.
- 23.2 The organisation does not provide water nor electricity to the teams at the paddock, which must be self-sufficient, unless hired to the organisation.

## 24. Clause Covid-19

- 24.1 Every participant of MMR Asturias Bike Race 2022 declares that they have read and accepted during the registration process the information document by the Royal Spanish Cycling Federation in which they inform about the measures that the cyclist must adopt and those that the organization will adopt to ensure the safety of the event.
- 24.2 Every participant of MMR Asturias Bike Race 2022 declares that they have read and accepted during the registration process the information document about the security protocol for Covid-19, created by the organization together with the competent health services, an essential condition to take part in the event.

REGISTERING FOR ASTURIAS BIKE RACE IMPLIES ACCEPTING AND ACCOMPLISHING THESE RULES. IT ALSO IMPLIES THE ACCEPTANCE OF THE CANCELATION & MODIFICATION POLICY, DATA PROTECTION LAW AND RESPONSIBILITY POLICY.

LSSI General information clause

In accordance with the right to information established in article 12 of the same RGPD and based on article 11 of the LOPDGDD, all information about the processing of your personal data is provided at the following URL: [Labor Information Group](#).