Sparkassen Münsterland Giro 2027 - Terms and Conditions of Participation and Rules

RACE DATE AND ROUTE

The LeezenCup at Sparkassen Münsterland Giro 2027 takes place on October 3, 2027 (German Unity Day). Starting in Münster, the route continues through the districts of Borken and Coesfeld. Detailed route maps and route descriptions will be published on the Sparkassen Münsterland Giro 2027 website at www.muensterland-giro.de around April. Entrants have the choice of an approx. 65-, 95- or 125-kilometer route. The race's starting point is centrally located in Münster and the finish line is in the vicinity of Schlossplatz outside Münster Castle.

COMPETITION RULES

- These rules apply to the LeezenCup at Sparkassen Münsterland Giro 2027. They are based on the competition rules of the German Cycling Federation.
- All persons who register an entry and participate in the LeezenCup at Sparkassen Münsterland Giro 2027 acknowledge their acceptance of these competition rules.
- All riders are required to read and comply with the terms and conditions of participation and the rules.

ENTRY REQUIREMENTS

- The LeezenCup at Sparkassen Münsterland Giro 2027 is open to all amateur riders who are 18 years of age or older.
- Minors aged 14 to 17 require the written consent of their parent or guardian to enter. The consent form can be found in the downloads section and must be submitted with the entry.
- Professional riders under contract with a team that is registered with the UCI world governing body for cycling are excluded from participation. By arrangement with the organiser, an exception may be made for UCI team athletes to be involved in the event for promotional purposes. However, in this case their results will not be included in the official rankings.
- Membership in a club is not necessary.
- All riders in the race are responsible for ensuring they are physically fit to compete, if necessary by consulting a physician. Proof of physical fitness must be provided on request.

SERVICES

The entry fee covers the following services:

- Cordoned-off route
- Transponder-based individual time measurement
- Starter pack from the registration desk
- En-route refreshments (95- and 125-kilometre routes)
- Emergency medical assistance
- Non-alcoholic drink at the finish line

- Shower and changing facilities
- Text message result service
- Online results list
- Online finish certificate to print out
- Finisher medal

Optional extra:
- Pasta for EUR 6,00
- Bioregional bag for EUR 6,00

ORGANISATION OFFICE

Sparkassen Münsterland Giro 2027
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ENTRIES AND ENTRY DEADLINE

Registrations for the Sparkassen Münsterland Giro 2027 are only accepted via our online platform www.muensterland-giro.de.

All entries are binding. Cancellations are not possible. On October 2, 2027, race entrants will be permitted to name a substitute rider at the race number card collection point in the starting area in Münster; either in person or by way of written authorisation. All services booked by the original entrant then pass to the substitute rider (also refer to the rules on changing routes). An administrative fee of EUR 10.00 will be charged for each change of rider. In the event of a no-show, the rider forfeits all entitlements.

The online entry deadline is 21 September 2027 at 11.59 pm. If the maximum number of riders do not enter, late entries in person will be accepted on 2 October 2027. Late entries will only be accepted if the rider presents an ID card and pays the race fee plus a late entry fee of EUR 10.00. We accept payment by card only. Unfortunately, we cannot accept cheques and cash.
Registration is closed on 3 October 2027.

The entry fee will be collected once (direct debit authorisation) from your bank account. Any charges incurred due to the provision of incorrect bank account details will be paid by the rider.

An organisation charge of EUR 10.00 is included in the entry fee. The organisation charge covers the organiser's costs for the services provided at the event. These services include the entry registration portal, the website, the approvals procedure and pre-race logistics. The organisation charge is not reimbursable if the event is cancelled.

RACE DOCUMENTS, START PROCEDURE AND PROGRAMME

The race documents will be issued against presentation of an official ID document. Riders who are unable to collect their race documents must ensure they are collected by another person, and that the person collecting the documents has their written authorisation. Race documents cannot be sent out by mail.

Collection of race documents:
Friday, October 2, 2027
ca. 2 p.m. to 7 p.m.: Issue of race documents and late entry registration (if available)

Saturday, 3 October 2027
ca. 6 a.m. to 10 a.m.: Issue of race documents

The opening times for the collection point for the distribution of the starting documents will be published in advance on the race's website (www.muensterland-giro.de).

