

REGULATIONS 1 STAGE PARTICIPANTS

1. Introduction

- 1.1. **MMR ASTURIAS BIKE RACE Experience** is a mountain bike race (XCS), split into one (1) stage.
- 1.2. It is an individual (solo) competition.
- 1.3. The competition takes place on **Sunday 8, July 2018**.
- 1.4. The competition is held in the town of **Pola de Siero**, Asturias (Spain).
- 1.5. The competition follows the Royal Spanish Cycling Federation (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**. 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 rights.
- 2.2. The online registration period ends on **July 4, 2018**.
- 2.3. There will be the possibility of registering in person on **Thursday, July 5, 2018** during the collection of numbers, from 15:30 to 20:30.
- 2.4. The registration fee per participant is 45€
- 2.5. Registration includes:
 - On-line and in-person customer service.
 - Right to take part in the competition.
 - Personalised plate and start number.
 - Stage profile sticker.
 - Electronic timing and live tracking.
 - Electronic timing control device.
 - Course marking and marshals.
 - Sweep vehicles.
 - Liquid and solid feed zones.
 - Medical assistance on and off the course.
 - Bicycle washing area.

- Guarded bicycle parking.
- Cloakroom.
- Changing rooms, toilets and showers.
- Other free services at the paddock.

2.6. In case of any kind of disqualification or withdrawal from the competition, the entry fee is not refunded, neither totally nor partially.

2.7. Cancellation policy: there is no refund of the registration under any circumstances.

3. Riders

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

3.2. Riders must hold a competitive cycling license, issued by a national federation approved by the Royal Spanish Cycling Federation (RFEC).

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

3.4. Those who do not have an annual competition cycling license, must obtain 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 with the registration.

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 Elite categories, and entails an additional cost.

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

Elite men.

Elite: a man that must be 19 years or older on the 31st of December of the current year in which the competition takes place. He must hold an approved Elite license.

Elite women.

Elite: a woman that must be 19 years or older on the 31st of December of the current year in which the competition takes place. She must hold an approved Elite license.

Master 30.

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 competition. Those holding Elite category license cannot compete in this category.

Master 40.

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 competition. Those holding Elite or Master 30 category license cannot compete in this category.

Master 50.

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 competition. Those holding 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 competition. Those holding Elite category license cannot compete in this category.

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

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

3.9. IMPORTANT: According to the regulations of the Royal Spanish Cycling Federation (RFEC), foreign riders holding 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. Administrative checks

4.1. The administrative checks and registration take place on **Thursday 5, July 2018 from 15:30 to 20:30.**

4.2. Race numbers are assigned according by order of registration.

4.3. During the administrative checks an identification bracelet is handed out to each rider, who has to wear it during all the competition days. This bracelet allows access to the riders' areas and is also necessary for safety measures.

5. Teams' meeting & Race Briefing

5.1. There is a teams' meeting before the competition (Thursday afternoon) 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 and/or email, 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. After the stage, the overall results are released on the official website and news board.

6.3. There is a single starting grid for all the participants registered in this competition.

6.4. The start grids open twenty (20) minutes before the starting time.

6.5. 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).

6.6. 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 announced in the competition's Road book.

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

6.8. 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.

6.9. 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.

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

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

7. Neutralised starts

7.1. For security 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 start racing.

7.2. Once the official race vehicle has reached the end of the neutralised stretch, it will stop aside and indicate the end of the neutralisation.

7.3. During the neutralised start it is banned to overtake the Course Director' s vehicle.

8. Neutralised finishes

8.1. For security reasons, the finish line can be advanced before reaching an asphalt stretch. 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 one (1) minute penalty per delayed minute. It' s compulsory to cross the control set at the Paddock.

9. Road book

9.1. The 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 the stage.

10. Route

10.1. The competition will be raced in one (1) day:

- **Stage 1 - XCM - July 8th 2018.**

10.2. The route is properly marked with signs, especially 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' indications and/or members of the organisation, and ride with caution. On Spanish public roads, cyclists must remain on the shoulder of the right lane. It is recommendable to stay on the right hand side on dirt 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 or fitness level.

10.5. During the route there are two kinds 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, not doing cutbacks nor taking short cuts.

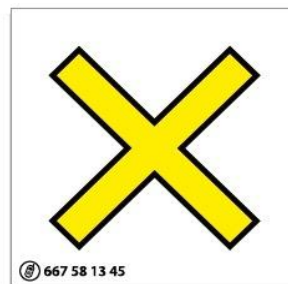
11. Feed and tech zones

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 teams' aid stations, otherwise noted.

12. Marking

12.1. The course is arrowed with yellow signs. 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 stretches

13.1. If by unexpected circumstances a stretch 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' safety, the organisation has the right to withdraw a rider from the competition.

15. Results

15.1. The results of the stage are arranged according on the time required to complete it, plus added time penalties.

15.2. The total time of the stages completed and the total time penalties, establish the overall standings.

15.3. The following results are established:

- Overall.
- Elite Men.
- Elite Women.
- Master 30.
- Master 40.
- Master 50.
- Master Women.

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 in order 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 short cuts or riding outside the natural trail' s limits.

16. Awards

16.1. The stage has an award ceremony for the overall results.

16.2. The three (3) first participants of the overall classification have a podium ceremony, whose attendance is mandatory.

17. Bicycle

17.1. The bicycle must satisfy the UCI regulations, both technical characteristics and security measures.

17.2. Riders are allowed to change their bicycle each stage but it cannot be completely swapped nor changed during the stage.

17.3. Bicycles left at the official race bicycle parking can only be taken out by riders whose bracelet matches the bicycle' s number plate.

17.4. Tandem bicycles are not permitted.

18. Equipment

18.1. It is compulsory to compete with the number plate and number held out by the organisation. The number plate must be properly placed on the front of the bicycle. The 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.

18.2. For security reasons, it is recommended to carry a mobile phone. Route signs and numbers, have a telephone number printed on them, which should only be called in case of an emergency. It' s not an information number!

18.3. Carrying some warm clothes (rain jacket, arm and leg warmers, etc.) during certain stages might be necessary. The organisation will not provide these to the riders and will not be responsible for each person' s clothing pick.

18.4. The organisation offers the riders the possibility to take off 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 backpack/bag is only returned to the rider whose bracelet matches each other.

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

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

18.7. The organisation is not responsible for any bicycle' s breakdowns nor repairs that might happen in the course of the event.

19. Sport and nature

19.1. 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 the riders and sport organisers. Riders are requested not to litter along the route, to be respectful with the environment (not riding outside the trails, not taking short cuts that damage the vegetation), being careful with animals, not leaving behind any spare parts, etc.

19.2. 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 it from the competition without any possibility to continue taking part in it.

20. Considerations

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

20.2. The organisation is not responsible for the expenses nor debts that the riders might incur during the race.

20.3. 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, alter its schedule, and/or modify or cancel a stage.

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

21. Claims

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

22. Paddock

22.1. No rider or team assistant can camp nor stay overnight at the paddock.

22.2. The organisation does not provide water neither electricity to the teams settled in 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.