



A.S.D. Blu Bike  
Via dell'Edera 1 - 17024 Finale Ligure (SV)  
C.F. 01193680095

[www.24hfinale.com](http://www.24hfinale.com) - [info@24hfinale.com](mailto:info@24hfinale.com)

## RULE BOOK

The following regulation has been drawn up in order to better define the unfolding of a 24-hour mountain bike ride in order to better organize a complex but incredibly exciting event, capable of thrilling thousands of bikers from all over the world.

The following rules are the result of years of experience spent organizing numerous and important international events with passion.

The ultimate goal has always been to create enjoyable but above all safe events, so many rules are necessary to make the event more manageable and free from accidents and injuries. Therefore these directives are mandatory for all participants of the event.

The regulation also refers to the general dictates of the technical regulations of the Italian Cycling Federation (FCI) and the Regulations of the "Unione Italiana Sport per Tutti" (UISP) as well as the specific regulation for the discipline of 24 hours MTB of the World Endurance Mountain Bike Organization (WEMBO)

The organizers reserve the right to change and/or introduce new rules in any time into the event in order to the safety of the race.

Riders must read the rules when registering. After registration closes, any changes will be announced during the briefing on the day of the event.

Last updated: December 2021



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## 1. SPIRIT OF THE EVENT AND GENERAL INFORMATION ABOUT THE CYCLING EVENTS

The 24 hours of Finale is a sporting/recreational/musical/gastronomic event which consists of a relay race on Mountain Bike. You participate in teams divided into categories of 2, 4, 8 or 12 members, or you participate in solitary, as SOLO, covering an established circuit for 24 hours “non-stop”.

This festival includes different sport events, which although similar to each other are different from each other.

In fact, there are events that represent cycling races, while other events do not represent a race at all, but simply a cycling event, without ranking and which, despite having a similar format to the scheduled races, differs from it for the type of user and the non-competitive approach of the participants.

The event area is based on the Manie plateau in the municipalities of Finale Ligure and Noli, completely inserted in nature.

The trails involved offer a mix of dirt road and path, with a route that alternates descents and climbs, even with severe slopes, at an altitude between 300 and 360 meters above sea level. and close to the coast.

The breathtaking views, the music, the food at will, the scent of the Mediterranean scrub, the festive atmosphere, the panting of the competitors and the lights in the dark characterize this truly special event.

The 24 hours is a unique event especially thanks to those who have been able to interpret the spirit in the right way: the supplements give way to wine or beer, the energy bars to bbq.

The Music, the "Team Town" and the Landscapes do the rest and transform the 24 hours of Finale into a unique event.

However, this spirit has never affected the competitive and sport part of the event, and it's not a coincidence that the competitive race is considered one of the most important 24 hour race in the world, boasting the organization of several World Championships for the SOLO category. and the



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participation of the best endurance athletes, who every year want to test themselves on the route that is notoriously considered one of the most complete and technical in the panorama of 24-hour MTB in the world.

This indissoluble combination made the 24H of Finale a truly special event, capable of combining competition and play in a single event.

In order to leave the right space for all the different approaches with which the various teams wish to participate in the event, the 24H of Finale proposes the various cycling events in different ways, distinguishing the events in:

TEAM RACE: when the cycling event represents a competition

TEAM EXPERIENCE: when the cycling event is NOT competitive, but rather it's a cycling event

The event is therefore divided into four different cycling events:

24H of Finale SOLO & DUO RACE

→ In 2022: 9th edition of the WEMBO Wolrd SOLO & DUO 24H MTB Championship

24H of Final MTB TEAM RACE

24H of Final MTB TEAM EXPERIENCE

24H of Finale E-MTB TEAM EXPERIENCE

Each of these events, despite having some common aspects, is different from the others in the approach and spirit of the participants towards the event itself.

Therefore, these events are different from each other, with their own characteristics and with different rules and dedicated and different start and finish.



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#### The 24H of Finale SOLO & DUO RACE

It represents the race for athletes who want a real endurance challenge in what probably represents one of the toughest and most epic races in the world.

You can race alone (SOLO category) or in pairs (TEAM2 category, relay mode), and for both is mandatory to have a medical certificate suitable for competitive activity and cycling.

#### The 24H of Finale MTB - TEAM RACE

Represents the competitive event, in which you can participate as a team in relay mode. In order to allow most cyclists to find an event duration suited to their skills and preparation, they can participate in different categories: TEAM4, TEAM8 or TEAM12.

Only athletes with a sports medical certificate suitable for competitive activity and cycling can participate.

#### The 24H of Finale MTB - TEAM EXPERIENCE

It represents a NON-COMPETITIVE event, dedicated to all those who want to experience the event in a different way from the competition, or for those who want to approach this fascinating endurance discipline.

The event is NOT a race, but is formally an amateur cycling event which nevertheless adopts the same format as the TEAM RACE event, while maintaining the goliardic aspect, the non-competitive approach and the playful and entertainment purpose.

The event is therefore open to everyone, athletes and amateur bikers, but in any case everybody must have a medical certificate attesting to their healthy and robust constitution.

