

Rules for the International Masters Cycling Week

A Grand Prix is established for the participant who finishes the events and in accordance with the points for the individual qualifications obtained in each event, details of which are specified below.

EVENTS

- 8th October: European Masters Cup.
- 9th October: International Masters Trophy.
- 11th-13th October: Challenge-Tour of Majorca for Masters.

REGULATIONS

ARTICLE 1.- In addition to the prizes awarded for each of the trials, there will also be TWO GRAND PRIZES; one for each of the races disputed: Master 50 & 60 y Master 30 & 40, which will be awarded to the cyclist who has participated and achieved the finest point classification in the three trials of which the XIII International Masters Cycling Week is comprised. Participants will be informed prior to the trial. The Grand Prize, courtesy of Air Europa, consists of a planes ticket for two people in Majorca coinciding with next year's edition of this event (should the winners be Majorcans the prize holiday will be in the Canary Islands and the dates may be chosen prior consultation with Air Europa).

This Grand Prix delivery will be the final colophon of the closing ceremony, which will be celebrated on Saturday October 15th (place to be defined).

ARTICLE 2.- Although the system of categories in the competition is different for each event, only qualifications resulting from these categories: MASTER-30, MASTER-40, MASTER-50, MASTER-60 will be taken into account to qualify for the Grand Prix.

ARTICLE 3.- The following points will be awarded to the four categories mentioned in Article 2 of these regulations, in accordance with the individual qualification obtained.

	TROFEO INTERNACIONAL	COPA DE EUROPA	CHALLENGE-VUELTA MALLORCA
1º	25	50	75
2º	24	48	72
3º	23	46	69
4º	22	44	66
5º	21	42	63
6º	20	40	60
7º	19	38	57
8º	18	36	54
9º	17	34	51
10º	16	32	48
11º	15	30	45
12º	14	28	42
13º	13	26	39
14º	12	24	36

XV SEMANA INTERNACIONAL DE CICLISMO MASTERS

INTERNATIONALE WOCHE DER
MASTERS RADFAHRER

15º	11	22	33
16º	10	20	30
17º	9	18	27
18º	8	16	24
19º	7	14	21
20º	6	12	18
21º	5	10	15
22º	4	8	12
23º	3	6	9
24º	2	4	6
25º	1	2	3

ARTICLE 4.- The rider who obtains the highest number of points in the total of three qualifications will be the winner of the Grand Prix.

It should be mentioned that different points are being awarded for each event according to its difficulty and importance.

ARTICLE 5.- Should two or more riders draw in the final computation of the different qualifications, the winner of the Gran Premio will be the rider who has obtained the best qualification in his category (M-30, M-40, M-50, M-60) in the final qualification of the Challenge Tour of Majorca.

In the unlikely event that this still does not resolve the draw, the winner of the Grand Prix will be decided by the number of points obtained in the qualifications for each of the three events in the Challenge Tour of Majorca, in accordance with the table of points established in Article 4 of these regulations.

NOTE: The organisation is aware of the difficulty of awarding a Grand Prix to one rider, the calculation having to take into account completely different events, various categories and riders in a wide age range. Our intention, therefore, is clear and simple: to give a prize to the best rider in the INTERNATIONAL MASTERS CYCLING WEEK.

Rules for the European Masters Road Race Cup

ARTICLE 1.- Unisport Consulting - Germatur Gestión S.L. with N.I.F. B 57164303, domiciled in Palma de Mallorca, c/ Gremi Sabaters, 21 - 3º A37, organizes, with the authorisation of the Royal Spanish Cycling Federation and la Real Federación Española de Ciclismo and in accordance with its race regulations together with the present, duly approved regulations, the race denominated as the EUROPEAN MASTERS ROAD RACE CUP, of an international character, which will be disputed in Categories, on the 8th October 2012.

ARTICLE 2.- Participation in the race is reserved exclusively to males of any country in the world in possession of an UCI 2012 Masters licence, to be sent by their corresponding National Federation, who fulfil the age requirements stipulated for each of the categories outlined in the following article.

