

FLÈCHE ROMANIA - RULES AND REGULATIONS

Art. 1. FLÈCHE ROMANIA is a 24-hour endurance ride which is organized in Romania, once a year, during spring. Traditionally speaking, the event takes place on Easter weekend; however, it could also be arranged a week before the Easter holiday or up to seven weeks after it. The *FLÈCHE ROMANIA* ride is organized by *Randonneurs Romania*, representative of *Audax Club Parisien*, and it is one of the *FLÈCHE VELOCIO* rides. It is also taken into consideration for the **Randonneur 5,000** and **Randonneur 10,000** titles.

Art. 2. FLÈCHE ROMANIA is a ride which is ridden in a group; the group members have to arrive at the same arrival point, by different trails. It is *Randonneurs Romania* which establishes the common arrival point every year.

Art. 3. FLÈCHE ROMANIA is ridden in a group only; individual participations are therefore not accepted. Groups who are enrolled in this ride can start within the following time range: Thursday, 12:00 (at noon) - Saturday, 10:00 AM. Each team has to cover at least 360 km within 24 hours so that the ride would be validated and the validation certificate granted. Any break taken on route should not be longer than 2 hours. If several teams choose the same starting point and the same route, there should be a one-hour difference between their starting times.

Teams will choose their starting time either based upon the registration order or, if necessary, according to the organizer's decision.

Art. 4. FLÈCHE ROMANIA is an endurance ride and not a competition or a contest.

Each *FLÈCHE ROMANIA* participant is responsible for his own safety. THE EVENT'S ORGANIZER, ALL AGENTS, EMPLOYEES, VOLUNTEERS, MEMBERS, SPONSORS, PROMOTERS and OTHER AFFILIATED PEOPLE or ENTITIES (collectively regarded as "ORGANIZERS") who arrange the event are not and will not be held responsible for the incidents which might occur on the route, with or without the participant's fault, or for any other possible material damage. Under such circumstances, each team has to reorganize the route so that there might not be significant differences compared to the initial one. The organizer could subsequently accept itinerary and time related adjustments.

Upon registration, each participant has to send the organizer a signed affidavit, stating that he would take upon himself any risks and damage which might occur on route for any reason, including loss or theft of his personal effects. Therefore, the responsibility of any unfortunate event or deed lies with the participant only.

Art. 5. Each enrolled team must have 3 to 5 team members. Multi-seat bicycles are nevertheless regarded as one team member. Team members are allowed to help and support each other on route. However, members of a certain team are not allowed to help members of another team even though they might be part of the same organization or club. There is, nevertheless, one exception to this rule which applies in case of medical emergencies. Furthermore, a team captain will be captain for one team only.

Art. 6. Each team and each team member should get by on their own (when it comes to food purchase, hydration, accommodation etc) and any kind of support received from external vehicles is therefore not accepted. They are allowed at control points but only if this matter was clearly specified upon registration. It is not allowed to receive support from other unannounced non-participants either, with the exception of medical emergencies.

Disobeying these rules will lead to disqualification (of the participant/team members/the entire team).

Art. 7. Participants cannot replace their bicycles along the way. A participant's bicycle has to be moved and ridden through the participant's bodyweight only, without any external support, such as pushing (to which some other participants might contribute) or use of a battery or of an engine. The bicycle must be equipped according to the current Romanian Traffic Law: functional lighting system which could

be easily used in low light conditions (such as darkness, fog, rain etc), adequate braking system, audible warning system, reflective elements etc. Participants are not allowed to use the „flash” mode so that no discomfort would be caused to other participants. In the event that the organizer realizes that these rules are disobeyed, the participant will be stopped and allowed to resume the ride only after the issue has been successfully solved.

Participants must wear bicycle safety-helmets throughout the entire ride and, in case of reduced visibility, they must also wear reflective vests. In addition to that, participants should have at their disposal a minimal kit for any weather conditions, possible bicycle damage or any other unexpected unfortunate events they might be confronted with on route.

Art. 8. Each team will choose a team captain who will enroll the team members: he will share with the organizer the information about the team members, the route (it is the organizer who will establish the control points) and the starting place and time.

Each team will choose their own route on the condition that, within 24 hours, a distance as large as possible (more or less 20% from the initially announced distance) will be covered; at the same time, the team will not cover less than 360 km. Moreover, it is recommended to choose a route as linear as possible, without any serpentines or trails which would need to be covered again. If a team exits or abandons the initial route by mistake, they will have to return to the so-called „exit place” and continue the normal course of the route from there.

Regardless the length of the *FLÈCHE* ride, the 360 km distance will be taken into consideration for the *Randonneur 5,000*, *Randonneur 10,000* titles and several other distinctions granted by ACP/RM/RR.

