



Rulebook

The beauty of Big Mountain Enduro racing is that it brings us all back to the roots of mountain biking. It is ungoverned, unsanctioned, and each event utilizes the most unique and challenging terrain available in the host location. We feel it is in the best interest and safety of all of our competitors to have some rules in place to make sure competition is fair, friendly and there is no gray area during a BME event. If you have any further questions outside of this Rulebook, 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 about creating a great atmosphere, community, competition and adventure experience for each competitor. This includes riding the best terrain available in each host location.

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 to showcase it's own individual characteristics.

Series Format & Point Structure

The 2020 Yeti Cycles Big Mountain Enduro presented by Maxxis series consist of four events - Santa Fe, Angel Fire, Winter Park, and Big Sky.

Each event will consist of four to nine timed race stages over the course of one to two days. Each timed stage will be run as an individual time trial format. There will be untimed transition stages that require pedaling to the next stage, taking a chair lift or via shuttle. Although untimed, transition stages do operate under a cut-off time for racers to arrive at the next race stage. The racer with the overall fastest (e.g., lowest) cumulative times for the timed race stages will win the event.

The Big Mountain Enduro series will be based on an overall point structure. Each **event** is worth up to 400 points. Full points table available in Appendix 1. Three (3) out of four (4) rounds of the BME will count towards the overall points total. Racers competing in all four

events will have their best three event results count towards the point total. 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**.

E-bike categories: The addition of an E-Bike category will **only** be offered at 3 of the 4 BME series venues for 2020: Santa Fe, Angel Fire and Big Sky. All 3 stops will count towards the overall series points and rankings for the E-bike categories, with the same points structure as all other enduro categories (see Appendix 1). Winter Park will not include E-bike racing, thus will not count towards series points for the E-bike category. E-bike racers will NOT receive cash prizing at the podium ceremony.

For all categories, there is no minimum of rounds to gain a series point/ranking and no races are mandatory. Of course, if you compete in the maximum number of events and gain points, you will have a higher chance of gaining valuable points for the series. Series points can be found on the Big Mountain Enduro website once the race season begins in May.

Categories

Pro/Open Men

Pro/Open Women

Expert Men Open *(based on rider's age as of December 31, 2020)*

Amateur Men 21-39 *(based on rider's age as of December 31, 2020)*

Master Men 40+ *(based on rider's age as of December 31, 2020)*

Master Men 50+ *(based on rider's age as of December 31, 2020)*

Amateur Women 21-39 *(based on rider's age as of December 31, 2020)*

Master Women 40+ *(based on rider's age as of December 31, 2020)*

U21 Men (17-20) *(based on rider's age as of December 31, 2020)*

U21 Women (17-20) *(based on rider's age as of December 31, 2020)*

Youth "Groms" 10-16

Sport Open Men

Sport Open Women

E-Bike Open Men

E-Bike Open Women

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.

Course Information

All riders must attend the rider briefing, which is typically held on Friday evening. Courses are released at our discretion, typically the Wednesday or Thursday before the race

weekend. Course releases are always posted to the website and via social media. Do not email and ask for course information. Courses and maps will be consistently posted in advance throughout the season.

E-bike categories: The E-bike categories will ride the same courses as all other categories at each venue, with the exception of minor changes and small climbs added at the race director's discretion. The courses raced will share similar stages with the BME, with the exception of some of the following changes:

1. Fewer chairlifts where applicable.
2. More time on the bike.
3. Some timed uphill sections integrated into the stage.
4. Shorter overall time to complete the day.

The course will vary depending on the event location and will be subject to change as determined fit by the race director. The E-bike race categories will have a MINIMUM of one 'positive grade stages'. Positive grade stages will be a combination of two descending stages with a short technical climb connecting descents; i.e. Super D style format.

Communication

Rider Briefing

At every event, the race director will host a rider briefing the evening prior to the first race day. Important race information, including 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 at 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. When a rider sees that another competitor is injured on course, they should alert the next race official, marshal or medic that they encounter.

Rider Down

If a rider encounters another rider down on course, a verbal response is necessary before continuing. If no response between the riders is given, the rider must stop and assess the situation. If the rider not responding is injured please call 911 if it is life threatening, or notify the closest marshal. If you begin life-saving first-aid, send the next rider down to the marshal. Any rider who does not stop for an unresponsive rider will be banned from the series. Riders who help injured riders (must be a removal from race injury) will be given the opportunity to

repeat the stage or to take an average of their other stage finishes.

