



The beauty of enduro racing is that it that is brings us all back to the roots of mountain biking. It is ungoverned, unregulated, and each event capitalizes on what it has to offer naturally. And we want to keep it that way. That said, we feel it is in the best interest and safety of all of our competitors to have a few rules in place to make sure competition is fair, friendly and there is no gray area. If you have any further questions, please email us at info@bigmountainenduro.com.

Description

Enduro mountain bike racing is designed to be the definitive test for the mountain biker, with the focus of each event on creating a great atmosphere, community, competition and adventure for the competitor, including the best riding on the best terrain available in the host region.

The racing platform detailed below outlines a format that allows riders to compete against each other, starting individually, on special stages which are designed to challenge the rider's technical ability and physical capacity.

The following rules aim to define the enduro mountain bike discipline while still allowing space for each event a part of the Big Mountain Enduro Series to showcase it's own individual characteristics.

Series Format & Point Structure

The 2015 Big Mountain Enduro Series consist of four **events**- Aspen/Snowmass, Keystone, Crested Butte and Winter Park. Each **event** will consist of five to eight **timed stages** over two days. Each timed stage will be ran with individual time trial format. There will be untimed **transition stages** that require pedaling, taking a chair lift or via shuttle to the next **stage**. The racer with the overall fastest combined **timed stages** will win the **event**.

The Big Mountain Enduro Series overall title will be awarded to the athlete with the highest amount of ranking points after the final round. The overall winner of the Big Mountain Enduro Series will be titled the **Big Mountain Enduro Series Overall**

Champion. Three (3) out of four (4) rounds of the Big Mountain Enduro Series will count towards the overall points total.

The Big Mountain Enduro Series Overall will be based on an overall point structure. Each **event** is worth up to 400 points. Full points table available in Appendix 1.

Categories

New for 2015, are U21 Men and U21 Women classes. These replace previous Junior 18 & Under category.

Pro/Open Men*

Pro/Open Women*

Vet Men 30+ *(based on rider's age as of December 31, 2015)*

Amateur Men 19-39 *(based on rider's age as of December 31, 2015)*

Masters Men 40+* *(based on rider's age as of December 31, 2015)*

Amateur Women 19-39 *(based on rider's age as of December 31, 2015)*

Masters Women 40+ *(based on rider's age as of December 31, 2015)*

U21 Men* *(based on rider's age as of December 31, 2015)*

U21 Women* *(based on rider's age as of December 31, 2015)*

*Riders with an EMBA membership will be eligible for points

You may change categories throughout the season, however points remain in the category in which they were scored for the Big Mountain Enduro Series Overall Ranking.

Communication

Rider Briefing

At every event, the race director will host a rider briefing prior to the race commencing. Changes to the rules, course, timetable etc and details of course marking, feed stations and assistance locations will be communicated at this briefing. Non-attendance of the Rider Briefing will not be accepted as an excuse for any rule violation by any rider.

Safety

First Aid & Evacuation

A Medical Plan and location of the First Aid Base will be available at race headquarters. Where a rider believes another competitor is injured on course, they should alert the next race official/marshal they see.

Safety Equipment

All riders must wear a helmet during competition. This includes riding during untimed transition stages. If you are walking during a transition stage, a helmet can be removed.

The correct fitting, condition and suitability of the rider's helmet is the sole responsibility of the rider. Specific body protection including but not limited to, knee pads, elbow pads, full-fingered gloves, full-face helmet and torso protection are strongly encouraged for some Big Mountain Enduro stages, but not required. The extent of the protection worn by a rider in excess of a standard helmet, is up to the sole discretion of the rider.

Directions and Course Markings

A course map will be displayed at Registration Headquarters. This map will also be published on the event website the Wednesday prior to the event. Riders are encouraged to study the map and understand the race route before leaving the start.

Tape

Where two pieces of course tape, on opposite sides of the course, are installed, the riders must pass between them. In these areas, missing, crossing or passing the course tape on the wrong side will be deemed as course cutting.

Direction Markers

In areas of open mountainside, a single pole can be used to mark the direction of the route. Riders can pass either side of a single pole. On long road or singletrack sections, a small single piece of course tape may be used. These single pieces of tape act purely as directional markers.

Competition Requirements

Rider Equipment

Each rider must be self-sufficient during the entire duration of the race. Personal responsibility and self-sufficiency are a large part of the spirit of enduro racing and riders are encouraged to carry adequate equipment for operating in mountainous environments. Each rider should remember that they are solely responsible for themselves but also help other competitors on course where possible.

Only one frame, one front and rear suspension unit (fork/rear shock) and one pair of wheels can be used by a competitor during a race.

Frame, suspension and wheels will be individually marked prior to the race start. Any rider needing to replace a wheel, frame or forks during the competition must present the broken item at Registration Headquarters, where the race director will assess the damage. Only upon approval of the race director, may a rider replace a frame, suspension part of wheel. Following the repair, the rider must return to the race director to have the replacement part(s) re-marked before rejoining the race.

Any rider found to have replaced a named/marked part without consent from the race director will be disqualified (DSQ).

Training

Big Mountain Enduro will release the course maps and information on the Wednesday prior to each event. Following the course map release, official practice will commence on Friday with all course markings in place. Practice is the individual responsibility of the rider. If a rider is found practicing on a closed course, they will be DSQ or penalized up to the race director's discretion.