Participants in the 24H Final MTB TEAM EXPERIENCE, participating in an amateur cycling event, will NOT have a ranking dedicated to their event.

#### The 24H of Finale E-MTB - TEAM EXPERIENCE

News 2022, is the event dedicated to all bikers wishing to participate with an E-BIKE.

Similarly to the MTB EXPERIENCE, this is also a NON-COMPETITIVE event, dedicated to all those who want to experience the event in a different way from the competition, or for those who want to approach this fascinating endurance discipline.

The event is NOT a race, but is formally an amateur cycling event which nevertheless adopts the



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same format as the TEAM RACE event while maintaining the goliardic aspect, the non-competitive approach and the playful and entertainment purpose. typical of amateur sport.

The event is therefore open to everyone, athletes and amateur bikers, but in any case everybody must have a medical certificate attesting to their healthy and robust constitution.

The E-Bikes must be homologated and subject to the European directive 2002/24 / EC (see section 4.2 for details).

Since the event is not competitive, no limits are placed on the batteries of the E-Bikes.

Participants in the 24H Final E-MTB TEAM EXPERIENCE, participating in a cycling event, will NOT have a ranking dedicated to their event

## **2. CATEGORIES**

### **2.1 CATEGORY SUB-DIVISIONS**

2.1.1. In the different events, the categories can be of two types:

**COMPETITIVE CATEGORIES:** Athletes and teams who register for a competitive event. Each athlete must be registered or have a competitive medical certification.

This medical certification must be validated through the Data Health portal.

**AMATEUR CATEGORIES:** NON-competitive athletes or teams, all with medical certificates, even not specific for competitive activities. These medical certificates must be validated through the Data Health portal.

2.1.2. The 24H of Finale SOLO & DUO RACE is exclusively a competitive event, therefore the SOLO categories are exclusively AGONISTIC and organized as follows:

M20: men aged 18 to 29

M30: men aged 30 to 39

M40: men aged 40 to 49



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M50 +: men aged 50 and over  
MDA: men with disabilities  
MSS: men with MTB Single Speed  
F20: women aged 18 to 29  
F30: women aged 30 to 39  
F40: women aged 40 to 49  
F50 +: women aged 50 and over  
FDA: women with disabilities  
FSS: women with MTB Single Speed

TEAM 2 M: (2 male members)  
TEAM 2 F: (2 female members)  
TEAM 2 MIX: (2 members, one female, the other male)

2.1.3. In case of organization of a European or World Championship, the SOLO categories, both for males and females, will be organized as per WEMBO regulations:

Elite: Athletes competing for the World title  
Disabled athletes  
Single Speed  
Age Group: Under23  
Age Group: 23-29  
Age Group: 30-34  
Age Group: 35-39  
Age Group: 40-44  
Age Group: 45-49  
Age Group: 50-54  
Age Group: 55-59  
Age Group: 60+

2.1.4. The 24H of Finale MTB - TEAM RACE is a competitive event, therefore the categories of the TEAM participants are COMPETITIVE and organized as follows:



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TEAM 4 M (3 to 4 male or mixed members)  
TEAM 8 M (from 5 to 8 male or mixed members)  
TEAM 12 M (9 to 12 male or mixed sex members)  
TEAM 4 F (2 to 4 female members)  
TEAM 8 F (from 5 to 8 female members)  
TEAM 12 F (from 9 to 12 female members)

2.1.5. The 24H of Finale MTB - TEAM EXPERIENCE is a NON-competitive event, therefore the categories of the participating TEAMS are NON-competitive and organized as follows:

TEAM 8 XM (5 to 8 male or mixed members)  
TEAM 12 XM (9 to 12 male or mixed sex members)  
TEAM 8 XF (5 to 8 female members)  
TEAM 12 XF (9 to 12 female members)

2.1.6. The 24H of Finale E-MTB - TEAM EXPERIENCE is a NON-competitive event, therefore the categories of the participating TEAMS are NON-competitive and organized as follows:

TEAM 8 EM (5 to 8 male or mixed members)  
TEAM 12 EM (9 to 12 male or mixed sex members)  
TEAM 8 EF (5 to 8 female members)  
TEAM 12 EF (9 to 12 female members)

## **2.2 SINGLE SPEED**

2.2.1. There is a special category for Single Speed bikers (fixed gear), whether they are SOLO or TEAM riders, which has the same registration system as the other categories.

2.2.2. The bike must have the same ratio for the duration of the competition.



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2.2.3. The ratio used by the rider may change during the course of the competition, but it must be done by completely replacing the pinion. This operation must be done in the official waiting area or in the event workshop.

2.2.4. All members of a single speed team must ride a single speed bike.

2.2.5. A rider can use more than one bike during the event, but all of them must be single speed.

2.2.6. Mountain bikes which have their gears blocked (by a cable or a clamp) are not accepted as single speed. The bike must only have one actual fixed gear.

2.2.7. This category is simply divided into TEAM and SOLO, so teams of 2,4,8 or 12 people compete for the same single speed sub-category.

### 2.3 MIXED TEAMS

Mixed teams come under the appropriate men's category.