Head Injury/Concussion

A rider who has a positive mechanism for a head injury will be assessed by a first-responder of the race. If the first-responder deems the rider unfit, the rider will be removed from the course and forbidden to ride in the event for that day. If another event is scheduled within 10 days, the rider must submit a doctor's note confirming that they are ready to participate in mountain biking again. When a first-responder deems a rider is unfit to continue, that rider must submit their number plate to the first-responder without question.

Emergency Action Plan & First Responders

See any course marshal for a copy of the Emergency Action Plan
Our events have a minimum of two First Responders per stage. This is on top of general first-aid attendants throughout the course.

Safety Equipment

All riders must wear a helmet during competition, including during untimed transition stages while on the bike. 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.

Helmets

All competitors must wear a helmet purchased/manufactured within the last three years. Random inspections are done. If a helmet does not meet this stipulation the rider will not be allowed to compete.

Riders must wear an approved helmet for mountain biking.

Helmets with removable chin bars are acceptable

Helmets must be worn at all times while riding, including climbing transitions.

Recommended Gear List:

Suitable backpack

Waterproof jacket

Emergency blanket

Sun Protection

Spare tubes/ puncture repair kit

Multi-tool

First aid kit

Trailforks Map

Extra Food and fluids
Eye protection (glasses or goggles)
Emergency contact information

Directions and Course Markings

A course map will be displayed at registration headquarters. This map will also be published on the event website the evening prior to the first practice day of the event. Riders are encouraged to study the map and understand the race route before leaving race headquarters each morning.

Course Tape

Riders must stay on the designated course for each race stage. Where two pieces of course tape (gates), 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 and will lead to disqualification.

Directional 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 aim to 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 suspension during the competition must present the broken item to 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 or wheel. Following the repair, the rider must return to the race director to have the replacement part(s) re-marked before rejoining the race and time penalty enforced.

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

E-Bike Equipment Requirements

E-bikes must meet the following requirements in order to be eligible for racing:

1. Motor only provides assistance if the rider is pedaling (pedal assist)
2. Has a motor with a continuous maximum output of 630 watts
3. Must have a deactivated throttle actuator so that the motor is only controlled by pedal assist
4. Must have a MAXIMUM speed of 28km/h before power cut-off.
5. During the race, E-bikers must use the SAME battery as they started with. There will be absolutely no mid-race charging or swapping of batteries. This encourages riders to strategically choose power modes depending on terrain demands.
6. Two functioning hydraulic disk brakes.
7. Riders must complete the race on the same frame they started with.
8. Outside assistance is not permitted unless approved by the race director.

Training and Practice Days

For two-day events, Big Mountain Enduro will release course maps and race information on Wednesday evening prior to each event. Following the course map release, official practice will commence on Thursday and Friday depending on the venue with all course markings in place. For one-day events, course maps and race information will be released the evening prior to the practice day.

Practice is the individual responsibility of the rider. If a rider is found practicing on a closed course, they will be disqualified or penalized up to the race director's discretion.

No shuttling or use of motorcycles (mechanized vehicles) during any of the practice days or race days, period. If a participant is caught shuttling or using a motorcycle, they will be subject to immediate disqualification.

Only racers in the E-bike categories may use E-bikes for practice and race days. E-bike racers are eligible to use the chairlift for practice at resorts where applicable.

Racers in non E-bike categories are prohibited from using E-bikes on practice days or race days. If a non E-bike category gets caught using an e-bike during practice, they will be disqualified.

Seeding and Start Order

Individual start times will be posted the night before race day on www.bigmountainenduro.com.

The top 10 Pro/Open Men and top 10 Pro/Open Women will be seeded based on the Series Overall Ranking from the prior year. The first event will be based on the 2019 Big Mountain Enduro Series Overall, then seeded based on the current year standings.

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 from the final or prior stage will be awarded the higher placing.

Environmental Rules

Enduro mountain bike racing allows us to ride into remote, backcountry areas throughout the mountainous zones where BME events are held. It is of 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, our riding environments and the overall safety of the participants.

- No disposable goggle tear offs are allowed to be used
- The disposal of food packaging on the trail is strictly prohibited.
- Big Mountain Enduro reserves the right to penalize any rider whose actions are deemed to seriously damage the local environment.
- Riders must not store food or 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 of the 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 race 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 decision-making authority. The race director can appoint special marshals to travel around the course at their own discretion to undisclosed points. These 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

The following shall guide the determination of penalties. Penalty assessment is at the full discretion of the race director.

- 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
- Use of mechanized vehicle on any race course: Disqualification
- Environmental Disrespect: From 1 minute to Disqualification
- Changing a marked piece of racer equipment with authorization: 2 minutes
- Changing a marked piece of racer 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.
- Illegally using motorized vehicle or e-bike during the event: Disqualification

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

POSITION	POINTS		POSITION	POINTS
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