Seeding and Start Order

Individual start times will be posted the prior night on www.bigmountainenduro.com.

The top 20 Pro/Open Men and top 10 Pro/Open Women seeded based on the Series Overall Ranking to date. The first event will be based on the 2014 Big Mountain Enduro Series Overall.

Start intervals between riders for the top 30 Men and 15 Women must be a minimum of 30 seconds. A 1-minute interval should be added every 10 – 20 riders to allow a clear gap to start riders who have missed their start. All late riders must start, under instructions from the official starter, within each 1-minute gap. There is no fixed start interval between late starters as the goal is to keep late riders racing, without affecting other riders on course. Late starters will receive a fixed penalty (see Rules Violation).

Results

The General Classification (GC) will be calculated by adding all Special Stage times together for each rider. In the event of unforeseen or extreme circumstances, the race director can decide to withdraw a Special Stage (s) from the General Classification.

In the event of a tie in the General Classification, the highest placed rider in the final stage will be awarded the higher final placing.

Environmental Rules

Enduro mountain bike racing allows us to ride into remote, backcountry areas of natural beauty. It is of the utmost importance that all racers respect their environment and consider the impact they leave behind for the local riding community. The below rules have been put in place to protect our trails and our riding environments.

- No disposable goggle tear offs are allowed to be used
- The disposal of food packaging on the trail is strictly prohibited.
- Big Mountain Enduro reserve the right to penalize any rider whose actions are deemed to seriously damage the local environment.
- Riders must not store food and drinks on the trail (Food Stashes). Packaging left behind and uncontrolled food supplies may have a serious impact on local wildlife and the local environment. Any rider found to be hiding or retrieving foods from unofficial feed stations will be penalized.

Rule Violations

Course Cutting

Taking short cuts on course in order to gain an advantage can both damage the environment and brings the sport and spirit of enduro mountain racing into disrepute. Therefore, any rider trying to save time by choosing a line that lies outside the marked course will be disqualified.

In exception circumstances, the Race director may choose to apply a time penalty, not a DSQ to a rider found to have cut the course unintentionally. However, any rider leaving the obvious line must be aware that they risk a DSQ.

Course tape and signs with arrow will be used to identify the course. Where two pieces of tape, on opposite side of the course, are installed, the riders must pass between them. In these areas, missing, crossing or passing the course tape on the wrong side will be deemed as course cutting.

Transition Stage Delay/Missed Start

An individual's time on a timed stage will start in accordance with the specified start time on the published start list even if the rider is not present. Riders arriving late to the start must follow the starter's orders and join the course when instructed to do so. Failure to follow starter's orders will result in a suitable time penalty.

Any riders arriving at the start of a stage later than 30 minutes after their specific start time will be disqualified from the race.

The race director and staff hold the right to send riders outside their specified start times. This will only be done in accordance to concerns with weather, other missed starts, and daylight operating hours.

Illegal Outside Assistance

Racers are encouraged to help follow competitors on course. Any competitor receiving outside assistance from a non-racer without prior agreement from the race director will be disqualified. This includes using team staff/outside help to carry equipment around the course or perform repairs during the race.

Rule Violation Recording

The race director is responsible for the application of the rules and has the final say. The race director can appoint special 'Flying Marshals' to travel around the course at their own discretion to undisclosed points. These 'Flying Marshals' can report rule violations to the race director.

Any rule violations must be registered with the race director within 30 minutes of the last competitor finishing the final stage. Any protest on final race times must be registered with the race director within 30 minutes of the official results posted at the event

headquarters. All final decisions on assessing penalties and race time corrections will be made within 60 minutes after the protest period closes.

Recommended Penalties

- Missed Start: Up to 5 minutes late = 1 minute penalty; 5+ minutes late = 5 minute penalty; 30+ minutes late = DSQ
- Other Start Violation (ex. pushing into queue, delaying start, jumping start, etc.). Rider must have one foot on the ground at start buzzer: 30 seconds
- Not obeying course marking/course cutting: Disqualification
- Unintentional course cutting: 30 seconds
- Illegal Outside Assistance: Disqualification
- Environmental Disrespect: From 1 minute to Disqualification
- Changing a marked piece of equipment with authorization: 2 minutes
- Changing a marked piece of equipment without authorization: Disqualification
- Disposal of a goggle tear-off on the trail: Disqualification
- Altering the course: Disqualification
- Missing number plate: 30 seconds
- Food stashing: 5 minutes
- Lost number plate during weekend: \$20 replacement cost
- Result Dispute: \$20 charge to initiate dispute. If rider is correct, \$20 is refunded. If rider is incorrect, \$20 is non-refundable.

Appendix 1: Points Table

POSITION	POINTS		POSITION	POINTS
1	400		26	115
2	350		27	110
3	320		28	105
4	300		29	100
5	290		30	95
6	280		31	90
7	270		32	85
8	260		33	80
9	250		34	75
10	240		35	70
11	230		36	65
12	220		37	60
13	210		38	55
14	200		39	50
15	190		40	45
16	180		41	40
17	170		42	35
18	160		43	30
19	150		44	25
20	145		45	20
21	140		46	15
22	135		47	10
23	130		48	5
24	125		49	3
25	120		50	1