All riders are required to check the documents to ensure that the data they contain is correct at the collection point. Corrections can only be made by the Sparkassen Münsterland Giro 2027 team before the race document issue process ends (or up to two hours before the race starts). Riders do not have the right to demand subsequent changes/corrections.

ROUTE CHANGE

Riders are permitted to change their route. A EUR 10.00 fee will be charged for route change processing. However, the organiser can only permit a route change if less than the maximum number of riders are registered for the new route.
Riders who change their route after the entry deadline are automatically assigned to the final starting group for the new route. Riders who change their route without notifying the organisers will be disqualified.

TIME MEASUREMENT AND TRANSPONDERS

Transponders are used to measure race times. They are issued to all entrants in conjunction with their race documents. Participation in the race without a transponder is not possible.

AVERAGE SPEEDS AND SUPPORT VEHICLE

- Riders in the LeezenCup at Sparkassen Münsterland Giro 2027 are required to travel at an average minimum speed of 26 kilometres per hour on the roughly 65-kilometre route, 28 kilometres per hour on the roughly 95-kilometre route and 29 kilometres per hour on the roughly 125-kilometre route (including refreshment breaks). This speed applies for the entire route and will be checked at various points. Riders who fail to travel at the designated minimum speed will be asked to leave the race by the race management and their names will not appear in the results lists.

- It is the race management's responsibility to check average minimum speed and it is checked at regular intervals.
- If any riders are unable to achieve or maintain the required average minimum speed due to a mechanical defect, a physical problem or another reason they have to abort the race and either continue at their own risk to the finish line, observing the applicable road traffic regulations, or get into the support vehicle. Riders who are asked to leave the race are disqualified and do not appear in any of the results lists.
- The instructions of the support vehicle team must always be followed.
- Riders who are asked to leave the race can travel in the support vehicle at the end of the field or make their own way back to Münster. However, as soon as riders are taken out of the race by the support vehicle team, they must observe road traffic regulations, even if they are still on the cordoned-off race route. The instructions of the safety personnel and race officials must be followed at all times because concurrent races may result in parts of the route being closed to riders who have been taken out of the race.

CYCLES AND CYCLING EQUIPMENT

- Racing bikes, triathlon bikes, mountain bikes and other sport bikes will be admitted to the race. Unicycles, recumbent bikes, hand-bikes and trikes or four-wheel bikes are explicitly excluded.
- Tandem bikes: both riders have to register for the race and each rider receives a starting number and transponder (registration is for the riders, not per bike). Tandems start from the last starting group.
- All riders are responsible for ensuring that their cycles are in a roadworthy condition. In particular, the function of the brakes and other safety-relevant components must be checked.
- Riders found to be using cycles that breach the rules after the race starts will be requested to leave the race and disqualified. There is no gear ratio restriction.

SPECIAL RULES

The following items of equipment are prohibited in the LeezenCup at Sparkassen Münsterland Giro 2027:

- Front or rear disc wheels
- Triathlon, bullhorn or delta handlebars
- All handlebar add-ons (except mountain bike bar ends)
- Bicycle trailers of all types
- Panniers and other payloads
- Drinking bottles made of aluminium, glass or materials that are breakable or not easily deformable
- Trikes or four-wheel bikes
- Accessories with designs that make them high risk

MANDATORY HELMET WEARING, CLOTHING AND RACE NUMBER CARDS

- It is mandatory for all riders to wear a helmet! Helmets must be safety approved by an internationally recognised testing institute (e.g. DIN 33954, SNEL and/or ANSI, EC or GS).
- There are no special clothing regulations. However, the garments worn may not pose a safety risk. Riders are not permitted to race shirtless.
- The race number cards serve the purpose of rider identification. They must be worn on the rider's back with the entire number card visible, either at jersey pocket height or on the lower back. If handlebar number cards are issued, they must be affixed to the handlebars in a visible and legible position. Contraventions will be punished in accordance with the penalty catalogue.

RANKINGS, AGE GROUPS

OVERALL INDIVIDUAL RANKING

In the overall individual ranking a differentiation is made between male and female riders. This results in an

- overall individual ranking for men and an
- overall individual ranking for women.

