

Sparkassen Münsterland Giro.2011

conditions of participation and regulations

1. Terms of Contest

- 1) The Regulations at hand are used for the Jedermannrennen within the *Sparkassen Münsterland Giro.2011*. The Regulations are geared to the terms of contest of the German Cycling Association (BDR).
- 2) By registration and participation regarding the Jedermannrennen within the *Sparkassen Münsterland Giro.2011* every athlete accepts these Regulations.
- 3) Each participant is obligated to acknowledge and follow the Conditions of Participation and the Regulations.
- 4) Furthermore the Regulations of the „German Cycling Cup“ are applied.

2. Attendance Conditions

- 1) Ready for participation at the Jedermannrennen within the *Sparkassen Münsterland Giro.2011* are all amateurs and hobby-cyclists.
- 2) Excluded from participation are licenced racers of the classes A and B and professional athletes from ProTour-teams, Professional Continental teams and Continental teams. Athletes of these classes are only able to participate for advertising purposes in exceptional cases after consulting the host. In this case the athlete will be excluded from evaluation of the event. Amateurs of class C are eligible to participate.
- 3) A club membership is not required.
- 4) By participating each driver obligates himself, to check his state of health independently, if applicable by consulting a physician, and to provide evidence on request.

3. Bicycle and equipment

3.1 Preface

- 1) Permitted for this event are racing bicycles, triathlon bicycles, mountainbikes and other sport bicycles. Unicycles, recumbent bikes and handbikes are excluded.
- 2) Each participant is responsible for the road safety of his bicycle. Especially the operational reliability of the brakes and other relevant units must be granted.
- 3) In case the participant uses an irregular bicycle after leaving the starting block he can be disqualified at all times.
- 4) There is no restriction regarding conversion.

3.2 Special regulations

The following material is excluded from the Jedermannrennen within the *Sparkassen Münsterland Giro.2011*:

- front or back disk brakes
- triathlon-, horns- or delta handle bars
- handle bar adaptors of all kind (excluding mountainbike- „bar-ends“)
- trailers of all kind
- baggage and other vehicle payload
- water bottles made of aluminium, glas or other brakeable or non flexible material.

4. Helmet obligation, clothing, race number

1) All participants are obligated to wear a helmet at all times! The helmet must exhibit a seal of approval of an international accredited testing institute (e.g. DIN-Norm 33954, SNEL- and/or ANSI-Norm, EC or GS).

2) There are no certain regulations concerning the way to dress. Only clothing that may cause a safety risk is excluded. It is not allowed to race without a shirt.

3) The race number serves to prove the participants identity. The race number must be attached well viewable on the participants back, on level with the jersey pockets respectively on level with the lumbar. The handle bar number must be used as well.

5. Age groups

The affiliation regarding the age groups is based on gender and the date of birth. The athletes are divided into the following categories:

- Youth m/f 1995 or younger
- Juniors m/f 1993 till 1994
- Men/Women 1982 till 1992
- Master 1 m/f 1971 till 1981
- Master 2 m/f 1961 till 1970
- Master 3 m/f 1951 till 1960
- Master 4 m/f 1950 and older

6. Evaluation

6.1 Individual results

Within the individual results male and female participants will be distinguished.

The outcome of this is

- Individual results male
- Individual results female

6.2 Evaluation within the age groups

The evaluation within the age groups will be distinguished in male and female participants and in age groups. The outcome of this is the following evaluation within the age groups:

- Youth m/f 1995 or younger
 - Juniors m/f 1993 till 1994
 - Men/Women 1982 till 1992
 - Master 1 m/f 1971 till 1981
 - Master 2 m/f 1961 till 1970
 - Master 3 m/f 1951 till 1960
 - Master 4 m/f 1950 and older
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- „Tandem“ (special evaluation)

6.3 Team evaluation

Within the team evaluation the four fastest racers of each team will be evaluated.

- 1) Each team consists of at least four racers and seven racers at the most. Gender and age of the team members are irrelevant. Every single racer is named in the individual result list, the four fastest racers will also be named in the team evaluation.
- 2) Within the team the age of each racer is irrelevant.
- 3) To be accepted as a team the requirements under para. 6.1 must be fulfilled. The team name must be presented within the registration. Please take care of a consistent spelling, since otherwise an allocation is not possible.
- 4) Each team member starts out of the starting block he has been assigned for.
- 5) If the team-members wish to start together, the entire team starts out of the starting block of that team-member, who was assigned for the "worst" starting block.

