



## REGULATION

**ARTICLE 1.** Unisport Consulting S.L., company tax code B07567522, with registered offices in Palma de Mallorca, c/ Gremi Sabaters, 21 - 1º A17, with the due authorisation of the Real Federación Española de Ciclismo (RFEC) and the Federació de Ciclisme de les Illes Balears (FCIB) and in accordance with their race regulations and these duly approved regulations, are the organisers of the **24<sup>th</sup> CHALLENGE TOUR OF MAJORCA FOR MASTERS**, an international event which will be contested by category on October 13, 14 and 15, 2021.

**ARTICLE 2.** The act of registering for the event implies acceptance of these regulations.

Participation in the event is at the participant's sole risk and responsibility. The participant, at the time of registration, declares himself to be physically fit for this event.

The organizers reserve the right to make changes, when and if they deem necessary. They also reserve the right of admission.

### SPECIAL MEASURES AGAINST COVID-19

In accordance with the regulations of the health authorities, participants will have to provide the following printed documentation. One of the following options:

- **Digital COVID certificate of having received the complete vaccination schedule.**
- **Certificate of having overcome COVID-19 within the preceding six months.**
- **A negative PCR test within 72 hours prior to the visit.**
- **Text of antigens with a negative result within 48 hours prior to the visit.**

**YOU WILL NOT BE ABLE TO PARTICIPATE IF SOME OF THESE REQUIREMENTS ARE NOT PRESENTED.**

**Basic general recommendations:** follow the guidelines set by the legislation at all times of the competent administrations. Right now:

- Respect the safety distance.
- Always use a mask.
- Wash hands frequently

### Technical specifications:

**1- Control of Signatures:** at the time indicated in each race, the participant will go to the area enabled for it, where the temperature will be taken. Any runner who in the control gives a temperature higher than 37.4° will be prohibited from participating, must leave the venue and go to a health centre.

**2- Starting grid:** at the starting line, the runner must wear the mask, properly placed until the technical jury announces that it can be removed and stored in their jersey.

**3-During the race:** participants will be totally prohibited to share the drums and any provisioning in general, it must be exclusively personal. Any provisioning must be provided with gloves and mask. Spitting, spreading water on the body, and any type of physical contact between runners is prohibited.

Sport Directors must maintain a safe distance and use the use of gloves and masks when attending the runner.

**4- End of the stage:** The public will be able to stay in the areas set up for it where they must keep safe distances and wear a mask at all times. Once the test is finished, crowds and participants will be prohibited, the area must be cleared.

The final provisioning will be delivered individually, and the runner must leave the area as soon as possible avoiding the crowds.

**5- Award ceremony:** The public that is present must keep 5 meters in front of the podium and between them the safety distance of one and a half meters and a mask. The winners must go up to the podium with a mask.

**ARTICLE 3.** Participation in the race is reserved exclusively for male riders from any country in the world who are in possession of an **UCI 2021 Masters licence** (to be sent by their corresponding National Federation) and who meet the age requirements stipulated for each category, as outlined in the following article.

**Note: The ELITE license is NOT valid in this race.**

**IMPORTANT NOTICE:** According to the regulations of the SPANISH ROYAL CYCLING FEDERATION (RFEC) (Technical Regulations - General Provisions I-I.3.): **PARTICIPANTS THAT DO NOT HAVE SPANISH NATIONALITY MAY TAKE PART IN THE TRIALS OF THE RFEC SCHEDULE. HOWEVER, THEY MUST MEET THE FOLLOWING REQUIREMENTS ESTABLISHED IN THE REGULATIONS:**

- **WRITTEN AUTHORISATION FROM THEIR NATIONAL FEDERATION.** This authorisation must include:
  - **THE NAME OF THE CYCLIST.**
  - **THE VALIDITY PERIOD OF THIS AUTHORIZATION.**