## 3. REGISTRATION

### 3.1 HOW TO REGISTER

3.1.1 Registration is only available online at [www.24hfinale.com](http://www.24hfinale.com). Forms must be completed in full and accompanied by payment. When payment has been received, your registration will be confirmed by email and your team's account will be activated and ready to use.

3.1.2 Incomplete teams have until the day of the race to add members, until registration is full, providing that everyone has the necessary certification.

*So if a team signs up with only 6 riders, and is in the 8-person category, they can add two more people, even as the event is starting, as long as they present their documents to be checked by the official concerned and that they collect the materials they need to participate in the race.*



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### **3.2 FEES AND REGISTRATION**

Registration fees relate to the category (and are not based on the numbers of riders), so the costs are as follows:

SOLO	159,00 Euro
TEAM 2	298,00 Euro
TEAM 4	309,00 Euro
TEAM 8	589,00 Euro
TEAM 12	819,00 Euro

Payment must be made by bank transfer to:

A.S.D. BLU BIKE

BANCA: BCC Pianfei e Rocca de' Baldi, Finale Ligure agency

IBAN: IT43F0875349410000140140755

BIC: ICRAITRRKX0

### **3.3 MEDICAL CERTIFICATE**

3.3.1. To participate in the event, members must necessarily be in possession of an adequate medical certificate.

In the “documents” section of the event website “[www.24hfinale.com](http://www.24hfinale.com)” all the accepted medical certification models, both competitive and non-competitive, can be downloaded; both for residents in Italy and for participants with non-Italian residence.

The models in this section are consistent with the Italian legislation in force and therefore the validation system will not accept medical certificates that deviate from these ministerial regulations.

3.3.2. The possession of an adequate medical certificate will be checked through the DataHealth service; therefore, for both Italian and foreign residents, it is necessary that the medical certificate required by these regulations has been accepted and validated, through the DataHealth service ([www.datahealth.it](http://www.datahealth.it)).



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3.3.3. During the registration phase of individual athletes, each participant, independently, will have to upload have the QRcode-DH (received back from Data Health) on the athlete registration system once the medical certificate has been validated and uploaded to the DataHealth platform ([www.datahealth.it](http://www.datahealth.it))

3.3.4. Thanks to the Data Health service, each participant will not have to bring the original medical certificate with them, risking damage or loss. In fact, by keeping the Qrcode-DH received on their mobile phone, IF NECESSARY, in the race office or possibly at the PMA (Advanced Medical Point), for each participant it will be sufficient to show the QRcode-DH received from the Data Health service for a possible check of the certificate itself.

3.3.5. For the “WEMBO World SOLO & DUO 24H MTB Championship” event, a medical certificate for competitive cycling is MANDATORY.

3.3.6. For the “24H of Finale MTB - TEAM RACE” event a medical certificate for competitive cycling is MANDATORY.

3.3.7. For the event "24H of Finale MTB - TEAM EXPERIENCE" a medical certificate for competitive cycling is NOT mandatory; but a medical certificate attesting to good health is sufficient (and mandatory).

3.3.8. For the event "24H of Finale E-MTB - TEAM EXPERIENCE" a medical certificate for competitive cycling is NOT mandatory; but a medical certificate attesting to good health is sufficient (and mandatory).

## 3.4 CYCLING LICENSE

3.4.1. It is strongly recommended to participate with a cycling license recognized by UCI, both for those who participate in competitive events and for those who participate in non-competitive events.

3.4.2. The data of this card must be entered in the athletes' registration system before the event

### 3.4.3. FOR ITALIANS

The associations recognized by CONI accepted by the event are:



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- ACSI (Association of Italian Sports Centers)
- AiCS (Italian Association of Sport Culture)
- ASC (Confederate Sports Activities)
- ASI (Italian Sports Alliance)
- CSAIn Ciclismo (Corporate and Industrial Sports Centers)
- CSEN (National Educational Sports Center)
- CSI (Italian Sports Center)
- ENDAS (National Democratic Body of Social Action)
- FCI (Italian Cycling Federation)
- Libertas National Sports Center
- MSP Italy
- OPES Italia (Organization for Sports Education)
- UISP (Italian Union of Sport for All)
- US Acli (Acli Sports Union)

3.4.4. Both registered and NON-registered athletes can participate.

The event is open to members of each organization, who must present themselves for registration with a valid card. Those who do not have a card must bring a certificate of AGONISTIC sporting fitness issued by the medical sports federation.

### 3.5 ASSUMPTION OF RESPONSIBILITY AND DOCUMENTS ON THE SAFETY OF THE EVENT

3.5.1. Registering for the event requires that those who want to participate in this event correctly understand its functioning, context, environment and above all the possible risks that the practice of Mountain Bike intrinsically entails (regardless of the organization of the event or of external factors)

For this reason the organization has drawn up various documents, freely downloadable and available from the "documents" section of the event website ([www.24hfinale.com](http://www.24hfinale.com)) that each participant MUST read and understand before participating.