7. Awards ceremony

- 1) At the Jedermannrennen within the *Sparkassen Münsterland Giro.2011* the three fastest racers of each age group as well as the fastest team will be honored on the ceremony stage.
- 2) Each participant is obligated to inform himself about his ranking. It is up to the participant to appear at the awards ceremony in time.
- 3) Time and place of the award ceremony can be found in the starting documents.
- 4) If a participant does not appear at the awards ceremony in time he has no claim for a prize.
- 5) After the awards ceremony of the *Sparkassen Münsterland Giro.2011* the awards ceremony for the "German Cycling-Cup 2011" takes place.

8. Timing

- 1) The timing transponder which is handed out within the accreditation must be attached to the bicycle as described in the regulations.
- 2) The timing at the Jedermannrennen within the *Sparkassen Münsterland Giro.2011* happens individually and electronically. Timing is provided by a timing transponder. The evaluation follows in dependence on the guidelines of the German Cycling Cup via combined gross and net timing (please see Regulations „German Cycling-Cup 2011“). The first 50 arriving male racers and the first 15 female racers will be evaluated by crossing the finish line, the following racers will be evaluated by the timing as detained in the timing transponder. The evaluation regarding the certain age groups follows the net race time only.

9. Starting block devision

- 1) Each participant will be assigned to a certain starting block at the time of accreditation. He must start the race out of the assigned starting block. The assignment is irreversible.
- 2) The first 100 male racers and the first 50 female racers in the overall standing of the „German Cycling-Cups 2010“ and the first 100 male racers and the first 50 female racers within the current evaluation of the „German Cycling-Cups 2011“ at the registration deadline of the *Sparkassen Münsterland Giro.2011* have the right to start off the first starting block in each race.
- 3) The host has the right to assign other starters to the first starting block if the conditions around the starting area allow such a proceeding. Reasons for such a proceeding can be the average speed at the *Sparkassen Münsterland Giro.2010*. Within other starting blocks faster racers from the year before take priority over slower racers. The other positions depend on the registration time.
- 4) The host has the right to devide the first starting block over again.
- 5) Each participant is obligated to take the assigned position 15 minutes before the race officially starts. The signposted entries must be used. There is no specific order of precedence within the starting blocks. To guarantee clearance at the starting block 's entry the first starters who arrive at the starting block must dispose in front of the starting block to make sure following starters are able to move up.
- 6) It is strictly forbidden to climb over barriers to get into the starting block. It is also forbidden to push towards the front.

10. Average speed and sag wagon

- 1) The participation regarding the Jedermannrennen within the *Sparkassen Münsterland Giro.2011* requires an average speed of 26 kilometers per hour for the ca. 60 kilometer distance, 28 kilometers per hour for the ca. 100 kilometer distance and 29 kilometers per hour for the ca. 140 kilometer distance (including breaks). This applies for the entire race and is controlled at several waypoints. This ruling therefore is an element of these regulations.
- 2) The average speed is controlled by the race management and the attending police officers. In case of occurring danger regarding the traffic situation or the race itself the race management can exclude racers on police order at any time. Time and place regarding the check points can be found in the Conditions of Participation under the bullet „Average Speed“.
- 3) If a racer is not able to meet the aforementioned average speed he is excluded from the race and must join the sag wagon or drive to the finish line area in accordance to the German road traffic regulations on own account. The host will shut down the racing course for starters which are not able to meet the required average speed at certain check points. These starters will receive a short notice by the staff which explains the shortest way back to the finish line area. Whoever falls below the required average speed will be excluded and disqualified from the race and will not be named in any result list.
- 4) Instructions by the sag wagons staff must be followed at any time.

11. General driving regulations

- 1) During the entire event the racers shall only drive on the right road lane.
- 2) Each participant is obligated not to endanger or affect other participants or other road users.

No participant is allowed to hinder other racers from outrunning and it is forbidden to handicap other racers from reaching their maximum speed. It is strictly forbidden to force other racers off the road or to hinder any racer in other ways in order to avail oneself. (e.g. sudden pullout, sudden stopping without necessity, etc.). Any offences will be punished according to the penalty regulations.

- 3) It is strictly forbidden to be dragged by motorized vehicles at all times, even after a downfall or other occurring defects.
- 4) Emergency vehicles with flashing lights from the police department, fire department or other medical services take precedence over all participants and the road must be cleared immediately.

Caution: Emergency vehicles may cruise the race course at all times even in opposite direction!

- 5) Littering is strictly forbidden.

12. Catering during the race

1) At the Jedermannrennen within the *Sparkassen Münsterland Giro.2011* catering service is provided on certain check points for the ca. 100 kilometer distance and the ca. 140 kilometer distance. These check points are signposted in distances of 1000, 500 and 250 meters ahead of the catering service check point.