ARTICLE 3.- Participants should be inscribed in one of the following Categories:

Category 30-34	1978 - 1982	MASTER-30
Category 35-39	1973 - 1977	
Category 40-44	1968 - 1972	MASTER-40
Category 45-49	1963 - 1967	
Category 50-54	1958 - 1962	MASTER-50
Category 55-59	1953 - 1957	
Category 60-64	1948 - 1952	MASTER-60
Category 65-69	1943 - 1947	

ARTICLE 4.- The EUROPEAN MASTERS ROAD RACE CUP will consist of 4 races, each of which will include the following Categories: 30-34/35-39, 40-44/45-49, 50-54/55-59 and 60-64/65-69. There will be a final classification for each Category.

ARTICLE 5.- The European Masters Road Race Cup route will be comprised of a 11.5 km. semi – urban circuit which will follow the Platja de Palma maritime promenade from the MA – 601 – 2 and MA 601 – 1, S’Aranjassa, intersection and then turn towards Palma, Ca’n Pastilla until linking with the Platja de Palma maritime promenade again , via C/ Goleta, as indicated on the plans attached.

ARTICLE 6.- The number of circuit laps will vary for each race as follows:

MASTER-30	7 laps	80.5Km
MASTER-40	6 laps	69.0 Km
MASTER-50	5 laps	57.5 Km
MASTER-60	4 laps	46.0 Km

ARTICLE 7.- Participants may only be aided in the event of technical difficulties. Should the case arise, assistance may only be requested from the neutral cars facilitated by the organization or the organisation sports directors the car order of which will be determined by means of a draw held prior to the trial. Sports Directors will only be allowed to follow the race on the condition that a minimum of 3 cyclists, in possession of the federative licence corresponding to the same club as the cyclists represented, participate in the trial. All follow-up vehicles should bear the distinctive panel provided by the Organisation of the trial, as to the contrary the race may not be followed.

ARTICLE 8.- Victuals may be distributed to participants from the sports directors' vehicles using bags or beakers. Participants should hang onto the side of the sports directors' vehicle. The distribution of victuals should be performed behind the race organisation vehicles and under no circumstances amidst the squadron or in the queue. In the case of escape groups, victuals may be distributed in the queue.

It is not allowed to distribute victuals to participants during the last 10 kilometres of each trial.

ARTICLE 9.- A final individual classification, based on the participant's position on crossing the finish line of their respective race, of the EUROPEAN MASTERS' TROPHY will be formulated for each of the nine Categories outlined in Art. - 3 of the present regulations.

ARTICLE 10.- The first 5 classified of each Category will make act of presence on the podium, where the diplomas corresponding to the 4th and 5th classified, the medals to the first three classified and the winner's maillot of the European Trophy will be awarded. The award ceremony will be held immediately following the Masters 30 race in the morning session, and Masters 40, the day in the afternoon.

ARTICLE 11.- The first 5 classified of each Category will make act of presence on the podium for the award ceremony, as, in the event of not doing so, participants will forfeit all corresponding prizes.

ARTICLE 12.- The Organization will not be held liable for any accidents suffered by participants or public during the course of the race, as neither will it be for any reclamations derived from the same.

ARTICLE 13.- This race will be subject to that stipulated by the International Cycling Union regulations, both in the technical aspect and where sanctions are concerned.

ARTICLE 14.- The meeting between the Organization and the Technical Jury and the participants, will take place on the 7th October, at 19.00 h. in official headquarter, in Playa de Muro.

Rules for the International Trophy for Masters

ARTICLE 1.- The company Unisport Consulting-Germatur Gestión S.L., N.I.F. nº B 57164303, and head office in Palma de Mallorca, c/ Gremi Sabaters, 21 - 3º A37, officially organises, under The Balearic Cycling Federation authorization, the INTERNATIONAL TROPHY FOR MASTERS PORT D'ALCÚDIA, which will be held according to categories, on the 9th of October 2012, with an invitation and of regional nature, in accordance with race regulations and the current properly approved.

ARTICLE 2.- The race is exclusively for men of any nationality with a 2012 Master UCI Licence processed by its own National Federation and that meet the standards of age to participate in any of the categories specified in article 3.

ARTICLE 3.- Participants will have to be registered in one of the following categories:

CATEGORY

SENIOR: BORN BETWEEN 1983 - 1987

MASTER-30: BORN BETWEEN 1973 - 1982

MASTER-40: BORN BETWEEN 1963 - 1972

MASTER-50: BORN BETWEEN 1953 - 1962

MASTER-60: BORN BETWEEN 1943 - 1952

ARTICLE 4.- The INTERNATIONAL TROPHY FOR MASTERS PORT D'ALCÚDIA consists of two races that include three and two categories each one respectively: MASTER 30-40-SENIOR and MASTER 50-60. There will be just one final qualification for each race.