AGE CATEGORY RANKINGS

A differentiation is made between male and female riders in each age category. This results in the following age category rankings:

- Adolescents m/f 2011 to 2013
- Juniors m/f 2009 to 2010
- Men/women m/f 1998 to 2008
- Master 1 m/f 1988 to 1997
- Master 2 m/f 1978 to 1987
- Master 3 m/f 1968 to 1977
- Master 4 m/f 1958 to 1967
- Master 5 m/f 1957 and older

TEAM RANKING

There will be an official team ranking at the Sparkassen Münsterland Giro 2027. Teams with any number of members can register for the team ranking. The gender and age of the team members is irrelevant. (For this reason, the team ranking is a unisex ranking taking all team members' finish positions into account.)

The team ranking is calculated by adding together the finish positions of all members of each team based on the unisex ranking. Each 4 consecutive riders in any one team (1st–4th riders in Team XX = Team 1, 5th–8th riders in Team XX = Team 2, etc.) are ranked as a team.

The team with the lowest total wins the team ranking on the event day.

If two or more teams draw, the final decision will be based on the individual finishing positions of the best riders of the relevant teams.

Please also note the following:

- All team members must start the race in the group they are assigned to.
- If the team members want to start the race together, they will be assigned to the starting group of the person who is in the latest starting group.

PRIZE GIVING

- The three fastest riders on all routes and the team ranking winners of the LeezenCup at Sparkassen Münsterland Giro 2027 will be invited onto the winners' podium. The winner, runner-up and third-placed rider in the Master 1–5 age category will receive non-cash prizes.
- All riders are responsible for checking their result and required to arrive punctually for the prize-giving ceremony without being requested to do so.
- The time and place of the prize-giving ceremony can be found in the race documents.
- Winning or placed riders who fail to attend the prize-giving ceremony or arrive late forfeit their right to receive their prize.

TIME MEASUREMENT, RESULTS

- The transponders issued by the registration desk before the race must be worn in accordance with regulations.
- The race times in the LeezenCup at Sparkassen Münsterland Giro 2027 are measured individually and electronically with transponder technology. The first 50 male and first 15 female riders to finish the race will be ranked on the basis of their race result after the finish line. Riders who finish later will be ranked on the basis of their net race time according to the transponder. The age category rankings will be compiled in the same way.

FINISHING STRAIT

We urgently and explicitly request riders not to perform any potentially hazardous cycling manoeuvres on the finishing strait. Many avoidable accidents take place during the final sprint due to the riders lacking the relevant skills. Please do not risk your safety, or the safety or the other riders, because the risk clearly outweighs a potentially better race finish position, particularly since the ranking is essentially based on net times.

AFTER CROSSING THE FINISH LINE

After crossing the finish line riders must leave the finish area quickly in the direction of Am Stadtgraben. The route then continues along the Promenade to Gerichtsstraße and on to LeezenCampus. General German road traffic regulations apply from the finish line onwards.

STARTING GROUP ALLOCATION

During race day registration all riders are allocated to a starting group. It is mandatory to start the race in the allocated starting group. Allocations are final and cannot be changed. Riders who start the race from a better starting group than the one to which they are allocated will be penalised by disqualification.

Allocation of the starting group is based on a rider's average speed in the Sparkassen Münsterland Giro 2026 race. Results from other races in the year 2027 may be used to determine a starting group. All other places will be allocated in order of registration.

All riders must arrive at their start area at least 15 minutes before the race begins. The signposted entrances must be used. There is no prescribed starting order within any one starting group. Riders who arrive at the start area first must take position at the front so that later arrivals can take position behind them and the start area's entrance area remains unobstructed.
Riders are not permitted to climb into the start area over the barricades and/or to push to the front.