- **AND THE CORRESPONDING ACCIDENT AND PUBLIC LIABILITY INSURANCE POLICY, VALID IN THE SPANISH TERRITORY.**

**\*If the cyclist cannot prove that the insurance provides coverage for this race, they must take out the accident insurance with the organisation. The insurance cost is €10, which must be paid in cash when they pick up their dossard numbers.**

**IMPORTANT NOTICE: The option of taking out the insurance policy does not waive the obligation of presenting the authorisation from their National Federation.**

Registration fees will not be reimbursed in the event of non-participation. The amount paid will be reimbursed in full only when medical justification is submitted earlier than 1 week before the event, and 50% of the amount will be reimbursed if this is submitted less than 1 week before the event. If no medical justification is submitted, no refund will be made.

Registration is strictly personal and not transferable and cannot be used by a person other than that registered. The substitution of one participant by another is not allowed.

In order to receive their rider and frame numbers, each participant must submit **their original license** and **any relevant authorisation issued by their Federation** and must have paid the registration fees.

Also have to provide the **printed documentation in accordance with the 2nd article** of this rules in reference of vaccination or negative test.

**IMPORTANT:** Riders should register before the start of the first stage of the **24<sup>th</sup> CHALLENGE TOUR OF MAJORCA FOR MASTERS**, regardless of the number of events in which they are participating.

Registration may be either for teams or individuals.

Teams should comprise a minimum of four (4) and a maximum of ten (10) riders per race. Each team may have two transferred riders, provided this transfer is verified in accordance with the regulations and that the club/team from which the riders are transferred is not participating in the race.

All team riders must wear the official kit of the registered team. Mixed teams of at least four (4) and a maximum of ten (10) riders will be accepted per race provided they wear the same apparel (jersey only is accepted).

Each team will be represented by a team manager, who will verify that the team is in possession of a valid license, which must coincide with the team members represented.

The team manager will be responsible for any technical assistance provided to riders and for maintaining team discipline.

**ARTICLE 4.** The race is reserved for MASTERS in possession of a valid licence, who will be categorised according to the following age groups:

Category 30-39	BORN BETWEEN	1982 – 1991	MASTER-30
Category 40-49	BORN BETWEEN	1972 – 1981	MASTER-40
Category 50-59	BORN BETWEEN	1962 – 1971	MASTER-50
Category 60-69	BORN BETWEEN	1952 – 1961	MASTER-60

**ARTICLE 5.** The **24<sup>th</sup> CHALLENGE TOUR OF MAJORCA FOR MASTERS** consists of two races that each include two categories: MASTER 30 - MASTER 40 and MASTER 50 - MASTER 60.

**ARTICLE 6.** The stages will cover the following routes and distances:

**STAGE 1: ARENAL DE LLUCMAJOR – ARENAL DE LLUCMAJOR**

Master 50 - 60: 72.7 km.

Master 30 - 40: 91.2 km.

**STAGE 2: PRO CICLE HIRE - CRI PORT DE POLLENÇA**

Master 50 - 60: 7.7 km.

Master 30 - 40: 7.7 km.

**STAGE 3: RESTAURANTE TOLO'S. PORT DE POLLENÇA-PORT DE POLLENÇA.**

Master 50 - 60: 69.4 km.

Master 30 - 40: 106.8 km.

**ARTICLE 7.** Cyclists must be at the start line a minimum of 30 minutes before the announced starting time and sign on at the signature checkpoint, which **will close 15 minutes before** the starting time. Any late arrival will carry a penalty.

Cyclists must comply with all race control requirements. Under no circumstances may another person sign on in the place of a participant.

**ARTICLE 8.** Use of the double rider number and frame number distributed by the organisers is obligatory for all competitors. Under no circumstances may the rider number or frame number be cut, reduced in size or defaced in any manner.

**Any rider arriving at the finish line with their rider number incorrectly positioned, badly attached or damaged, covered by a shirt, backpack or waterproof jacket will be disqualified.**

**ARTICLE 9.** SUPPORT VEHICLES AND PERSONNEL

- Teams may use a support car with a maximum of four passengers. All support vehicles should be fitted with the corresponding insignia provided by the race organisers, without which they may not follow the race.