ARTICLE 5.- The INTERNATIONAL TROPHY FOR MASTERS PORT D'ALCÚDIA route distance will be of:

MASTER 50 & 60: 72,8 Km

MASTER 30, 40 & SENIOR: 108,7 Km

ARTICLE 6.- Only an Organization neutral car would assist participants, or in any case by their technical directors, a draw at the beginning of the race will establish car positions. Every follower vehicle will have an appropriate distinguishing plate the Organization will supply; they won't go on the race without it.

ARTICLE 7.- Participants would make the food and drinks supplying carried in bags and drums from their technical directors vehicles. Cyclists would be left behind the group to reach their Technical Directors vehicles. Supplying will be done behind the Race Direction vehicles and it mustn't be done while riding in the pack or at the tail end of the pack whatsoever. In the case of a breakaway group, supplying is authorized at the tail end of this group.

Supplying is forbidden on the last 10 Km. of each race.

ARTICLE 8.- Cyclists must be at the start line 30 minutes before the established time, due to signing control that will close 15 minutes before the time the race starts, late arrival will carry out a penalization.

Cyclists will comply with all demands of the race control. Under no circumstances a person will sign up instead of a participant.

ARTICLE 9.- The INTERNATIONAL TROPHY FOR MASTERS PORT D'ALCÚDIA Final Single Qualification will be established by categories clearly defined in Article 3 of the current regulations and depending on the place the cyclists will get the last time they pass by the finishing line of their own race.

ARTICLE 10.- The first three classified of each category will get on to the podium once ended and trophies will be handed over. The winner's maillot of the International Trophy of each category will be awarded too.

ARTICLE 11.- The first three classified of each category in each race are obliged to get on to the podium and get their trophies, otherwise they will lose them.

ARTICLE 12.- The Organisation won't be responsible for any accidents that cyclists or supporters may have, not even for debts they may incur in.

ARTICLE 13.- For the suitable development of this race, the Balearic Cycling Federation regulations will be followed, both technical aspects and penalties.

Rules for the International Tour of Majorca Masters' Challenge

ARTICLE 1.- Unisport Consulting-Germatur Gestión S.L. with N.I.F. B 57164303, domiciled in Palma de Mallorca, c/ Grami Sabaters 21 3º A37, organizes, with the authorization of the Balearic Island Cycling Federation, and in accordance with its race regulations together with the present duly approved regulations, the race denominated as the TOUR OF MAJORCA MASTERS' CHALLENGE which will be disputed in Categories between the 11th and 13th October 2012.

ARTICLE 2.- The race is exclusively for men of any nationality with a 2012 Master UCI Licence processed by its own National Federation and that meet the standards of age to participate in any of the categories specified in article 3.

ARTICLE 3.- The race is reserved for MASTER and SENIOR in possession of a valid licence, who will be classified according to the following ages groups:

SENIOR: BORN BETWEEN 1983 - 1987

MASTER-30: BORN BETWEEN 1973 - 1982

MASTER-40: BORN BETWEEN 1963 - 1972

MASTER-50: BORN BETWEEN 1953 - 1962

MASTER-60: BORN BETWEEN 1943 - 1952

Cyclists should inscribe prior to the start of the race, regardless of the number of trials in which they are to participate.

ARTICLE 4.- The TOUR OF MALLORCA MASTERS' CHALLENGE consists of two races that include three and two categories each one respectively: MASTER 30-40-SENIOR and MASTER 50-60. There will be just one final qualification for each race.

ARTICLE 5.- The trial will cover the following towns and distances:

1ª : RESTAURANTE TOLO'S. PORT DE ALCUDIA-PORT DE ALCUDIA.

Master 50 – 60: 75,2 km.

Senior, Master 30 – 40: 111,7 km.

2ª ETAPA: PABISA BEACH CLUB. PLAYA DE PALMA. C.R.I. 7,4 KILÓMETROS.

Orden de salida: Master 60, 50, 40, 30 y Senior.

3ª ETAPA: PLAYA DE MURO - PLAYA DE MURO

Master 50 – 60: 61,7 km.

Senior, Master 30 – 40: 106,7 km.