The documents are:

- MTB Risk
- Difficulty of the track



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- Risk resolution
- General security measures
- Emergency procedures

3.5.2. All competitors at the time of registration must sign a release of liability (freely downloadable and available from the "documents" section of the event website: [www.24hfinale.com](http://www.24hfinale.com)).

This indemnity provides for several signatures, one for each aspect on which you are asked to pay attention and to evaluate what is highlighted in each of the documents listed in point 3.5.1

Failure to sign the indemnity in all its parts completely compromises participation in the event.

3.5.3. For minors, the indemnity must be signed both by the minor athlete and by a parent or by whoever holds the parental role by law.

3.5.4. For minors, the indemnity and the written authorization of the parent represent two distinct documents that must be presented together at the time of enrollment.

### **3.6 TEAM VILLAGE**

3.6.1. Upon registration, every team will receive a form which must be completed and returned as soon as possible and not after 1 May. It must be sent BY EMAIL to [info@24hfinale.com](mailto:info@24hfinale.com). Full details of the team must be provided (number of participants, number of cars, camper vans or caravans, numbers of crew...).

3.6.2. Every team will be allocated a space at the team village where they can put up tents and gazebos. The size of the space depends on the number of riders in the team as follows:

SOLO	25 sqm
TEAM 2	25 sqm
TEAM 4	25 sqm
TEAM 8	50 sqm
TEAM 12	75 sqm



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**3.6.3.** The camping area for each SOLO and/or TEAM must be booked at the time of registration, using the registration system.

**3.6.4.** If a team needs more space or has special requirements, the organisers must be informed as a matter of URGENCY, and in all cases not after 1 May, by email to [info@24hfinale.com](mailto:info@24hfinale.com). Any allocation of space in addition to the above will incur a surcharge.

**3.6.5.** There are a limited number of spaces with access to electrical points. Teams must apply URGENTLY, and not later than 1 May, by email to [info@24hfinale.com](mailto:info@24hfinale.com). A link to the electricity supply costs 60 euros. The team will be responsible for the functioning and safe use of the line. High energy use appliances such as fridges, inflatables etc should not be used. The supply provides a maximum current of 600W at 220V. All connections, lights and their fittings must be specifically for outdoor use (IP55 or higher). Remember to bring a compatible extension lead suitable for outdoor use.

**3.6.6.** On arrival at the Team Village in le Manie, the captain or vice-captain or team manager must go first to the Info Point which is at the entrance to the designated event area. After registration the team will be allocated a camping area, Procedures for unpacking equipment, marking out the team's site, parking etc will be explained.

**3.6.7.** Teams which come to the event with a camper van or caravan will have the use of a dedicated area at the side of the road, unless there is no more space remaining, and it will be allocated as stated above.

**3.6.8.** The 24H of Finale is an ECO-SUSTAINABLE event! Please help us to keep it that way! At the end of the event all the teams will be expected to help clean up and clear all the rubbish from the site. Those who do not observe this rule will be fined 50 euros which will be deducted from the deposit which the team lodged with the event organisers.

### **3.7 PROFESSIONALS**

Teams may be composed of professionals, semi-professionals and amateurs.



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### **3.8 AGE LIMITS**

3.8.1. Team members must be at least 14 years old.

3.8.2. Minors must show at registration authorisation from a parent or a guardian, in addition to any licence or valid medical certificate.

3.8.3 SOLO riders must be at least 18 years old.

### **3.9 CLOSURE OF REGISTRATIONS**

3.9.1. The maximum number of participants in the event is decided by the organising committee with practicality and safety as priorities. We will make announcements if the event reaches capacity and may offer a waiting list.

3.9.2. For practical reasons, registration will close when we reach the maximum number of participants, or on 1 May at the latest. After that date, we may accept further entries if there is still space, with an extra payment of 10 euros.

## **4. GENERAL RULES**

### **4.1 PARTICIPANTS' ROLES**

4.1.1. Each team has to choose representatives from among themselves, who become the point of reference for the organisers if they need to communicate important information during the event.

4.1.2. Each team must have three representatives:-



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### **THE CAPTAIN:**

The Captain is the most important role. In fact, in addition to impersonating the soul of the team, he has the task of officially representing it by taking part in the pre-race briefing and representing the team in communications with the organization.

Each team must have its own captain.

The captain will be in charge of the team's behavior and discipline.

The captain can be captain of only one team.

The captain must be elected from among the competitors registered in the Team, therefore he cannot be a person outside the team.

### **THE DEPUTY-CAPTAIN:**

The Deputy Captain must be ready to replace the Captain, in case the latter is unable to attend, for example because he is engaged in his lap on the course during a communication, or because he is forced to abandon the race due to an accident.

Each team must have its own vice-captain.

A vice-captain can be a vice-captain of only one team.

The vice-captain must be elected from among the competitors registered in the Team, therefore he cannot be a person outside the team.

### **TEAM MANAGER:**

The Team Manager is the one who will follow all the registration phases of the Team.

The Team Manager must register on the website [www.24hfinale.com](http://www.24hfinale.com) to be able to register all the Teams he undertakes to follow, being able to manage and modify the data related to the registration of the team.