- The distribution of commercial advertising of any kind from support vehicles is expressly forbidden.
- The driver of the support vehicle must hold a valid federation license.
- A draw will be held to decide the starting order of the team managers' vehicles in the first event (one draw for each race). Teams comprised of a minimum of 4 riders will have priority. Groups with 3 riders will not be entitled to participate in the team classification, but will be able to be included in the vehicle draw (after the teams with 4 or more riders have been drawn), as the organisers distribute tour radio equipment to all teams. Riders who are not part of a team will be assisted by neutral cars, provided by the organisers.
- Once the first event has been completed, the team car starting order will follow the general classification of the event.
- All those following the race must pay attention to any instructions given by the organisers, the Race Jury or the Race Director during the event. If the Race Jury raises the red flag, vehicles should not overtake their car.

**ARTICLE 10.** All riders and team cars stopping to carry out repairs should always stop on the right-hand side of the road. Likewise, any repairs, liquid refreshments or manager's comments should be made from the team manager's car, always behind the President of the Race Jury's car.

**ARTICLE 11.** The exchange of material between members of the same team, such as wheels, bicycles etc. is allowed, as are exchanges between riders and team cars. Pushing or towing between riders, or from the team car is completely forbidden.

#### **ARTICLE 12. VEHICLE DIVERSIONS**

All following vehicles, with the exception of those of the Race Director, Judges, Timekeepers, Medical Service and any other vehicles authorised by the organisers, should take the diversion route indicated by the organisers.

If a stage does not include a diversion, vehicles should drive in single file, on the right-hand side, and follow the Race Director's instructions.

#### **ARTICLE 13. REFRESHMENTS**

Refreshments may be distributed to participants from the team managers' vehicles using bags or bottles. Riders must drop back to their team manager's vehicle. Refreshments must be distributed behind the race organisation vehicles and under no circumstances within the peloton or its tail end. In the case of breakaway groups, refreshments may be distributed in the tail end. No refreshments may be distributed to participants in the last 10 kilometres.

**ARTICLE 14.** Any rider who abandons the race or finds themselves beyond the race convoy has no right to cross the finish line as part of the race. The rider must reach the finish line by their own means and be responsible for their own safety, abiding by the rules of the road, except in case of bodily injury or severe illness, in which case they will be treated by the medical services.

**ARTICLE 15.** FINAL 3 KILOMETRES

This area covers the 3,000 m before the finish line and will be duly indicated by banners. Any riders involved in accidents (physical or mechanical) in the sprint area will be awarded the same time obtained by the riders with them at the time of the accident. The positions awarded will be those recorded by the Finish Line Judge on their crossing the line.

**ARTICLE 16.** CHECKPOINT CLOSURE

The finish checkpoint will be closed once the time limit set for each race has passed. In exceptional circumstances, the time limit may be increased by the Race Jury, in accordance with the organizers.

**ARTICLE 17.** The race classifications will be as follows:

TROPHIES FOR EACH STAGE ON THE PODIUM

- TROPHIES FOR THE FIRST THREE CLASSIFIED RIDERS IN EACH CATEGORY: M30, M40, M50 & M60.
- JERSEY FOR THE LEADER OF THE GENERAL CLASSIFICATION
- JERSEY FOR THE LEADER OF THE MOUNTAINS CLASSIFICATION
- JERSEY FOR THE LEADER OF THE FLYING FINISH CLASSIFICATION
- JERSEY FOR THE LEADER OF THE BALEARIC RIDERS CLASSIFICATION

The top 3 in each category and the leaders of the overall standings are required to attend the podium for the corresponding awards. Riders who do not attend the award ceremony may be sanctioned and have their prizes withdrawn. The awards ceremony will be held after each race.

The trophies for the following classifications of each race will be **awarded at the closing ceremony**, which will be held on Thursday, October 18<sup>th</sup> at **the Euphoria's Restaurant in Port de Pollença**, de Pere Melià st., 3 – Port de Pollença).

