

24H of Finale

RULES

The following rules have been compiled to ensure the smooth running of a complex and thrilling event such as an MTB 24 hour race, while allowing thousands of bikers from around the world to have an exciting time.

The following rules have been drawn up in the light of years of experience in organising many important international events. The aim has always been to run enjoyable, and above all, safe events. These rules are necessary to make the event run better, without accidents and all participants are obliged to follow them.

The organisers reserve the right to change and/or introduce new rules at any time if it is necessary to ensure the safety of the event. Riders must read the rules at the registration point. After entries close, any rule changes will be announced in briefings.

Last updated: January 2020

1. GENERAL INFORMATION AND THE SPIRIT OF THE EVENT

The 24H of Finale is a sporting event that combines fun, music and food into a mountain bike relay race. Participants race in teams of 2, 4, 8, or 12 or they can ride in the individual category (SOLO), all racing for 24 hours non-stop on a marked circuit.

The overall competition comprises three distinct events, two of which are cycling competitions, while the third is not competitive and entrants are not given a final position as they are riding for fun. The fun riders follow a format similar to the two races, which differs only in not being competitive.

The event is run on the plateau of le Manie in the area between Finale Ligure and Noli.

The course is 11km long and includes a mix of unpaved roads and tracks, which differ in altitude by 350m, rising from sea level by 300m. The breathtaking views, the music, plentiful food, the

scents of the Mediterranean countryside, the festive atmosphere, the camaraderie and the lights shining in the darkness are what makes this event really special.

The 24H is a unique event, above all because of the teams who understand and join in with its particular spirit. Participants might be sharing wine, or eating meat - equal providers of energy, but containing varying amounts of fat!

The music, the 'Team Town' and the countryside complete the picture to make the 24H a real one-off event.

The event is divided into three:

- 24H of Finale SOLO RACE
- 24H of Finale TEAM RACE
- 24H of Finale CYCLE TOURISM

SOLO RACE

A competition for all those who want to race alone.

TEAM RACE

This competition is only open to riders with licences or those who have a medical certificate clearing them to compete in cycle racing.

CYCLE TOURISM

This is the **NON-COMPETITIVE** section, for everyone who wants to ride in a different way, or who want to have a taste of this fascinating endurance discipline.

This event is not a competition and is covered by the same regulations as the TEAM RACE. This section is also open to bikers without a licence, but in all cases they must present a medical certificate which proves that they have a strong and healthy constitution (the original certificate must be presented to the race secretary).

Unlike the TEAM RACE, the CYCLE TOURISM event has a dedicated start. The bikes leave from the paddock area by a short section of track which leads to the official circuit. Results for CYCLE TOURISM participants are outside the official classification of the event.

2. CATEGORIES

2.1 CATEGORY SUB-DIVISIONS

2.1.1. Participants are divided into the following sub-categories:

- SOLO: Athletes who compete alone. They must be licenced or be examined by a sports doctor.
- TEAM RACING: Competitive teams, composed exclusively of bikers who are licenced and have a medical certificate clearing them to compete in cycle racing.
- TEAM FUN: Non-competitive teams, composed of licenced and/or unlicenced riders, all of whom must provide a general medical certificate proving that they are strong and healthy.

2.1.2. SOLOs are normally sub-divided into:

- UNDER 30: Men from 18 to 29 years
 - JUNIOR: Men from 30 to 39 years
 - SENIOR: Men from 40 to 49 years
 - OVER 50: Men from 50 years upwards
 - MISS: Women from 18 to 39 years
 - LADY: Women from 40 years upwards
- In case of a WEMBO Championship the SOLOs are sub-divided into:
Elite; Under23; 23-29; 30-34; 35-39; 40-44; 45-49; 50-54; 55-59; 60-64; 65-69; 70+

2.1.3. TEAM RACING (Competitive teams) are sub-divided into:

- TEAM 2 (2 men or a mixed team)
- TEAM 4 (3 or 4 men or a mixed team)
- TEAM 8 (from 5 to 8 men or a mixed team)
- TEAM 12 (from 9 to 12 men or a mixed team)
- TEAM 2 Female (2 women)
- TEAM 4 Female (from 2 to 4 women)
- TEAM 8 Female (from 5 to 8 women)
- TEAM 12 Female (from 9 to 12 women)

2.1.4. TEAM FUN (Fun riders) are sub-divided into:

- TEAM 4 (from 3 to 4 men or a mixed team)
- TEAM 8 (from 5 to 8 men or a mixed team)

- TEAM 12 (from 9 to 12 men or a mixed team)
- TEAM 4 Female (from 2 to 4 women)
- TEAM 8 Female (from 5 to 8 women)
- TEAM 12 Female (from 9 to 12 women)

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.