Art. 9. Once the team has been successfully registered, the starting time and place can no longer be modified. Representatives of the organizer might be present at the beginning of the ride, in the starting place, but their presence is not mandatory. All team members must have their brevet card throughout the entire ride and, if requested by the organizer’s representatives, they will have to present it.

Art. 10. At each check point established by the organizer, members of the team have to record their passing in their brevet cards: they have to write down their arrival time at each check point, to have their brevet cards stamped in a post office, a police station, a train station or to get a receipt from an ATM etc. A misplaced or incomplete brevet card (unticked check points or no justifications for them) will lead to disqualification; the ride will also be regarded as invalid.

Art. 11. It is mandatory to cover a distance of at least 25 km in the last 2 hours of the ride (within the following time range: the 22nd hour – the 24th hour) on the trails established by the organizer – the trails which will be covered in the last two hours of the ride will be imposed by the organizer. Teams will have to include one of those trails in their route. This matter will also have to be recorded on the brevet card. However, if 22 hours later, the team does not reach a check point or a village where they could get a justification for their passing, the team members will record in their brevet card where they are at that specific moment (in kilometres). The justification (a stamp from a post office, a police station, a train station or a receipt from an ATM) will nevertheless be acquired in the next village that they will encounter later on route.

Example: If a team starts the ride on Saturday at 9 AM, they will have to justify where they were on Sunday at 7 AM (22 hours later) and at 9 AM (24 hours later, when the brevet ride will be in fact completed), after having covered at least 25 km.

Art. 12. If, 24 hours later, the team covers a distance of at least 360 km and, at the same time, 20% less than the initially announced distance (necessary for the official validation) but the team members do not reach the arrival point, they are allowed to take the necessary measures so that they could get a justification of their 24th-hour location. Their result could therefore be validated on the condition that at least one team member (not necessarily the team captain) reaches the arrival point no later than the

arrival time established by the organizer (for instance, on Sunday at 10 AM) and delivers the brevet cards filled in by all team members.

Art. 13. For the individually granted ACP validations, at least three team members have to cover the distance of the ride based on the provisions provided under **Art 8.** of this „Rules and Regulations” guide. In addition to that, they have reach the arrival point together (even though they might do it 24 hours later) – this is, in fact, an important condition for the official validation of their final result. Any other members of the same team who might reach the arrival point sooner or later than the three team members will not have their ride validated, even though they might have followed the rules in terms of covered distance and time. The exception to this rule, however, is provided under **Art. 12.**

Art. 14. Appeals can be submitted by participants within 48 hours after the official end of the ride. The organizer will review them and make a decision within 48 hours after the submission time.

Art. 15. Participants must not be younger than 14 years old (according to the provisions of the Romanian Traffic Law regarding bicycle circulation on public roads); participants younger than 18 years old (birthday on the starting date at the latest) will have to submit, upon registration, a written consent granted by a parent or by a guardian. After registration, each participant will have to fill in an affidavit, pay the participation fee and specify which route has been chosen. The brevet card and the itinerary will be received by email. Cyclists must not defy the provisions of the current Romanian Traffic Law; however, if these rules are not followed, participants themselves will be held responsible and they might even risk disqualification.

Art. 16. Deliberately defying the provisions of this “Rules and Regulations” guide will lead to the participant’s elimination from any other future endurance rides organized by *Audax Club Parisien* or by *Randonneurs Romania*.

Art. 17. If a participant abandons the race or is disqualified, the participation fee will not be reimbursed. In addition to that, in case of disqualification, the participant will have to leave the route or, if he chooses to continue on the same itinerary, he will be on his own from that moment on. At the beginning of the ride, the organizer will provide a phone number that any participant could call regarding any situation which might occur on route and require immediate help and intervention, for a piece of advice or in case someone decides to abandon the ride.

Art. 18. *Audax Club Parisien*, through both its national representatives and local organizers, is the only cycling club which is currently allowed to arrange such endurance rides at an international level. The club keeps track of all rides.

Art. 19. Upon registration, participants will have to share their contact details with the organizer (email address, phone number, current address) – this will allow the organizer to properly handle all matters which might occur before, during and after the ride. Furthermore, by registration, participants grant their consent that their personal data will be used when the final results will be published. The organizer is not allowed to use these details for commercial purposes or to share them with a third-party. By registration, participants also grant their consent that they will follow the provisions of this “Rules and Regulations” guide. It is also worth mentioning that any appeals will be submitted within 48 hours after the ride has officially ended.

Art. 20. Participants who complete the ride based on the provisions of this “Rules and Regulations” guide will receive a validation certificate granted by *Audax Club Parisien*. This will be sent through the national representatives in the following year, until the 31st of January. *Audax Club Parisien* does not grant medals for this brevet ride but the national representative himself can offer such a gift. It is also recommended for the local organizer to arrange a social event at the arrival point of the ride – this is, in fact, the purpose of this endurance ride: creating new social bonds and a strong team spirit.