- o INDIVIDUAL GENERAL CLASSIFICATION
- o FIRST CLASSIFIED IN EACH CATEGORY
- o MOUNTAINS CLASSIFICATION
- o FLYING FINISH CLASSIFICATION
- o FIRST SPANISH TEAM CLASSIFICATION
- o FIRST BALEARIC TEAM CLASSIFICATION

- o FIRST FOREIGN TEAM CLASSIFICATION
- o FIRST SPANISH RIDER CLASSIFICATION
- o FIRST BALEARIC RIDER CLASSIFICATION
- o FIRST FOREIGN RIDER CLASSIFICATION

The organisers reserve the right to add or withdraw classifications, due either to organisational reasons or circumstances beyond their control.

#### **ARTICLE 18.** INDIVIDUAL GENERAL CLASSIFICATION

Established for each of the races according to Article 5 of these regulations, this classification will be calculated from the sum of each rider's times in each event, taking into account any corresponding time penalties or bonuses. The leader of the classification will be the rider with the lowest time. In the event of a tie between two or more riders, the sum of the points obtained by each rider during each stage will be taken into account, and the rider with the fewest points will be leader of the classification. Points will be awarded according to finishing position: one point for first place, two points for second, three points for third, and so on. If the riders are still tied, the highest position obtained in the final stage will determine the leader.

In order to be eligible for the General Classification, riders must classify in all four stages. Saving in exceptional cases, which will be resolved by the Race Jury, all time penalties imposed on riders will be added to the Individual General Classification of each stage.

#### **ARTICLE 19.** MOUNTAINS CLASSIFICATION

The Grand Mountains Prize classification is based on the sum of the points obtained by each rider on reaching the summit of the categorised climbs.

#### SUMMIT POINTS

Place	2 <sup>nd</sup> Category	3 <sup>rd</sup> Category	4 <sup>th</sup> Category
1st	10 points	6 points	3 points
2nd	7 points	4 points	2 points
3rd	5 points	2 points	1 point
4th	3 points	1 point	
5th	2 points		
6th	1 point		

#### CATEGORISED MOUNTAIN PASSES:

##### **STAGE 1**

Master 50 – 60: Km. 43 **Ma-6015 cruce Ses Salines (4th category)**

Master 30 – 40: Km. 43 & Km. 61,5 **Ma-6015 cruce Ses Salines (4th category)**

### STAGE 3:

Master 50 – 60: Km. 38.9 **Coll de sa Batalla (2nd category)**

Master 30 – 40: Km. 76.3 **Coll de sa Batalla (2nd category)** & Km. 82,6 **Coll de Femenia (4th category)**

In the event of a tie between riders eligible for the leader of the mountains classification, the rider who has achieved the greatest number of first places for the highest category of categorised climbs will be the leader.

If the riders are still tied, the leader will be the rider who has achieved the greatest number of first places for second category climbs and, if necessary, following this, the rider who has achieved the greatest number of first places for third category climbs.

In order to be eligible for the Mountains Classification, riders must be classified in the Final General Classification.

### **ARTICLE 20.** FLYING FINISH CLASSIFICATION

This classification will be won by the rider with the highest number of points in the intermediate sprints, from the sum of all points achieved in the various stages.

#### FLYING FINISH POINTS SYSTEM

- 1st 3 Points
- 2nd 2 Points
- 3rd 1 Point

#### FLYING FINISH STAGES:

### STAGE 1

Master 50 – 60: Km. 12,1 **Ma-6015 (Llucmajor town)**

Master 30 – 40: Km. 12,1 **Ma-6015 (Llucmajor town)** & Km. 57 **S'Estanyol**

### STAGE 3

Master 50 – 60: Km. 26 **Moscari.**

Master 30 – 40: Km. 35.9 **Port Pollença Ma-2220** & Km. 64 **Moscari.**

In the event of a tie between several riders at the end of the race, the rider with the greatest number of first places will be the winner of the Flying Finish Classification. If the riders are still tied, second and third places will be taken into account. If it is impossible to base the classification on placings, then the highest placing in the Individual General Classification will determine the winner. In order to be eligible for the Flying Finish Classification, riders must be classified in the Final General Classification.