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 course of 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. 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.

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 (men and women)	89,00 Euro
TEAM 2	178,00 Euro
TEAM 4	276,00 Euro
TEAM 8	512,00 Euro
TEAM 12	708,00 Euro

Payment must be made by bank transfer to:

A.S.D. BLU BIKE

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

IBAN: IT43F0875349410000140140755

BIC: ICRAITRRKXO

3.3 CLOSURE OF REGISTRATIONS

3.3.1. 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.

3.3.2. 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.

3.4 TEAM VILLAGE

3.4.1. 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. Full

details of the team must be provided (number of participants, number of cars, camper vans or caravans, numbers of crew...).

3.4.2. 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

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

3.4.4. 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. Any allocation of space in addition to the above will incur a surcharge.

3.4.5. 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. A link to the electricity supply costs 50 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.

3.4.6. 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.

3.4.7. 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.

3.4.8. 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.

3.5 LICENCES

3.5.1. Both licenced and unlicenced bikers can participate. This event is open to those licenced by any governing body, and these competitors must show a valid licence at registration. Those who do not have a licence must have a certificate of fitness to participate in a competitive sport issued by a sports medicine federation.

3.5.2. Participants in the FUN category can enter with a generic medical certificate which certifies that they are fit to undertake non-competitive sport. If they do not have a licence or a competitive sports certificate, FUN TEAMS are regarded as cycle tourists, participating in a seperate non-classified event.

3.5.3. All licences which have not been issued by UCI, FCI, UISP or UDACE must be accompanied by a medical certificate.

3.6 PROFESSIONALS

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

3.7 AGE LIMITS

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

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

3.7.3 SOLO riders must be at least 18 years old.

3.8 RESPONSIBILITY

3.8.1. At registration, every participant must sign an indemnity form (you can read a copy of this on the website). Anyone who does not sign all the sections of this responsibility waiver form will not be able to take part in the event.

3.8.2. A parent or guardian must sign the indemnity form on behalf of a minor.

3.8.3. For minors, the indemnity form and the parent's permission are considered as two separate documents which must be presented together at registration.

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:-

THE CAPTAIN:

The captain has the most important role. In addition to representing the ethos of the team, the captain has the duty of representing it officially, taking part in the pre-event briefings and representing the team when communicating with the organisers. Every team must have its own captain. The captain is responsible for the behaviour and discipline of the team. The captain must only be captain of one team. The captain must be elected from the members of the team and therefore cannot be a person from outside the squad.

THE VICE-CAPTAIN:

The vice-captain must be ready to substitute for the captain in cases where the captain cannot be present, for example if the captain is riding the course during a communication, or if the captain has had to abandon the race because of an accident. Every team must have its own vice-captain. The vice-captain must only be vice-captain of one team. The vice-captain must be elected from the members of the team and therefore cannot be a person from outside the squad.

TEAM MANAGER:

The Team Manager is involved in all the phases of Team registration.

The Team Manager must register on the website www.24hfinale.com in order to sign up all the team, and commits to managing and editing data related to the enrolment of the team.

The Team Manager can fulfill the same role for more than one team.

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

The Team Manager appears in the registration list and can give assistance to teams.

The Team Manager has access to the changeover area, can talk to the course director and can take over the duties of the captain or vice-captain when it is not possible for them to do so.

While the Team Manager is registered as part of the team, they may not be a participant in the event.

4.2 THE BIKE

4.2.1. It is permitted to use any model of bike under the terms set out below:

It is forbidden to use racing or cyclocross bikes on any part of the course which runs from Finale Ligure to the start of the course proper of the 24H of Finale.

It is not possible to use slick tyres or tyres without treads in any section or semi-slicks with less than a 1.4 inch tread, or less than 700x35. This will be subject to verification by a qualified inspector immediately before the departure from Finale Ligure.

Riders whose bikes are not deemed to be within the rules will not be permitted to start, or If a bike is deemed not to be suitable before the start of the race, the rider in question will not be permitted to start, or if the problem is identified during the race they will be penalised by 10 minutes.