ARTICLE 6.- Participants, sports directors and auxiliary personnel are obliged to accept these regulations and undertake to respect that specified in the same. The race will be subject to that outlined in the Balearic Island Cycling Federation regulations.

ARTICLE 6.- Inscriptions may be either team or individual. Teams should be comprised of a minimum of four (4) cyclists and a maximum of ten (10) per race. Two racers per team may be transferred, always being when this transfer is verified in accordance with the regulations and that the club, from which the racers are transferred, does not participate in the race. Each team will be represented by a Sports Director who will verify that the team is in possession of a valid license and that the names appearing coincide with the team members represented. In addition, team members are obliged to wear their official team apparel. Mixed teams of a minimum of four (4) and a maximum of ten (10) per race will be accepted provided that all members wear the same apparel (the maillot alone is acceptable as such).

ARTICLE 7.- Teams should inscribe in the presence of their Sports director, who will be responsible for any technical assistance to be given to racers and for maintaining team

discipline. In order to collect the bibs and bib numbers, the Sports director should present the racers' original licenses together with his own and pay the inscription rights stipulated for each racer.

ARTICLE 8.- The itinerary, the scorable summits of the Mountain Prize and the Flying Finishes are specified in detail on the pages and annexes attached to these Regulations.

ARTICLE 9. The race classification will be as follows:

TRIAL TROPHIES

TROPHIES FOR THE FIRST THREE CLASSIFIED OF EACH CATEGORY:

Master 30 – 40 – 50 – 60 and Senior.

MAILLOT OF THE OVERALL INDIVIDUAL LEADER

MAILLOT OF THE AWARD OF THE MOUNTAIN LEADER

MAILLOT OF THE FLYING TARGETS LEADER

Trophies will also be awarded for each of the general classifications of each race:

- o INDIVIDUAL TIME-TRIAL GENERAL CLASSIFICATION
- o THE FIRST THREE CLASSIFIED OF EACH CATEGORY
- o FLYING FINISH CLASSIFICATION
- o MOUNTAIN PRIZE CLASSIFICATION
- o FIRST SPANISH TEAM CLASSIFICATION
- o FIRST BALEARIC TEAM CLASSIFICATION
- o FIRST FOREIGN TEAM CLASSIFICATION
- o FIRST SPANISH RACER CLASSIFICATION
- o FIRST BALEARIC RACER CLASSIFICATION
- o FIRST FOREIGN RACER CLASSIFICATION
- o FIRST MAJORCAN RACER CLASSIFICATION

The Organization reserves the right to add or eliminate classifications from those existing due either to organizational reasons or circumstances beyond its control.

ARTICLE 10.- A draw will be held during the Directors meeting to decide the starting order of the Sports director's vehicles in the first trial (a draw for each race). Teams comprised of a minimum of 4 racers will take priority. Groups of 3 racers will not be entitled to participate in the team classification, but will be able to do so in the vehicle draw (after the teams with 4 or more racers have been drawn), as the organization distributes tour radio equipment to all teams. Racers not forming part of a team will be attended by neutral cars, facilitated by the organization.

Once the first trial has been completed, the team car starting order will follow the individual general classification of the challenge.

ARTICLE 11.- INDIVIDUAL TIME-TRIAL GENERAL CLASSIFICATION.

Established for each of the races according to Art. 2 of the present regulations. This classification will be calculated by totalling the time inverted by each racer into the sum of the trials, bearing in mind, should this be the case, any corresponding penalizations and allowances. The head of the classification will be the racer who has achieved the shortest time limit. In the event of a tie between two or more racers, the sum of the points obtained by each racer at each stage will decide the winner, that is, the racer who has accumulated the least number of points. Points will be awarded according to the position obtained: one point to the first, two points to the second, three points to the third, and so forth. Should the tie situation persist, the highest position obtained in the last trial will be consulted in order to brake the tie.

In order to be eligible for the General Classification, racers must classify in all three trials. Failing exceptional cases, which will be resolved by the Technical Jury, all time penalisations imposed on racers will be added to the Individual Time-Trial General Classification of each stage.

ARTICLE 12- TEAM CLASSIFICATION.

This classification will be based on the sum of the times obtained by each team in each of the trials, the winner being the team that has completed the trials in the shortest time limit. In the event of a tie, the team that has achieved the highest positions will be proclaimed champion. The team classification will be based on the sum of the times achieved by the first three racers of each team, the winner being the team that has achieved the shortest time limit. In the event of a tie, the team whose three racers have totalled the least number of points will be proclaimed the winner. Should the tie situation persist, the team whose first racer has obtained the highest position in this trial will be proclaimed the winner.