RACE ETIQUETTE

- Riders must race on the right side of the road during the entire race. The rule of driving on the right as per the German road traffic regulations applies.
- Use of electronic communication media is prohibited during the race and will be penalised by disqualification. Use of playback devices with headphones or earpieces, video recording, photograph taking, phone calls and texting on mobile phones and similar activities are also prohibited.
- All riders are required to act in a manner that does not pose a risk to or cause harm to other road users or riders in the race.
- No riders may prevent other riders from overtaking or accelerating to their maximum speed. Barging, grabbing, pushing or pulling other riders for personal or mutual gain, and creating any kind of obstruction such as suddenly changing line or stopping during or at the end of the race, unless absolutely necessary, is prohibited and will be penalised.
- Riders may not be guided by, hold on to or be towed by motorised vehicles. This also applies after a fall or a technical problem.
- Emergency police and fire service vehicles, ambulances and safety cars with flashing blue lights must always be given right of way and riders must immediately move to the right side of the road to allow them to pass.
  NOTE: Emergency vehicles (e.g. rescue services) are permitted to drive on the race route at any time and **may also travel in the opposite direction of the race**!
- Disposal of waste and drinking bottles outside the designated areas is prohibited.

REFRESHMENTS DURING THE RACE

- Refreshment stands will be provided on the approx. 95- and approx. 125-kilometre routes of the LeezenCup at Sparkassen Münsterland Giro 2027. Signposts will be erected 1,000, 500 and 250 metres before the refreshment stands.
- Riders stopping for refreshments must give a clear hand signal before moving over to the right side of the road, turn off carefully and considerately, and come to a full stop. The entrance to the refreshment zone will be signposted.
- Riders are not permitted to accept refreshments from support vehicles.

OWN SUPPORT VEHICLES, THIRD-PARTY ASSISTANCE

- The use of personal or team support vehicles in the race is absolutely prohibited and no exceptions will be made.

EQUIPMENT REPLACEMENTS, REPAIRS

- Riders are permitted to share tools and spare parts.
- All repairs must be performed on stationary cycles and on the right hand side of the road, ensuring that other riders are not obstructed.

RETIREMENT FROM THE RACE

- If riders are forced to take a break or retire from the race as a result of a mechanical defect, a physical problem or the like, they must wait for the support vehicle on the right hand side of the road and indicate that assistance is required. Emergency medical assistance will be provided to riders on the race route. Further information will be published in the race documents.

PENALTY CATALOGUE

Penalties may only be imposed by the race management. The severity of the penalty is oriented on the following penalty catalogue.

The race management is also entitled to impose penalties for offences which are not listed below. In such cases, the decision on the penalty to be imposed is made by the race management.

Type of offence	Penalty
Jumping the queue in the starting line-up	Warning
Lining up in the wrong starting group	Disqualification
Unsporting riding/unsporting behaviour	Warning or disqualification
Dangerous riding	Warning or disqualification
Deliberate dangerous riding	Disqualification
Lining up with a cycle that contravenes the rules	Race ban
Riding a cycle that contravenes the rules in the race	Disqualification
Removal of helmet during the race	Disqualification
Modified or incorrectly worn race number card	Warning or two-minute time penalty
Back or frame numbers not visible/legible	Warning or two-minute time penalty
Deviation from line putting other riders at risk	Disqualification
Sprinting against the rules	Disqualification
Pulling another rider’s jersey	Two-minute time penalty
Holding onto motor vehicles/motorcycles/racers	Disqualification
Pushing between riders in a team	Warning or two-minute time penalty
Pushing out a rider in another team	Warning or two-minute time penalty
Deliberate obstruction of a racer	Warning and two-minute time penalty or disqualification

Deliberate deviation from the course	Disqualification
Attempt to be ranked without completing the entire course	Disqualification
Riding across a closed railway crossing	Disqualification
Using a vehicle's slipstream	Warning or five-minute time penalty
Mechanical assistance that is against the rules	Warning or five-minute time penalty
Eating or drinking contrary to the rules	Warning or one-minute time penalty
Obstruction of an overtaking official vehicle	Warning or one-minute time penalty
Failure to comply with race management or race official instructions	Warning or one-minute time penalty
Insulting, threatening or inappropriate behaviour	Disqualification
Assaulting another person	Disqualification
Carrying of a glass container	Disqualification
Throwing an object away contrary to the rules	Warning or one-minute time penalty
Throwing a glass container away	Disqualification
Crossing the finish line a second time wearing a race number card	Warning or two-minute time penalty
Failure to attend the prize-giving ceremony	Prize will be forfeit
Wearing of garments that pose a risk to safety	Warning or two-minute time penalty
Riding on the finishing strait in the opposite direction to the race	Disqualification
Use of headphones or earpieces	Disqualification

