

INTERNACIONAL PARACYCLING CUP. EUROPEAN PARACYCLING CUP.
SPANISH CYCLING FEDERATION
INTERNACIONAL PARACYCLING CUP. EUROPEAN PARACYCLING CUP
4th – 5th JULY 2009. CANTIMPALOS, SEGOVIA - SPAIN
SPECIFIC REGULATIONS TIME RACE

The Unión Ciclista Cantimpalos with license RFEC nº G40182560, based in Cantimpalos, Segovia – Spain -address Escuelas 2, 40360 Cantimpalos; phone number +34 656162468, fax number +34 921496009 and e-mail info@uccantimpalos.com; under the authorization of The Regional Federation of Castilla-León, Spanish Paralympic Committee, The Spanish Cycling Federation, and in accordance with the Cycling Sport rules and this specific regulation, organises:

INTERNACIONAL PARACYCLING CUP. EUROPEAN PARACYCLING CUP.
COPA INTERNACIONAL DE PARACICLISMO. COPA DE EUROPA.

This race is registered as a scheduled sport event in The International Calendar of Union Cycliste Internationale, in The International Calendar of Spanish and International Paralympic Committee, as well as in the Royal Spanish Cycling Federation (RFEC) and in that one of The Federation of Castilla- León. This race takes places on the following days 4th and 5th of July 2009.

ARTICLES

Article 1. Itinerary: The race runs around different villages of Segovia and the distances to complete are showed as it follows:

OFFICIAL ITINERARY								
STAGE	DATE	START – FINISH CITY	KILOMETERS BY CATEGORY					
			LC1-2 & CP4	LC3-4 & CP3	CP1 y CP2	HANDCYCLING HC A, B y C	TANDEM MASCU.	TANDEM FEM.
1 st	Saturday 4th July	Palazuelos – Palazuelos	78	52	13	39	78	39
2 nd	Sunday 5th July	Segovia - Segovia	15,5	15,5	5	15,5	15,5	15,5
TOTAL Kms:			93,5	67,5	18	54,5	93,5	54,5

Article 2. Participation: The race is a European Paracycling cup that's mean is an open race, then any paracycling rider with UCI Licence can participate. The rider has to have one of the following categories under the International Paralympic Committee rules:

LC = Locomotion Disability. Conventional bicycle.
 HC = Handcycling.

CP = Cerebral Palsy, Tricycle.
 B&VI = Blind or Visual Impaired (Ciegos o Deficiente Visual). Compiten en tándem.

Article 3: Teams will be registered by their Team Managers who are also responsible for technical assistance of their riders. For the removing of the back numbers' participants and the number plates, Team Managers will have to present their original licences as well as those of each rider, staff and supporting personnel, and the accidents insurance in force.

Article 4: The riders, Team Managers, and supporting staff of each team must read these mentioned regulations carefully and not only accept them, but also the rules of UCI (Union Cycliste Internationale) and RFEC (Spanish Cycling Federation).

Participants will have a correct attitude during the event, should any participant show a bad conduct, the Organising Committee might have the right to impose sanctions or send the participants off in the following cases:

- Protests or standings up made in-group against the Organisers decisions – board, panel of Judges, referees and timekeepers.
- Arranging any kind of exclusive appointments with the Media

Article 5: Teams no finishing a relevant stage may take part in the following one, as this is a Challenge time-trial race.

Article 6: Organising Committee is not liable for any kind of damage, accident, casualty or contracted debts caused to the participants and/or to the attendants during the event.

Article 7. Permanent office: Attendance control and handing over of back numbers will be taking carried out on Friday 3rd July from 19h to 20,30h, in the Hotel Puerta de Segovia. Meeting with the Technical Jury, Team Manager and Organizers will be held on Friday 3rd July at 21h. in the Hotel.

Article 8: The Head of the Board and Technical Jury jointly with the official organisers will assume the control of the race. Finish line Judges and stopwatches will be responsible for the qualification process.