2) For ingestion the participant must submit a clear and visible hand sign, drive on the right road lane and carefully turn right. When reaching the catering service the participant must stop completely. The entry to the catering service will be signposted.

3) Ingestion through escorting vehicles is forbidden.

13. Personal escorting vehicles and external assistance

- 1) No escorting vehicles are allowed inside the race track.

14. Change of material / repairs

1) Trading tools or spare parts among the participants is allowed.

2) Repairs have to be conducted along the right road lane while standing. Other drivers shall not be affected.

15. Capitulation and time out

If a participant is forced to pause or quit the race he must wait on the right driving lane. There he must give a hand sign and wait for the escorting vehicles. Medical service besides the racing course is provided for the participants. More information on this regard will be handed out with the starting documents.

16. Penalty regulations

- 1) Enforcing penalties is up to the race management only.
- 2) The sentence / penalty follows the undermentioned penalty regulations.
- 3) The racing management is allowed to impose sanctions even for penalties which are not mentioned in the following regulations. In this case the sentence / penalty will be assessed by the racing management.

Offence

Sentence / Penalty

Queue-jumping at the start

Warning

Taking position in the wrong starting block

Disqualification

Unsportsmanlike behaviour / manner of driving

Warning or Disqualification

Dangerous driving

Warning or Disqualification

Intending dangerous driving

Disqualification

Littering (water bottle)

Two minute penalty

Starting with irregular bicycles

Suspension

Driving with irregular bicycles during the race

Disqualification

Taking of the helmet during the race

Disqualification

Counterfeiting / Attaching of irregular racing number

Warning or two minute penalty

Back- or frame racing number invisible or hidden

Warning or two minute penalty

Changing lanes during the race while endangering other drivers

Disqualification

Irregular sprinting

Disqualification

Pulling Jersey

Two minute penalty

Holding on to cars/ motor bikes / other racers

Disqualification

Pushing team-members

Warning or two minute penalty

Pushing other drivers

Warning or two minute penalty

Hindering other racers intentionally

Warning and two minute penalty or Disqualification

Departing from race course intentionally

Disqualification

Attempt for ranking without successfully completing the entire race course

Disqualification

Crossing a shut railway gate

Disqualification

Using windbreak of a vehicle

Warning or five minute penalty

Irregular mechanical help

Warning or five minutes penalty

Irregular ingestion

Warning or one minute penalty

Keeping official vehicles from passing by

Warning or one minute penalty

Violating instructions by race management or staff

Warning, one minute penalty or disqualification

Insult, harassment, incorrect behaviour

Disqualification

Aussault on other persons

Disqualification

Entrainment of glas

Disqualification

Irregular littering

Warning or one minute penalty

Littering (glas)

Disqualification

Passing finish line again in racing direction with race number attached on the back

Warning or two minute penalty

Non-attendance at awards ceremony

No claim regarding achievement award

Wearing dangerous clothing

Warning or two minute penalty

17. Disclaimer of warranty

Participation at the *Sparkassen Münsterland Giro.2011* happens on the participants own risk. The hosts liability is limited to intent and gross negligence, even against thrid parties. The hosts liability for other damages like injury of life, body and health is limited except they are caused by the hosts, his legal representative or his auxiliary persons breech of duty in an intentionally or grossly negligent manner. The host is not liable for loss of property like clothing and equipment. Therefore the participant is obligated to look after his property or be insured properly. With receiving the race number each participant states that there is no medical concern regarding participation. Instructions by the staff and their assistants must be followed at all times.

18. Declaration of consent

The participant accepts that all the personal data which is given within the registration will be recorded and can be used and converted. The participant also accepts that the participation- and result lists will be published online and in newspapers. Furthermore the participant accepts, that foto´s, shots, interviews for radio and tv, commercials and books which were taken within this event can be commercialised by the host and the *Sparkassen Münsterland Giro.2011*. The participant has no right of compensation. The host of the *Sparkassen Münsterland Giro.2011* may inform the participant about the personal result / evaluation via free sms. If the participant does not want to receive such a sms he will inform the host of the *Sparkassen Münsterland Giro.2011*.

19. Force majeure / Cancellation

The host may cancel the event in cases of force majeure. In this case the participant neither has a right of refund regarding the attendance fee nor a claim for other damages, like travel expenses and acommodation costs.

20. Severability clause

If a provision of this Agreement is or becomes illegal, invalid or unenforceable in any jurisdiction, that shall not affect:

1. the validity or enforceability in that jurisdiction of any other provision of this Agreement; or
2. the validity or enforceability in other jurisdictions of that or any other provision of this Agreement.