Any person who poses a hazard to themselves and/or other riders by taking videos or photographs, making phone calls or sending text messages on a mobile phone, or through similar actions, will be penalised. By definition, a hazard is posed if the action results in one or both hands being removed from the handlebars for more than fractions of seconds. This does not include removing the hands briefly to switch on a cycle-mounted video camera. However, making phone calls (with or without earpieces), taking selfies or typing texts of any kind will be penalised. The decision on whether the actions constitute a hazard or not shall be made exclusively by the race management and their agents. To be on the safe side, such actions should always be conducted in a stationary position. Actions involving the consumption of food and beverages are excluded from this rule.

<u>Disqualification</u>

Unsporting behaviour on the part of riders (inadmissible assistance or behaviour to achieve a team advantage) in a phase of the race that is not the phase of their start group (no. of kilometres covered or rounds completed) may, depending on the severity of the offence, lead to disqualification from the race.

If a person is penalised in accordance with the above paragraphs their team may also have points deducted from the team score on that day (and in some cases lose all team points for the day in question).

Disqualification, points deduction, exclusion

Disqualified riders forfeit all awards and prizes. The race management reserves the right to withdraw awards or prizes in response to incidents of unsporting behaviour that are not included in the list of penalties.

CANCELLATION OR ABANDONMENT OF THE EVENT DUE TO FORCE MAJEURE

The organiser may cancel or abandon the event due to events of force majeure (storm, terror warning, pandemic, etc.). This also includes cancellation due to official directives in a pandemic. In such cases, riders are not entitled to any reimbursement of the organisation charge (EUR 10.00). The remaining entry fee and any additionally booked services will be reimbursed to the riders. Riders are not entitled to claim further compensation for damages, such as travel or hotel costs.

DISCLAIMER

The riders accept the organiser's exclusion from liability for damages caused by ordinary or gross negligence. Riders may not assert any claims against the race organisers or sponsors, or against the municipal and local authorities or their representatives, for damages caused by ordinary or gross negligence, particularly injuries which may be incurred as a result of participating in the race.

Riders participating in this race must attest to being adequately trained and have their physical fitness confirmed by a medical professional.

PRIVACY STATEMENT

By registering to enter the Sparkassen Münsterland 2027 Giro race, riders consent to the storage and use of their personal data (name, date of birth, nationality, address, club/team if applicable, e-mail address, telephone number) by the organiser/payments service provider for the purposes of the organisation and implementation of the event, and by third parties such as media and sponsors, without any right to remuneration (sections 4a and 28 Federal Data Protection Act).

The race results (name, birth year, club/team if applicable, race number card, time, ranking) will be stored by the organiser/service provider for compilation into results lists. By registering to enter the race the rider consents to the publication of this data by the organiser/service provider in/on the relevant media/websites (Westfälische Nachrichten, rad-net and other online/print media). This for the purpose of compiling the relevant ranking lists.

Riders may not object to the organiser/service provider sending them information about the event to the e-mail address provided in the entry registration process until after the event.

The organiser is entitled to pass on any photos and videos taken in connection with the event to a commercial photographic services provider. By registering to enter the race, riders consent to the publication and distribution of such photos and videos, as well as interviews on the radio, on TV, on the internet, in printed media, in books and to the production of photomechanical copies (videos, video cassettes, etc.), also by third parties such as the media and sponsors, without any right to reimbursement. In particular, riders consent to the transfer of their personal data for the purpose of sending photos of them competing in the race and crossing the finish line produced by a commercial photographic services provider engaged by the organiser. However, riders are under no obligation to purchase such a photo.

The organiser and the City of Münster shall not be held responsible for any damages incurred.

The entry will not be registered until payment of the organisation charge (race fee) has been received in full. In the event of a no-show the race fee is forfeit.

The organiser is entitled to change the event concept or cancel it in cases of force majeure, or in response to official directives or if there are safety concerns. In these cases, the organiser is under no obligation to pay compensation or reimburse entrants.

SEVERABILITY

If any one provision or several provisions should be or become invalid, this in no way affects the other provisions hereof.

I consent by way of submitting my registration to enter the Sparkassen Münsterland Giro 2027 to the foregoing, particularly the privacy statement.