In order to be eligible for the Team General Classification Prize, a minimum of 3 racers per team should be classify.

ARTICLE 13- MOUNTAIN PRIZE GENERAL CLASSIFICATION.

The Grand Mountain Prize classification is based on the sum of the points obtained by each racer on reaching the summit of the ascents included.

SUMMIT SCORES

Place	1st Category	2nd Category	3rd Category	4th Category
1º	16 points	10 points	6 points	3 points
2º	12 points	7 points	4 points	2 points
3º	10 points	5 points	2 points	1 point
4º	8 points	3 points	1 point	
5º	6 points	2 points		
6º	4 points	1 point		
7º	3 points			
8º	2 points			
9º	1 point			

In the event of a tie between racers eligible for the best climber's general classification, the racer who has achieved the greatest number of first positions within the highest category of scorable stages will be proclaimed champion.

Should the tie persist, the racer who has achieved the greatest number of firsts in the second highest category of scorable stages will be proclaimed champion and following this, should the tie still persist, the racer who has achieved greatest number of firsts in the final category of scorable stages will be proclaimed champion.

In order to be eligible for the Mountain Prize General Classification, racers must be classified in the Final General Classification.

ARTICLE 14.- FLYING FINISH GENERAL CLASSIFICATION.

This classification will be won by the racer achieving the highest number of points in the intermediate Sprints indicated, totalling the sum of those achieved in the various trials.

FLYING FINISH POINTS SYSTEM

1st	3 Points
2nd	2 Points
3rd	1 Point

Once the race has finalized and in the event of a tie between several racers, the racer obtaining the greatest number of first positions will be proclaimed winner of the Flying Finish General Classification. Should the tie situation persist, seconds and thirds will be consulted and should it be impossible to base the classification on positions obtained, then the highest position in the Individual General Classification will decide.

In order to be eligible for the Flying Finish General Classification, racers must be classified in the Final General Classification.

ARTICLE 15.- Racers leading the different general classifications (GENERAL, MOUNTAIN AND FLYING FINISHES), should wear the leader maillots facilitated by the Organization, which, in keeping with the 2004 Sports Cyclist regulations, may include publicity on the winner's team.

ARTICLE 16.- Following maillot priority order, racers leading two or more classifications may only wear one maillot. In this event, the racer holding second position in the classification of the prize in question will wear the Leader's Maillot throughout the length of the stage and as a consequence will head the classification.

MAILLOT PRIORITY

- * Leader of the Individual Time-Trial General Classification
- * Leader of the Mountain Prize Classification
- * Leader of the Flying Finish General Classification
- * Leader of the First Majorcan Classification

ARTICLE 17.- Teams may use a follow-up car holding a maximum of four passengers, one of which may be a commissioner designated by the race Technical Jury.

ARTICLE 18.- The team car starting order will follow the order of the Individual General Classification.

ARTICLE 19.- The exchange of material between members of the same team, such as wheels, bicycles etc. is allowed, as are exchanges between racers and team cars. Any assistance, pushing, or towing among cyclists or cyclists and the team car is completely forbidden.

ARTICLE 20.- All racers and team cars stopping to carry out repairs should always stop on the right hand side of the road. Equally, any repairs, liquid provisioning or director's comments should be made on a level with the Sports director's car and always behind the President of the Technical Jury's car.

ARTICLE 21.- Any racers abandoning the race during the stage should remove their bib and will not be allowed to cross the finish line. Said racers, except in the event of physical injury or illness, should enter the broom wagon, the only vehicle authorized to pick up racers incapable of continuing on their own.

ARTICLE 22.- The double bib and cycle panel distributed by the organisation are obligatory for all racers. The panel and bib should not, under any circumstances, be cut, reduced in size or mutilated in any manner.

Any racers arriving at the finish line with their bib frayed, sustained by pins, covered by a shirt or haversack, held by a safety pin or worn incorrectly will be disqualified.

ARTICLE 23.- Racers should be at the start line 60 minutes prior to the time indicated for the signature control, which will close 15 minutes before the programmed start of the trial. Any delays will be sanctioned with penalizations.

Racers should fulfil all race control requisites. Under no circumstances may anyone, other than the racer taking part, sign for them.

