

## 1. Introduction

1.1. LA RIOJA BIKE RACE presented by SHIMANO is a mountain bike stage race (XCS), split into **one (1) time trial (XCT)** and **two (2) marathon stages (XCM)**.

1.2. It is an individual (solo) competition.

1.3. The competition takes place from **Friday 11<sup>th</sup>** until **Sunday 13<sup>th</sup> of May 2018**.

1.4. The competition is held in the city of **Logroño**, La Rioja (Spain).

1.5. The competition follows the UCI (International Cycling Union) *technical and sport regulations* for UCI Elite women and men categories.

1.6. LA RIOJA BIKE RACE presented by SHIMANO is ranked as a **UCI XCS 2 class event**.

## 2. Registration

2.1. Any person who wishes to take part in this competition must register through the official website: [www.lariojabikerace.com](http://www.lariojabikerace.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 registration period ends on **April 22<sup>nd</sup> 2018** or until the 1.000 slots available are sold out.

2.3. The entry fee per rider is:

- First 200 entries: **150 €**.
- Registrations up to and including **January 14<sup>th</sup> 2018**: **165 €**.
- Registrations from **January 15<sup>th</sup>** until **March 25<sup>th</sup> 2018**: **180 €**.
- Registrations from **March 26<sup>th</sup>** until **April 22<sup>nd</sup> 2018**: **195 €**.

2.4. Registration includes:

- On-line and in-person customer service.
- Right to take part in the competition.
- Personalised plate and start number.
- Stage profile stickers.
- Registration gifts.
- 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 assistance on and off the course.
- Bicycle washing area.
- Guarded bicycle parking.
- Cloakroom.
- Changing rooms, toilets and showers.
- Other free services at the paddock.

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

2.6. Cancellation policy and changes (according to entry fee):

- Ownership changes: 5% penalty.
- Cancellations requested until **January 14<sup>th</sup> 2018**: no penalty.
- Cancellations requested from **January 15<sup>th</sup> 2018**: 15% de penalty.
- Cancellations requested after **April 22<sup>nd</sup> 2018**: transfer to the next edition.

Cancellations or changes must be requested to [inscripciones@lariojabikerace.com](mailto:inscripciones@lariojabikerace.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. Riders must hold a competition 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 who do not have an annual competition cycling license, must issue a temporary license, valid only for the race and approved by the Royal Spanish Cycling Federation (RFEC).

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. He must hold an approved cycling license (UCI, national or temporary), will not compete for UCI points neither 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. She must hold an approved Elite (UCI or not) license, will not compete for UCI points neither prize money.

#### **Master 30.**

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

#### **Master 40.**

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 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 31<sup>st</sup> 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 31<sup>st</sup> 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 UCI 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 10<sup>th</sup> of May 2018 from 15:30 to 20:30.**

4.2. Race numbers are assigned according to each category by order of registration and the latest UCI ranking update into effect in that moment.

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**

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 each stage, the stage results, overall standings and next stage's start list are released on the official website and news board.

6.3. There are different start grids according to the competition's overall classification. If it's the first day, the start grid is sorted by category and start number, followed by riders without an annual license.

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

6.5. Five (5) minutes before the start time, the access to 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 starting grids will be set according to the overall standings in the following way:

- Box 0: first 20 men.
- Box 1: next 80 men.
- Box 2: elite women.
- Box 3 and consecutive: 120 riders in each.

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 announced in the competition's Road book.

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.

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 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.

6.14. 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. 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 three (3) days:

- **Stage 1 - XCT - May 11<sup>th</sup> 2018: Logroño.**
- **Stage 2 - XCM - May 12<sup>th</sup> 2018: Logroño.**
- **Stage 3 - XCM - May 13<sup>th</sup> 2018: Logroño.**

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.

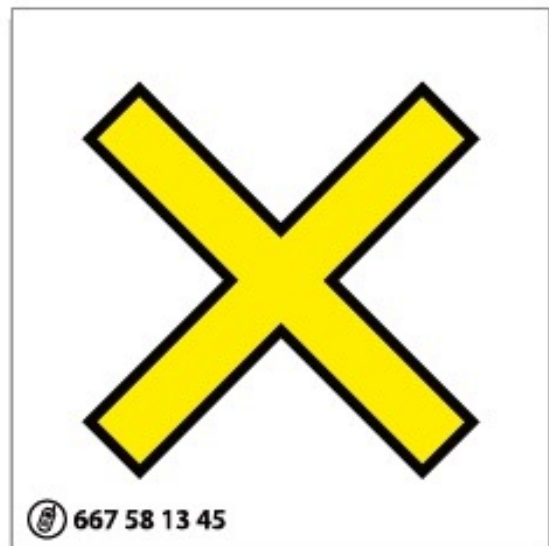
## 11. Feed and tech zones

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 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 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 each stage are arranged according on the time required to complete each one, 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. 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 requisie 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. 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 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.

### UCI Elite men

	1	2	3	4	5	6	7	8	9	10
<b>STAGE 1</b>	200 €	150 €	100 €	75 €	50 €	45 €	40 €	35 €	30 €	25 €
<b>STAGE 2</b>	200 €	150 €	100 €	75 €	50 €	45 €	40 €	35 €	30 €	25 €
<b>STAGE 3</b>	200 €	150 €	100 €	75 €	50 €	45 €	40 €	35 €	30 €	25 €
<b>OVERALL</b>	<b>375 €</b>	<b>300 €</b>	<b>225 €</b>	<b>190 €</b>	<b>150 €</b>	<b>135 €</b>	<b>120 €</b>	<b>105 €</b>	<b>90 €</b>	<b>75 €</b>

## UCI Elite 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>OVERALL</b>	<b>375 €</b>	<b>300 €</b>	<b>225 €</b>	<b>190 €</b>	<b>150 €</b>	<b>135 €</b>	<b>120 €</b>	<b>105 €</b>	<b>90 €</b>	<b>75 €</b>

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) people, three (3) men and two (2) women.

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

17.3. Once the race starts, neither changes or substitutions are permitted.

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 (1) best woman, 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 stage results, the three best members of a team, two (2) men and one (1) woman, can be different each day. For the overall standings it is the addition of the three best times, two (2) men and one (1) woman according to the overall standings.

17.8. The best team of each stage and the three (3) best teams of the overall standings will be awarded prizes.

## 18. Bicycle

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

18.2. Riders are allowed to change their bicycle each stage but it 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 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.

19.2. All the leaders of the general classification of their category must wear the leader's jersey, provided by the organisation. It has a blank space on the front and on the 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 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!

19.5. 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.

19.6. 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.

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 nor repairs that might happen in the course of 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 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.

20.2. 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.

## **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 the riders 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, alter its schedule, 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 neither electricity to the teams settled in the paddock, which must be self-sufficient, unless hired to the organisation.

**REGISTERING FOR LA RIOJA BIKE RACE PRESENTED BY SHIMANO IMPLIES ACCEPTING AND ACCOMPLISHING THESE RULES. IT ALSO IMPLIES THE ACCEPTANCE OF THE CANCELATION & MODIFICATION POLICY, DATA PROTECTION LAW, AND RESPONSIBILITY POLICY.**