

Rulebook e-Enduro

1. Description

e-Enduro is a mountain bike race category exclusively reserved to pedal assisted mountain bike. An e-Enduro race is competed on a taped race course with a variable number of Special stages (abbreviated to PS in results/communications). Each PS could follow an ascending, descending or flat course and focus on testing the rider's technical skills.

Ps could be of two types or classification:

P.S. Class-M (Marathon)

P.S. Class-G (Gravity)

The attribution of each PS to one of the aforementioned categories or classification will be defined by the local organizer in coordination with the Federazione Ciclistica Italiana (FCI) delegate, considering the technical level and the difficulties present on the PS course.

The final classification of a rider is obtained by adding all PS times together and summing all the advances or delays at each Time Check (abbreviated to C.O.).

The liaison stages between all the P.S stages are not subjected to timing but there are imposed times to be observed by the rider and a maximum delay time fixed by the Race Jury and communicated by the Race secretary before the race start. All the riders passing the time check points over the maximum imposed time will be automatically disqualified (DSQ). To avoid course cutting, surprise check points could be present.

2. e-Enduro race categories

e-Enduro races are open to all the riders having a FCI license or a race license issued by every other FCI associated organizations.

Categories are as follows:

Category name	Description
EEM 1	OPEN Men aged 19-35 yrs old
EEM 2	OPEN Men aged 36-45 yrs old
EEM 3	OPEN Men aged 46-55 yrs old
EEM 4	OPEN Men over 56 yrs old
EEW	OPEN Women
EEM-Y	JUNIOR Men (17/18 years old)
EEW-Y	JUNIOR Women (17/18 years old)



by **RACE/EVENTS**

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3. START

The start is given to groups of 1, 2, 3, or 4 riders every 15, 20, 30 or 60 seconds accordingly to the Race Jury judgment and upon the number of riders enrolled. Imposed times for liaison stages permit to the riders to proceed in small groups.

4. Specific Rules

- All the riders must obey to the race regulations and to the Road Code especially where the race course is on a road open to general traffic.
- The special stages will be closed to general traffic during the race only and not during free practice. - Be a true sportsman and let the faster rider passing you.
- Every rider during the race must be completely self sufficient providing by himself to the repairs needed like for example fixing a flat. External aid is only permitted in the paddock area.

5. Entry of e-Enduro events and racing license check

You can enroll at any e-Enduro event through the FCI electronic system Factor K (<http://fci.ksport.kgroup.eu/Fci/>). For athletes coming from outside Italy there is a new procedure you can check here <http://www.feder ciclismo.it/it/infopage/novita-procedura-rapida-iscrizioni-stranieri/d55fbc98-f882-43e3-8243-c60dc043a685/>

To complete the entry you also must log-on the e-Enduro website and follow the instructions on the tag Entry.

In the case you want to race with your team or your friends, be sure to all entry at the same time and in a sequential order because the entry order will be replicated in the starting order.

On-line entries processed before 8.00 pm on Thursdays ahead of race weekend will be charged EUR 40. After this deadline you can only entry the event during the technical check at the Race Secretary boot with a surcharge of 5 EUR. All the entries will be valid only if the payment is confirmed. Entry fees are not refundable. Be sure to bring your payment receipt with you at the license check.

If you don't have an FCI race license, to enter the e-Enduro event you can buy a daily license pass issued by FCI at the cost of 10 EUR. The daily license pass includes the insurance coverage provided by the INA/Assitalia insurer but only for one day. To buy the daily pass you must be in possession of a certificate of competitive sport (cycling) eligibility issued by a medical centre recognized by CONI, dated at least one day before requesting a FCI license or an FCI daily pass. Usually, the certificate is requested by your sport association.

You cannot obtain a daily pass for the junior category (17-18 yrs old).



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All the riders in possession of a FCI license must submit their entries to both the FCI electronic system Factor k (<http://fci.ksport.kgroup.eu/Fci/>) and to the website e-Enduro and must show their FCI license in order to get their number table. All the athletes men or women part of the category Junior Sport cannot enroll at national level competitions while there are not limitations for the Junior category members. When a delegate does the entry for a rider or a group of riders, he is personally responsible for the treatment of personal data of each participant, lift e-Enduro of any responsibilities, claim or legation action coming from the person (s) who delegated him. The delegate certifies all the mandatory legal requirements of each of the riders enrolled by him, lifting the organizer of the e-Enduro series, the sponsors, the promoters of the series and any other person involved in the series organization, free of any responsibility, claim, legal action, damage claim related in any way to participating at the event.