ARTICLE 24.- LAST 3 KILOMETRES AREA.

This area covers the 3.000 m. prior to the finish line and will be duly indicated by banners. Any racers involved in accidents (physical or mechanical) in the sprint area will be accredited with the same time obtained by those racers accompanying them at the time of the accident. The positions awarded will be those registered by the Arrival Judge on crossing the line.

ARTICLE 25.- CONTROL CLOSURE.

The arrival control will conclude once the period established for and included in the agenda of each trial, has elapsed. However, the Technical Jury is authorized to readmit racers, always being when this is done within a period not exceeding thirty percent of the time employed by the stage winner.

ARTICLE 26.- Once the trial has finalised, racers designated by the Organization should respect the protocol procedure of the ceremony in which the trophies and leaders' maillots of the various classifications are awarded. Any racers not present in the award ceremony may be sanctioned and hence forfeit any trophies or corresponding prizes.

ARTICLE 27.- PROVISIONING.

Racers may request provisions from the Sports Director vehicles, either in bags or beakers. Racers should separate from the rest of the group and level with the Sports Directors car. Provisioning should be done behind the Race Management vehicles and never in the race peloton or queue.

The provisioning of breakaway groups may be performed from the queue.

Provisioning is forbidden over the last 10 Kms. of each trial.

ARTICLE 28.- RECLAMATIONS.

All reclamations and objections concerning the outcome of the race should be analysed and resolved by the Trial Commissionaires.

The right to any reclamation is reserved to racers or Sports Directors who are directly affected by the incident in question.

Collective reclamations, in first instance or appeal will not be admitted.

No reclamations will be considered unless they are submitted in writing and are accompanied by a cash deposit of 60,00E. which will be returned should the reclamation be founded?

ARTICLE 29.- FOLLOW-UP VEHICLES AND PERSONNEL.

All follow-up vehicles should be fitted with the corresponding distinctive panel facilitated by the Trial Organization, as, to the contrary, they will be unable to follow the race.

The distribution of commercial propaganda of any kind from follow-up vehicles is expressly forbidden.

ARTICLE 30.- All race public should heed any instructions given by the Organisation, the Technical Jury or the Race Technical Director during the trial. If the Technical Jury raises the red flag, vehicles should not overtake this car.

ARTICLE 31.- VEHICLE DIVERSION.

All follow-up vehicles, with the exception of the Race Management, Judges, Timekeepers, Medical Service and any other vehicles authorised by the organisation, should take the diversion route indicated by the Organisation.

Should there not be a diversion in any particular stage, vehicles should position themselves one behind the other, on the right hand side, and follow the Race Management's instructions.

ARTICLE 32.- The Organization will not be held liable for any accidents caused or suffered by either the race participants or public, as neither will it be for any reclamations derived from the same, including loss of material. The trial is covered by Responsibility for Third Part Insurance, obligatory on the UCI rules (road security)

ARTICLE 33.- Any unforeseen eventualities that are not contemplated in the present regulations will be resolved in accordance with the 2004 Sports Cyclists Regulations. Royal Spanish Cycling Federation and the Balearic Island Cycling Federation.

ARTICLE 34.- The meeting between the Organization, the Technical Jury and the team managers for participants licence control checking and cars number lottery, will take place on the 7th October, at 19:00 h. in the office headquarter in Playa de Muro ((Hotel Playa Garden. Crta. Alcúdia – Artà, km 25,9. 07458 Playa de Muro, Mallorca. Tel. 971 067 300).

ADDITIONALS ARTICLES

SCORABLE MOUNTAIN STAGES:

STAGE 1: Coll de sa Batalla (2ª)

Masters 50 – 60: Km. 45.

Senior, Master 30 – 40: Km. 81,1.

STAGE 3: Coll de sa Comuna (4ª)

Masters 50 – 60: Km. 35.

Senior, Master 30 – 40: Km. 35 y Km 80.

FLYING FINISH STAGES:

STAGE 1: Port de Pollença and Inca.

Masters 50 – 60: Km. 29,5 (Inca)

Senior, Master 30 – 40: Km. 35 (Tolo's Restaurant) y Km. 65,6 (Inca)

STAGE 3: Santa Margalida

Masters 50 – 60: Km. 20,5.

Senior, Master 30 – 40: Km. 20,5 y Km 65,6.