QUALIFICATION

Article 9: The following issues are specified in the further information:

- | | | |
|-----------------------------------------------------------------|---------------------------------------------|----------------------|
| - Itinerary | - Starting and finishing in urban itinerary | - Permanent office |
| - Profiles | - Circuit | - Meeting point |
| - Altimetry detail on the last 3 kms and the last one in detail | - Scheduled time | - Attendance control |

Article 10. General Classification per Time: This will be obtained by adding up the total time achieved in every single stage always taking into account time penalties and/or bonus that could happen. The best qualified will be that one scoring the shortest time for completing the stage. Should a draw occurs the best position will be reached considering the rider with the least time recorded in the individual time-trial. If a new tie arises, or if no time-trial would happen, the points obtained in each stage will be considered, reaching the best position the team obtaining the fewest point according to the following: 1 point for the first, 2 points for the second, 3 points for third and so on. If the draw would still persist, the best place obtained in the last stage will be applied.

Except special cases to be solved by the commissaries judges, the riders time penalties will be applied in the General individual classification per times organised after each stage.

In case of ex-aequo, points and prizes will be equally awarded, having completed all the stages within the established time.

To obtain this qualification, there will be to finish all stages within the established time.

Article 11. Mountain Prime General Classification: It will be reached by adding up the total number of points achieved by each rider crossing the Mountain Prime during the itinerary. The best position will be obtained for that one with the highest number of points. Should a draw happen, the best position will be kept by the rider with more first position previously achieved. If the tie persists, the best classified rider in the General Classification per Time.

For this classification the rider should have completed all the stages within the established time.

Points will be awarded based on the Mountain Prime of each lap, as follows:

- 1st lap line → 5 points
- 2nd lap line → 3 points
- 3rd lap line → 1 point

Article 12. Leader Maillots: This position will be awarded to the classified rider with the least time achieved.

Mountain Prime maillot will not be awarded for lap finish line.

Article 13. Protocol and formal events: At the end of each stage the winners of all categories of the specify stage, as well as the leader rider of all categories of the individual classification will be called on to the podium. In the final podium the attendance of the maillot leaders will be required and also those succeeding in the 2nd and 3rd position in the General Classification by best time of all categories.

RACE INCIDENTS

Article 14. Sprint area

The sprint area will be clearly signposted with a red triangle located 3000 metres away from the finish line.

In case a one o more riders has an accident (material or physical) within this area, the UCI articles and rules 2.3.034 and 2.3.035 will be applied.

The already mentioned U.C.I articles will not be considered in the 2nd stage as this part of the race is a time-trial. As it is stated in the article U.C.I 2.6.028.

INTERNATIONAL PARACYCLING CUP. EUROPE'S CUP.

MEDICAL SERVICES

Article 16: They will be exclusively carried out by the doctors and health personnel appointed by the organisation, from the starting to the end of the complete event. Medical assistance needed out of the event may be also required by the Team Managers to the organization.

Article 17. Ambulances, ICU and Hospitals: The organisation will be provided of at least one ambulance and an Intensive Care Unit vehicle during the development of the race, following the Sport Directors vehicles. At the beginning of each stage a recorded list of closest medical centres will be handing out.

FOLLOWER VEHICLES

Article 18: Each follower vehicle must have the appropriate official number plate and the passengers on it will be bearing full accreditation provided by the organization. Without this requirement none of them will be allowed to go on in the race. Handing out any kind of advertising leaflet by the follower vehicles is absolutely forbidden.

Article 20: Organising Committee of the road will be in charge of making easier Sport directors' handlings. Every person responsible for the sporting activities or any driver who wants to overtake the direction vehicle, by own initiative, will have to stop at the same level of this vehicle communicating this intention that could not be carried out until getting an official agreement. This overtaking action will be done as quickly as possible so as to get back to the line at the very shortest time. No more than one Sport Director's vehicle will be admitted at once in the squad, no matter how important the reason could be.