The Team Manager can also perform this role for several teams.

The Team Manager can also be captain (or vice-captain) of a single team.

The Team Manager is included in the registration list and will be able to assist the teams.



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## 4.2 THE BIKE

4.2.1. It is possible to use any model of bicycle, of any cycling discipline, according to the terms set out below:

The bicycle must be in an operating condition suitable for the type of track, compatibly with the abilities of the cyclist who leads it.

The bicycle must not show structural alterations (or due to breakage of its parts, or due to the installation of third parties) such as to be considered dangerous for the cyclist who leads it or for third parties present on the trail in the vicinity of its passage.

It can have wheels of any diameter, even different from each other, up to a maximum of 29 inches

4.2.2. The TANDEMs are accepted, and the participants who use them must also follow the rules set out in point 4.3

4.2.3. Special bicycles adapted for use by disabled athletes are accepted.

4.2.4. In the SOLO, DUO, MTB TEAM RACE and MTB TEAM EXPERIENCE events, the use of electric bicycles is NOT allowed

4.2.5. In the E-MTB EXPERIENCE event the use of electric bicycles is allowed, as long as they comply with the provisions of point 4.4

4.2.6. There are no restrictions on the replacement of parts on competitors' bicycles. The entire bicycle can also be replaced as long as the participant's number-holder table is always clearly visible.

4.2.7. Bicycles can tow various trolleys or trailers, as long as they do not carry people or material that is considered dangerous for the cyclist who transports it or for third parties present on the path in the vicinity of its passage

4.2.8. If the event starts from a different place than the paddock area (for example from the town of Finale Ligure, Noli, Varigotti, Finalborgo, ...) it is forbidden to use racing or cyclocross bicycles for the entire stretch that separates the start of the event from the entrance to the real dirt track of the 24h of



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Finale.

In this section, it is also not possible to use smooth or slick tires of any section, or semi-slick tires with a section smaller than 1.4 inches, or smaller than 700x35.

These provisions will be checked during the starting procedure, a few minutes before the start, by a commissioner in charge. If non-regulatory bicycles are detected, the bikers in question will not be allowed to leave, if the irregularity is detected before the start, or they will be sanctioned with a 10 '(minutes) penalty if found along the route indicated above.

### 4.3 TANDEMS

4.3.1. Tandems are allowed.

4.3.2. The biker who controls the front handlebars is the pilot.

4.3.3. The same two bikers must ride the bike from beginning to end of the lap.

4.3.4. At the end of the lap, only one crew member may change.

### 4.4 E-BIKES

Only E-Bikes that comply with the European Directive 2002/24 / EC are accepted at the "24H of Finale E\_MTB" event.

This directive (Article 1 - point h) defines the pedal assisted bicycle as a bicycle equipped with an auxiliary electric motor and with the following characteristics:

maximum continuous rated power of the electric motor: 0.25kW power to the engine progressively reduced and then interrupted when reaching 25 km/h power supply to the engine interrupted before 25 km/h if the cyclist stops pedaling Vehicles that meet this directive are not required to be approved and are considered to all intents and purposes like traditional bicycles.

On the other hand, vehicles that do not meet these requirements at the same time cannot be considered bicycles and must therefore be homologated and registered.

This directive was implemented in Italy with the decree of 31 January 2003 of the Ministry of Infrastructure and Transport and is therefore in force.



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## 4.5 THE COURSE

4.5.1. The route used for the "24H of Finale SOLO & DUO Race" is about 16 km long and has a difference in height of about 500 meters.

4.5.2. The route used for the "24H of Finale MTB TEAM" is about 9 km long and has a difference in height of about 350 meters.

This track is dedicated to the TEAMS using MTB and is different from the one dedicated to E-MTB TEAMS

4.5.3. The route used for the "24H of Finale E-MTB TEAM" is about 9 km long and has a difference in height of about 350 meters.

This track is dedicated to TEAMS using E-MTBs and is different from the one dedicated to MTB TEAMS

4.5.4. The track is marked by means of tape and arrows, which have the purpose of highlighting even treacherous points or signaling sudden changes in direction. If you are close to roads, the route can also be delimited by barriers.

4.5.5. The track must be followed in a single direction of travel, that is counterclockwise

4.5.6. The tape must be considered as an insurmountable limit by the competitors, who therefore will not have to "cut" the defined course.

4.5.7. The applied signs must never be removed for any reason



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## **5. COMPETITION RULES**

### **5.1 BRIEFING AND DEPARTURE**

5.1.1. At 9.00 am on Friday (May 27, 2022) the briefing of the 24H of Finale SOLO & DUE (WEMBO World SOLO 24H MTB Championship 2022) will take place where the latest information on the event will be communicated.

All participants of the race must participate in the briefing and members of their support team will also be able to attend.

The information communicated during the Briefing is considered to all intents and purposes an integral part of the event regulations, including any decisions taken on the same day to ensure the best outcome of the event.

Therefore, if an athlete is not present, he will not be able to make a complaint if he is not aware of the rules.

