

# MMR Asturias Bike Race 2019

## 1. Introduction

- 1.1. MMR ASTURIAS BIKE RACE is a mountain bike stage race (XCS), made up of four (4) marathon stages (XCM).
- 1.2. It is an individual (solo) competition.
- 1.3. The competition takes place from Thursday 6<sup>th</sup> until Sunday 9<sup>th</sup> of June 2019.
- 1.4. The competition is held in the city of Tineo and Lugones (Siero), Asturias (Spain).
- 1.5. The competition follows the International Cycling Union (UCI) technical and sport regulations for UCI Elite women and men categories.
- 1.6. MMR ASTURIAS BIKE RACE is ranked as a UCI XCS 2 class event.
- 1.7. MMR ASTURIAS BIKE RACE is an event organised by Octagon Esedos S.L.

## 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 is compulsory to fill-in all the required details that are requested on the form and to pay the registration.
- 2.2. The registration period ends on May 28<sup>th</sup> 2019 or when the 1.000 entries available are sold-out.
- 2.3. The entry fee per rider is:

DATE	ENTRY FEE	CANCELLATION FEE
First 200 entries	160 €	10 €
17.12.2018 / 27.01.2019	175 €	15 €
28.01.2019 / 17.03.2019	190 €	20 €
18.03.2019 / 05.05.2019	220 €	30 €
06.05.2019 / 28.05.2019		***
*** Non-refundable and entry transferred to the next edition		
Once the registration period ends, no refunds or transfers are made		

### 2.4. Registration includes:

- On-line and race site customer service.
- Right to take part in the competition.
- Personalised plate and back number(s).
- 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 on and off the course.
- Bicycle washing area.
- Guarded bicycle parking.
- Cloakroom.
- Changing rooms, toilets and showers.
- Other free services at the paddock.

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

2.6. Cancellation policy and changes:

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 entry.

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 held.

3.2. Riders must hold a racing cycling license, issued by a national federation approved 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 this temporary license through the registration platform.

3.5. This temporary license allows to compete in the corresponding category, with the same rights as any other rider, except for the specific conditions concerning the UCI Elite categories, and entails an additional cost.

3.6. Riders can register in any of the following categories:

Elite men.

UCI Elite: 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. He must hold an approved UCI Elite license, strictly obey the entire UCI regulations, will compete for UCI points and prize money.

Elite: 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.

UCI Elite: a woman 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. She must hold an approved UCI Elite license, strictly obey the entire UCI regulations, will compete for UCI points and prize money.

Elite: a woman 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.

Master 30 (men).

A man that must be 30 years or older on the 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup> 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 UCI Elite categories.

**3.9. IMPORTANT:** According to the regulations of the Royal Spanish Cycling Federation (RFEC), foreign riders with a cycling license not issued by the RFEC, must have a written authorisation from their national cycling federation that certifies that their insurance is valid in Spain. This document must be shown to the Commissaires in order to collect the start number.

#### 4. Verification

4.1. Verification and Race Pack pick-up is the same day of the competition starts from 10:00 to 15:00.

4.2. Race numbers are assigned according to each category and also:

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

4.3. 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 before the competition begins which is 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 rules and the UCI's specific *mountain biking* regulations.

6.2. Stage and overall results, and stage start list are released daily.

6.3. There are different start grids according to the competition's overall classification. The first day, the start grid is sorted by category and start number.

6.4. The start grids open fifteen (15) minutes before the starting time.

6.5. Once a start grid is closed, its access is banned and riders must start at the back of it.

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

6.7. After the first stage, the starting grids will be set according to the overall standings:

Box 1: UCI Elite men.

Box 2: UCI Elite women.

Box 3 and successive: 100 riders (men or women, non UCI Elite).

6.8. The start of a time trial stage is carried out in inverse order to the overall classification or start number (if it's the first day). Riders must be at the call-up area at least five (5) minutes before their starting time.

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.

6.10. Once this time is surpassed, riders must obey all traffic regulations since they will not have preference.

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.

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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 desobedient 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 to 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, type of trail, 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 four (4) days:

STAGE	FORMAT	DATE	VENUE
STAGE 1	XCM	06.06.2019	Tineo
STAGE 2	XCM	07.06.2019	Tineo
STAGE 3	XCM	08.06.2019	Tineo
STAGE 4	XCM	09.06.2019	Lugones

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.

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 necessary to follow the route.



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



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. There is a result list for UCI Elite women and UCI Elite men, in order to award these riders with UCI points and prize money.

15.5. Any rider who officially does not complete a stage, is out of the result list and not considered a Finisher.

15.6. Any rider who completes the race according to its regulations is officially considered a Finisher.

15.7. All riders carry a disposable chip to register their times and be able to keep track of them. The Commissaires must approve these times in order for the results to be considered valid.

15.8. 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 top five (5) overall ranked riders of each category, are immediately called up to the podium once all of them have crossed the finish line.

16.4. Prize money and UCI points are only awarded to UCI Elite categories according to the current UCI XCS 2 class event regulations:

UCI Elite men & women

	1	2	3	4	5	6	7	8	9	10
<b>STAGE 1</b>	200 €	150 €	100 €	75 €	50 €					
<b>STAGE 2</b>	200 €	150 €	100 €	75 €	50 €					
<b>STAGE 3</b>	200 €	150 €	100 €	75 €	50 €					
<b>STAGE 4</b>	200 €	150 €	100 €	75 €	50 €					
<b>OVERALL</b>	375 €	300 €	225 €	190 €	150 €	135 €	120 €	105 €	90 €	75 €

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

16.6. After the event, the riders who carry prize money must fill-in and submit all the documentation requested by the organisation via e-mail. If this is not so, the organisation understands that the rider refuses to perceive 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.

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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. Prizes will be awarded to the best team (1) of each stage and three (3) best of the final overall standings.

### 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 and race numbers, 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 offers the riders the possibility to leave their warm-up clothes at the start area and collect them at the finish area. The organisation only collects clothes properly stored inside a backpack/bag labelled with a numbered bracelet provided by the organisation. The labelled backpack/bag is only returned to the rider whose bracelet matches each other.

19.7. The organisation is not responsible for any items left free or not properly stored in the backpack/bag.

19.8. The organisation is not responsible for any items lost along the route or left behind in the course of the event by any rider.

19.9. The organisation is not responsible for any bicycle's breakdowns, failures nor repairs that might happen during the event.

### 20. Sport and nature

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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. Riders are requested not to litter along the route, to be respectful with the environment (riding within the trails, avoiding shortcuts and cutbacks), being careful with animals, not leaving behind any spare parts, etc.

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. All riders assign their image rights to the organisation, being able to use any photograph or video where they appear.

21.2. The organisation is not responsible for the expenses nor debts that a rider might incur during the race.

21.3. If necessary and under major circumstances, the organisation 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.

21.4. The organisation has the right to modify these rules without previous notice nor consent.

### 22. Claims

22.1. Claims must be formally presented to the Commissaires and processed by these following the UCI 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.

REGISTERING FOR MMR 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.