Article 22.

At the end of each stage, a signal point located before the stage finish line will indicate the detour to the Sport Directors vehicles and follower vehicles.

TECHNICAL PANEL OF JUDGES. RACE DEVELOPMENT

Article 23: Riders will have to be present at the attendance control and starting place following the itinerary information provided by the organization. As a rule the time established before starting the race is from 40 to 10 minutes previously to the attendance control and 10 minutes before the neutralised or official starting.

Article 25: In the first stage, the position of the team cars will be governed by the final decision of the Panel of Judges, previously agreed with the sport directors, the rest of the stages will be conducted referring to the order of the Individual General Classification.

In the 2nd stage, corresponding to the individual time-trial, the order of the starting of each rider will be the reverse order obtained in the General Classification. This rule will be applied for all categories.

The starting of each rider in the time-trial of the 2nd stage will be carried out with an interval of 2 minutes' time for the last 5 riders, the rest with an interval of 1'. Each rider uses, as maximum, the half right of the road.

Article 27. Supplies: The supplies will be established in book of routes.

Article 29. Closing Control – Reset: According with the times spent in the race by the winner rider of each stage, the following table:

1 st stage	15%
2 nd stage	40%

In some exceptional cases, the Panel of Judges may increase the percentage and range of values applied to the closing control. In the same way for the resiting of one or more riders suffering an accident some achieved aspects will be taking into account such as the average result in the stage, the level of involvement and effort showed by the riders, the general conditions in the point where the accident happened with a possible traffic jam. However, such a reset will not exceed 30% of the time spent by the stage winner.

Article 30. Demands and Complaints: They must be lodge in writing and signed by the concerned person or by the Sport Responsible; it will be handed in to the Technical panel of Judges for in the following terms:

1. for fraudulent tactics during the race: one hour after finishing the stage
2. leagues (classifications): until the closing control
3. general final leagues (final classification): 30 minutes after being published them

Article 31. Problems in-route: Should an unforeseen event that could sabotage the development of the race or part of it happened, the Technical Judges Panel could:

- a) Modify the itinerary
- b) Determine a temporary neutralization
- c) Cancel a part of the stage and provide a new real start
- d) Keep the results in the moment of the stop having a new star, keeping in mind the existing differences.
- e) Consider the stage as not being played, annulling the result
- f) Valid the result in the moment of the accident

In all these cases the Technical Panel of Judges, will decide the validity of cancellation of the different steps to follow in the intermediate league, as well as the distribution of stage prizes.

Article 32. bonus: No bonuses exists in any stage.

Article 32. Sanctions: In case of sanction the established UCI regulations will be applied and the discount established RFEC regulations.

Article 33. Vehicles position

The position of vehicles during the race will be run in a single file along the right side of the road as follows:

- | | | |
|-------------------------------------|----------------------------|-----------------|
| 1. President of the Panel of Judges | 3. Doctor | 5. ICU vehicles |
| 2. Director of the Race | 4. General Sport Directors | 6. Ambulance |

Article 34. Race Broadcasting

Detailed information on the race will be provided by the broadcasting radio services in the frequency 27 MHz AM or 108 MHz FM.

The frequency and modulation of the broadcasting race will be communicated on meeting with Technical Jury, Team Manager and Organizer.

Article 35. Specific Cases

All the cases no foreseen in this regulation will be solved according to the Rules and Regulations of Cycling Sport if it is unavailable the Technical Rules of UCI and RFEC will be applied.

Excepting contrary disposition, the decision made during the race about the development of the race is exclusively responsibility of the Technical Judges (Representatives): this body will have to fit to the rules and if possible after consulting with the organization.

Cantimpalos, 10th May 2009

By the Organiser



PRESIDENT

Aprobado by:

By the Organiser



SECRETARY

Cycling Federation in Segovia, delegate of Cycling Federation in Segovia.

NOTE: in case of misunderstanding in any part of the above Translated Regulations the Spanish version will be the valid one.