5.1.2. At 9.30 am on Saturday (28 May 2022) the briefing of the CAPTAINS of the TEAMS of the 24H of Finale MTB and E-MTB (possibly replaced by the vice-captains) will be held, where the latest information regarding the events will be communicated.

The information communicated during the Briefing is considered to all intents and purposes an integral part of the event regulations, including any decisions taken on the same day to ensure the best outcome of the event.

Therefore, if an athlete is not present, she will not be able to make a complaint if she is not aware of the rules.

5.1.3. At least 45 minutes before the start, the competitor who will make the start must place his bicycle in the changing area and approach the starting line.

5.1.4. The SOLO and TEAM2 competition will start on Friday (May 27, 2022) at 11.00 am between the cheering of the public and music at full speed; it will then end at 11.00 on Saturday (28 May 2022).

The MTB and E-MTB TEAM race will start on Saturday (28 May 2022) at 2.00 pm and will then end at 2.00 pm on Sunday (29 May 2022).



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5.1.5. The organisers reserve the right to change the start and the finish times of the race before the beginning of the event for logistical reasons, but under the rules the event can never last more than 24 hours.

5.1.6. At the start, the competitors will have to run a distance of about 400 meters, get hold of their bicycle and take the marked trail in the right direction of travel.

5.1.7. At every start riders' transponders, numbers and documentation will be checked.

## 5.2 NIGHT RIDING

5.2.1. Under the rules, the 'night phase' is taken to be the period between 20.00 on Friday and 8.00 on Saturday and 20.00 on Saturday to 8.00 on Sunday.

N.B. The timings are set in this way because on the single track sections which are heavily wooded, for an hour before sunset and an hour after dawn, the shade makes the path very hard to see.

5.2.2. During the Night Phase, participants must have two front lighting systems; one installed on the bicycle, the second installed on the helmet (recommended) or worn on the forehead (possible but not recommended) with a minimum power of 200 lumens each.

5.2.3. It is mandatory to apply a red flashing rear light to the bicycle.

5.2.4. It is advisable to have spare batteries with you during the lap for at least one of the front lighting systems, as well as a safety front lighting systems in case of emergency

5.2.5. Before they go onto the course, those riders who are riding during the night hours must be able to demonstrate to the organisers that their lighting works and is safe and that they are carrying a reserve system. They must go before 19.30 to the changover area for inspection. If there are problems with the lighting the competition director may delay the rider from starting until the lighting is satisfactory.



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### **5.3 SECURITY**

5.3.1. The event will begin and continue whatever the weather.

5.3.2. The event director can suspend or end the race if there are exceptional circumstances which could be dangerous to the participants or spectators.

5.3.3. The event director can stop a rider who could hurt themselves or other people.

5.3.4. Riders must wear a CE approved helmet.

5.3.5. Apart from registered competitors, the only people who are allowed to ride bikes on the race route are the organisers and media representatives.

5.3.6. The public may walk on the course, provided that they take care not to impede or endanger the riders.

5.3.7. It is not permitted to ride the wrong way along the course

5.3.8. Riders who are not competing in the SOLO and TEAM2 events must not ride the course while these events are in progress (this means the teams who are racing in the competitions between the 4, 8, and 12 person TEAMS). Same Rule for the public.

5.3.9. Riders who are not competing in the TEAM4, TEAM8 and TEAM12 events must not ride the course while these events are in progress (this means the riders who are racing in the competitions between the SOLO and 2 person TEAMS). Same Rule for the public.

### **5.4 FAIR PLAY**

5.4.1. Cyclists who are on their bikes take precedence over those who are pushing their bikes. Riders pushing bikes are responsible for avoiding those on their bikes.



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5.4.2. Slower riders are requested to move to the right to let faster riders through. Failure to do so could lead to disqualification.

5.4.3. Participants must be sporting and well-mannered towards other competitors, the organisers, spectators and the local flora and fauna.

5.4.4. Riders must tell support staff if they have an accident or physical contact with another rider.

5.4.5. Taking short cuts outside the confines of the course is a sure way to get the whole team disqualified.

## 5.5 ACCIDENTS

5.5.1. There are support stations along the course, roughly 1km apart, with mobile staff to help riders in difficulty and if necessary to co-ordinate the passage of other riders in the case of specific incidents.

5.5.2. When the yellow flag is showing riders must go at walking pace and may not overtake.

5.5.3. When the red flag is showing, riders must go slowly and carefully back to the start, for a restart.

5.5.4. The support staff along the route do not have kits to help fix minor but irritating technical problems, such as punctures or broken chains. THEY ARE NOT THERE TO DO REPAIRS. Their role is to monitor the security of participants.

5.5.5. If a bike is damaged or develops a fault, bikers have two choices: continue along the course to the changeover area carrying the bike by hand or over a shoulder, or continue along the course to the next support staff member, carrying the bike by hand or over a shoulder. Support staff will alert the course organisers who will authorise a waiting member of the biker's team to start, with the circuit done by the affected biker disregarded.