#### **ARTICLE 21.** FIRST BALEARIC RIDER CLASSIFICATION

A classification for the First Balearic Rider is established, open to all riders licensed with the Federació de Ciclisme de les Illes Balears.

**ARTICLE 22.** Leaders in the different classifications (GENERAL, MOUNTAINS, FLYING FINISH AND FIRST BALEARIC), must wear the leaders' jerseys provided by the organisers, which, in keeping with the 2004 Cycling Regulations, may include the winning team's advertising.

**ARTICLE 23.** If a rider leads two or more classifications, they may only wear one jersey, following jersey priority order. In this case, the rider in second place in the classification in question will wear the Leader's Jersey for the duration of the stage.

#### JERSEY PRIORITY

- \* Leader of the Individual General Classification
- \* Leader of the Mountains Classification
- \* Leader of the Flying Finish Classification
- \* Leader of the First Balearic Rider Classification

#### **ARTICLE 24.** TEAM CLASSIFICATION

This classification will be based on the sum of the times obtained by each team in each of the stages, with the winner being the team with the lowest time. In the event of a tie, the team that has achieved the highest positions will be the winner. The team classification will be based on the sum of the times achieved by the first three riders in each team, with the winner being the team with the lowest time. In the event of a tie, the team whose three riders have totalled the least number of points will be the winner. If the teams are still tied, the team whose best rider has obtained the highest placing will be the winner.

In order to be eligible for the Team General Classification Prize, a minimum of 3 riders per team must be classified.

**ARTICLE 25.** The organisers will not be held liable for any accidents suffered by participants or supporters during the course of the race, nor for any debts they might incur or any loss of sporting equipment.

**ARTICLE 26.** This race will be subject to the regulations of the RFEC and the FCIB, in terms of both technical aspects and sanctions.

Participants, team managers and teams' auxiliary personnel are obliged to familiarise themselves with and respect the specifics of these regulations. The organizers or Race Jury may exclude any participant for unsporting behavior or disrespect towards any member of the organization and/or other participants.

## **ARTICLE 27.** CLAIMS

All claims and challenges concerning the outcome of the race will be analysed and resolved by the Race Commissionaires. The right to make a claim is limited to competitors or team managers who are directly affected by the incident in question. Joint claims, whether in first instance or on appeal, will not be admitted. No claims will be considered unless they are submitted in writing and are accompanied by a cash deposit of €60.00, which will be returned if the claim is upheld.

**ARTICLE 28.** The **meeting for the organisers, the Race Jury and the participants will take place on October 12<sup>th</sup>**, at 7 pm in the Race Office at **Mar Hotels Playa de Muro Suites** (El Falcó St., 150 – Playa de Muro).

The drawing of lots for cars will be held on the meeting.

**ARTICLE 29.** The organizers will not assume any responsibility if the event is suspended or postponed for reasons beyond their control.

**ARTICLE 30.** By signing this contract (registration) you authorize UNISPORT CONSULTING SL to take photographs and/or make audiovisual media for commercial purposes. The images and/or videos will appear in the profiles managed by the company on various social media networks or be used for marketing campaigns related to events organized by UNISPORT CONSULTING SL or its associated companies (GERMATUR GESTION SL).

Personal data will be included in a file owned by UNISPORT CONSULTING SL. This information will be used to fulfil the service contracted by you and may be transferred to GERMATUR GESTION SL for the purposes of fulfilling the service and for market research related to these companies.

You may exercise your right to access or rectify this data, or cancel your consent to or oppose the commercial processing of this data, by writing to the following address: UNISPORT CONSULTING SL – GREMI SABATERS 21 PLANTA 3 OFICINA A17 – 07009 - PALMA or [adminstracion@unisportconsulting.com](mailto:adminstracion@unisportconsulting.com)