4.2.2. There are no constraints on substitution of parts of a rider's bike. The whole bike may be replaced as long as the participant's race number is always properly visible.

4.2.3. Electric bikes are forbidden.

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 event.

4.3.4. Only one component may be changed for each completed circuit.

4.4 THE COURSE

4.4.1 The SOLO course is around 8km long and changes in altitude by around 250m

4.4.2. The TEAM race course is around 11km long and changes in altitude by around 350m. It is an extended version of the SOLO course.

4.4.3. The CYCLE TOURISM course is the same as that used in the TEAM Race

4.4.4. The course is marked by arrows and tapes, which also highlight sudden changes of direction and difficult sections. The course is also bounded by barriers where it is near roads.

4.4.5. Riders must only ride anti-clockwise round the course.

4.4.6. The tapes must not be breached by the participants, who may not take short cuts.

4.4.7. The signs must never be removed for any reason.

5. COMPETITION RULES

5.1 BRIEFING AND DEPARTURE

5.1.1. SOLO and TEAM2 competitors attend a briefing on Saturday at 9.30am at which they are given the latest information and their race numbers which they must wear during the race. The briefing is an integral part of the race and contains last-minute updates about the staging of the race. Any competitor who does not attend this session cannot claim ignorance of the rules.

5.1.2. On Saturday morning at 11.30 there is a briefing for the TEAM4, TEAM8 and TEAM12 captains (or their substitutes), containing the latest updates. Competitors will be given their race numbers which they must wear during the race. The briefing is an integral part of the race and contains last-minute updates about the staging of the race. Any competitor who does not attend this session cannot claim ignorance of the rules.

5.1.3. Competitors must fetch their bikes and go to the start line not later than 30 minutes before the start time.

5.1.4. The SOLO and TEAM2 races start on Saturday at 11.00 to music and encouragement from their fans. These races finish at 11.00 on Sunday. The TEAM4, TEAM8 and TEAM12 races start at 14.00 on Saturday and finish on Sunday at 14.00.

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

5.1.6. Competitors have to cover the first 400m after the start on foot, pick up their own bike and go onto the designated course in the correct direction.

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, competitors must have a main lighting system of at least 10 watts, as well as a second, reserve system (a small torch or front light).

5.2.3. Due to the extreme difficulty of sections of the course it is advisable to have lighting stronger than 10 watts.

5.2.3. Riders must have a tail-light on the back of the bike.

5.2.4. 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.

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 (except near the inspection area where the surface permits it).

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.

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 PROBLEMS

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.

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 squad 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.

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.

5.9 CHANGEOVER 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.

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.

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

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.

9. PRIZES

9.1. The presentations for the SOLO and TEAM 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. Prizes will be awarded for the first three in the men's and women's categories, apart from in the special single speed category.

Prizes will be awarded as follows:

- 1°, 2°, 3° SOLO Men (Overall)
- 1°, 2°, 3° SOLO Women (Overall)
- 1°, 2°, 3° SOLO Men Under 30
- 1°, 2°, 3° SOLO Men Junior Men
- 1°, 2°, 3° SOLO Men Senior
- 1°, 2°, 3° SOLO Men Over 50
- 1°, 2°, 3° SOLO Women Miss
- 1°, 2°, 3° SOLO Women Lady
- 1°, 2°, 3° SOLO Single Speed Men (Overall)
- 1°, 2°, 3° SOLO Single Speed Women (Overall)
- 1°, 2°, 3° TEAM 2 Men / Mixed
- 1°, 2°, 3° TEAM 2 Women
- 1°, 2°, 3° TEAM 4 Men / Mixed
- 1°, 2°, 3° TEAM 4 Women
- 1°, 2°, 3° TEAM 8 Men/ Mixed
- 1°, 2°, 3° TEAM 8 Women
- 1°, 2°, 3° TEAM 12 Men / Mixed
- 1°, 2°, 3° TEAM 12 Women
- 1°, 2°, 3° TEAM Single Speed Men (Overall)
- 1°, 2°, 3° TEAM Single Speed Women (Overall)

9.3. 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.

9.4. Amazing prizes are promised.

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

9.6. The FUN teams in the CYCLE TOURIST event, which is totally NON-competitive, don't receive a classification and therefore there are no prizes for this section.