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**5.5.6.** If there is a serious accident, the support staff will automatically inform the race director that the rider cannot continue. The race director will alert the team captain and will authorise the next rider to start. The affected rider's lap will not be counted. This rule must be considered as facilitating the team that suffered the accident. The relaying of information is handled by the Civil Protection service or by volunteers, the message will be placed in a queue alongside other urgent messages and the race organisers cannot accept responsibility for the time this may take.

**5.5.7.** The job of recovering the bike involved in the accident falls to the support staff who will tell the course organisers as soon as they can how the bike can be moved. This rule must be considered as facilitating the team that suffered the accident. The relaying of information is handled by the Civil Protection service or by volunteers, the message will be placed in a queue alongside other urgent messages and the race organisers cannot accept responsibility for the time this may take.

**5.5.8.** The captain can decide to neutralise the current lap for their team if a biker cannot complete the lap because of a fault or damage. The affected rider may, if possible, follow the course carrying the bike by hand or over a shoulder to the next support station and radioing to the course organisers who will authorise the departure of a waiting team member.

## **5.6 IF A COMPETITOR ABANDONS**

**5.6.1.** The absence or withdrawal of one or more members of a team does NOT mean the whole team is disqualified.

**5.6.2.** The absence or withdrawal of one or more members of a team does NOT mean the team moves into another category.

## **5.7 CHECKPOINTS**

**5.7.1.** There will be a series of checkpoints along the course, where the biker's personal transponder will be read by the electronic classification system.



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5.7.2. Checkpoints may also have closed circuit TV for use after the conclusion of the race to help resolve any disputes raised by a team captain.

5.7.3. We undertake that nothing which has been recorded will be released to a broadcaster without seeking the written permission of the participants.

5.7.4. These checkpoints will be located at points where a single rider will pass on their own at reduced speed.

5.7.5. One of the organisers will be available by the electronic system to ensure the rules of the race are observed.

5.7.6. It is the responsibility of the participants to make sure that the transponder is working and responds to the read receipt sound "Bip".

5.7.7. If there is no read receipt sound, the participant must pass through the checkpoint again to activate the signal before continuing.

5.7.8. If the control system detects the presence of two transponders from the same team, the circuit of the biker already present on the course will be cancelled out, unless there are compelling reasons which must be adjudicated by the course director.

## **5.8 LOSS OF THE TRANSPONDER**

5.8.1. The transponder needs a deposit of 25 € that the captain has to pay during the registration.

5.8.2. If the rider loses the transponder, the captain must report the loss to the course organisers.

5.8.3. The team will have to pay for the transponder.

5.8.4. To get a replacement transponder the team must pay the cost of the lost transponder on the spot. The deposit will be paid back when the new transponder will be given back to the race office.



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## **5.9 CHANGING AREA**

**5.9.1.** The entrance to the changeover area will be clearly indicated for those who are continuing on the course, and for those making a changeover with another team member.

**5.9.2.** All participants who wish to make a changeover must go into the changeover zone and ride slowly, staying in the saddle on their own bike.

**5.9.3.** The only people allowed into the changeover area are those who are about to make a changeover.

**5.9.4.** The handover between members of a team must be done only and exclusively in the changeover zone.

**5.9.5.** Any irregularity in the changeover zone will be punished by the loss of one lap.

**5.9.6.** The number of changeovers and the time at which they are done, is at the discretion of each team.

## **5.10 INTERRUPTIONS TO THE EVENT**

**5.10.1.** The event may be interrupted because of bad weather or to safeguard the security of everyone involved.

**5.10.2.** If the event is interrupted, all the participants on the course must finish their lap and stay on the designated course until the finishing line.

**5.10.3.** When the event is interrupted the electronic system will be used to give a time to the team and to provide a provisional classification.

**5.10.4.** If it is not possible to restart the event, the provisional classification will be ratified by the race director.



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**5.10.5.** The captains must stay in contact with the event organisers who will tell them the restart time at least 30 minutes before it is to take place.

**5.10.6.** When the event restarts the first 15 teams will go back onto the course to restart from the point they reached when they were stopped. All the teams that follow will be allowed back onto the course at 10 second intervals.

**5.10.7.**

Notwithstanding 5.10.6., for the final classification, the distances between the riders before the interruption will be used to produce a final result which will take account of the actual speeds.

## **5.11 THE FINISH**

**5.11.1.** When the end of the 24 hours is signalled, the team which has completed the most laps (in the overall classification) will be the first to be stopped on the finish line.

**5.11.2.** At the moment when the first team crosses the finish line, the course will be closed and nothing else will be counted.

N.B. Closing the course will therefore not co-incide precisely with the end of 24 hours, but will be several minutes later when the leading team arrives.

**5.11.3.** Teams may finish the lap in progress and will be classified according to the number of laps done and their total time.

**5.11.4.** The order of arrival will be measured first according to the number of laps and then by the time taken (*for example, 49 circuits in 24 hours and 10 minutes is better than 45 circuits in 24 hours and five minutes*).

**5.11.5.** The entrant with the highest number of laps and the best time is the fastest. All the others will be placed accordingly.



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## **6. ENVIRONMENT**

- 6.1. It is strictly forbidden to make a mess, leave rubbish or damage the environment at the event site.
- 6.2. Every participant must pick up and sort their rubbish according to the instructions in the leaflet which was given to each captain at registration.
- 6.3. If participants consume energy bars, gels or similar products, it is forbidden to drop the packaging on the ground
- 6.4. The lighting of fires is expressly forbidden
- 6.5. Vehicles must not go onto unauthorised areas of the plateau
- 6.6. Don't kill the plants
- 6.7. Don't disturb the animals, don't chase them to stroke them or try to feed them
- 6.8. Don't waste water
- 6.9. Only bio-degradable soap can be used in the bike washing area
- 6.10. Please always stay on the designated paths and don't go into the woods away from the tracks
- 6.11. Please use the toilets provided



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## **7. PENALTIES**

7.1. Each time a rider breaks a rule from the following regulations they are liable for a penalty decided by the race director and/or the course judge

7.2. A penalty will be given only when an infraction is attested to by event staff. The event staff are always considered by the race judge and/or the race director to be objective and not acting in bad faith, so their word will be accepted regardless of the existence of photographic or video evidence of the occurrence.

7.3. Reports by riders of an infraction by other participants will be acted upon by the race director to ensure the smooth running of the event, even if the reports may not be taken as proof of an infringement.

7.4. If a rider admits to having broken a rule by contacting the race director of their own accord, their penalty may be reduced.

7.5. Every decision made by the race judge and the race director is considered to be final. If participants wish to contest the decision with evidence that it is not deserved, they must make an official complaint to the race organiser.

## **8. COMPLAINTS**

8.1. A captain wishing to make a complaint has to do so in writing after paying a deposit of 150 euros.

8.2. If the complaint is upheld, the deposit will be returned.

8.3. The deposit will not be returned if the appeal upholds the decision previously taken by the race director and the race judge.



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## **9. AWARDS**

9.1. The presentations for the SOLO and TEAM2 races will be on Saturday at 15.00, and the presentations for the TEAM4, TEAM8 and TEAM12 races will be at around 15.00 on Sunday.

9.2. The first three classified in the male and female categories will be awarded, as well as in the special single speed and tandem category.

9.3. In the 22nd edition of the 24H of Finale 2022 the following awards will therefore be performed:

- 24H of Finale SOLO & DUO: 9th edition of the WEMBO World SOLO & DUO 24H MTB Championship

1st, 2nd and 3rd SOLO Male: Elite

1st, 2nd and 3rd ONLY Male: Athletes with disabilities

1st, 2nd and 3rd SOLO Male: Single Speed

1st, 2nd and 3rd SOLO Male Age Group: Under23

1st, 2nd and 3rd SOLO Male Age Group: 23-29

1st, 2nd and 3rd SOLO Male Age Group: 30-34

1st, 2nd and 3rd SOLO Male Age Group: 35-39

1st, 2nd and 3rd SOLO Male Age Group: 40-44

1st, 2nd and 3rd SOLO Male Age Group: 45-49

1st, 2nd and 3rd SOLO Male Age Group: 50-54

1st, 2nd and 3rd SOLO Male Age Group: 55-59

1st, 2nd and 3rd SOLO Male Age Group: 60+

1st, 2nd and 3rd Female ONLY: Elite

1st, 2nd and 3rd Female ONLY: Athletes with disabilities

1st, 2nd and 3rd SOLO Female: Single Speed

1st, 2nd and 3rd SOLO Female Age Group: Under23

1st, 2nd and 3rd SOLO Female Age Group: 23-29

1st, 2nd and 3rd Female Age Group ONLY: 30-34

1st, 2nd and 3rd Female Age Group ONLY: 35-39

1st, 2nd and 3rd Female Age Group ONLY: 40-44

1st, 2nd and 3rd SOLO Female Age Group: 45-49

1st, 2nd and 3rd SOLO Female Age Group: 50-54



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1st, 2nd and 3rd SOLO Female Age Group: 55-59

1st, 2nd and 3rd Female Age Group ONLY: 60+

1st, 2nd and 3rd TEAM 2 Male

1st, 2nd and 3rd TEAM 2 Female

1st, 2nd and 3rd TEAM 2 Mixed

- 24H of Finale MTB - TEAM RACE

1st, 2nd and 3rd TEAM 4 Male or Mixed

1st, 2nd and 3rd TEAM 4 Female

1st, 2nd and 3rd TEAM 8 Male or Mixed

1st, 2nd and 3rd TEAM 8 Female

1st, 2nd and 3rd TEAM 12 Male or Mixed

1st, 2nd and 3rd TEAM 12 Female

9.4. Other prizes will be awarded for those who have distinguished themselves by being likeable and considerate, or by standing out during the event, for example by wearing the funniest outfits, for the most original camp site, the oldest, the heaviest, who participated in the event from furthest away, for the last team and so on.

9.5. There are beautiful prizes by drawing lots.

9.6. No money will be offered as a prize in any category

9.7. TEAMS participating in amateur events, participating in a CYCLING event (absolutely NON competitive event) have no ranking and therefore will not be awarded