6. Number Plates attribution

The starting order will be assigned based on the result obtained from the "SuperPole" special stage which will take place the day before the official race or, in the absence of the same, from the Championship ranking. Competitors who cannot take part in the "SuperPole" will be placed on the race "start list" in order of registration. The race management reserves the right to make any changes to the starting order according to its discretion.

The starting order will be reverse, that is, the competitors with the best time in the "SuperPole" will start last.

7. BIKES

The e-Enduro race series admits to its races only pedal assisted bikes in production or present in official catalogues of any manufacturer. Bikes can be modified changing components like wheels, brakes, forks etc but the frame, the electric motor and the electric wiring must remain untouched. For any dispute, we rely on official manufacturer catalogues and we suggest bringing to the bike check a copy of the one where your bike is listed.

Anyway, all the bikes must be conformed to the EU Directive 2002/24/CE. Here is an extract:

The EU Directive 2002/24/CE (article 1. Point h) defines a pedal assisted bike as a bike with an auxiliary electric motor with the following characteristic:

- Maximum nominal continuing power of the electric motor: 0, 25 KW*
- the power supply to the electric motor will be progressively reduced as the bike reaches speeds close to 25 km/h and finally cut off at 25 km/h.*
- Power is cut off when the cyclist is not pedaling.*

All the bikes meeting this rules are not requested to be homologated and must be considered as traditional bikes. All vehicles not meeting those rules at the same time cannot be considered as bikes and consequently must be homologated. This EU Directive has been transpose in Italy and is effective.



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- Modifications aimed at extending permanently or temporarily the electric motor aid over the 25 km/H speed limit are strictly forbidden. Moreover the Software that manages the engine must be the original one supplied on the bike used, it can be updated, but only with changes made available by the company.
- To avoid unpermitted modifications, the race direction will organize surprise check points during the race where the bike conformity to this regulation will be checked by specially trained technicians. In addition, a specific technical area will be set up where at the end of the race the bikes of some competitors will be checked at the discretion of the organization. Checks could include a test ride of the bike and if the rider refuses the technicians to perform it he will be immediately disqualified from the race and from the series. In the case of an irregularity, the rider will be disqualified both from the race and from the entire race series while entry will be denied for the season's following races.
- Bikes admitted to the race must use one battery only for the entire length of the competition (exceptions could be granted case by case) and during this time recharging could be possible only at organizer's fixed points
- It is forbidden to change the motor, the battery or the wheels during the race.
- Equipment markings: during the license check, the organizer will provide the rider with two marking stickers for both the wheels. The rider will attach them to the wheels and will take care of them in case of bad weather. The marking sticker for the frame that also works as a timetable and the one for the battery will be attached at the start by organizer's staff.
- During the race the organizer's staff will verify the presence of the marking stickers. A rider without all the marking stickers correctly positioned or skipping the check will be disqualified.
- All the bikes must be in a perfect state of efficiency and maintenance. The race director could exclude from racing the riders who do not comply to the rule.

8. RIDER EQUIPMENT

- All riders must wear an helmet during the competition, during both Special Stages (PS) of **Class M** and liaison stages. During PS of **Class G** is mandatory a full face helmet, long gloves and CE homologated protections for the knees and the back. The organizer must provide a transport truck for the riders' protection material in the case of a sequence of diverse class special stages.
- A rider who show himself at the race start without wearing an helmet will be denied to start the competition.
- Every rider must be self sufficient and cannot receive external aid during the entire duration of the race except in designated areas like the paddock area or other specific areas or from the protections



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transportation truck. The race director will communicate the locations of those areas during the briefing.

- An approach to the race in sync with the rider physical shape and technical preparation is strongly advised.
- All riders are encouraged to bring a mobile phone with them to be traceable or to get in touch with the race direction. An organization phone number will be communicated to the riders during the briefing and posted on the frame marking sticker.

9. RACE COURSE

- An e-Enduro race course must be predominantly on dirt.
- The race course is taped on both sides and signaled with road signals or poles. Course cutting when the rider does not re-enter the course at the same exit point will be penalized with the immediate disqualification.
- The organizer must arrange the race course marking with all the course tapings, signals, PS start and finish zones etc. at least 24 hours before the race start in order to permit the riders the recognition and the training.
- All the riders must do the race course and PS recognition riding the race bike only. Shuttling is forbidden and penalized with the disqualification.
- Modifying the race course during the race is forbidden; the organizer could modify the race course without notice due to the weather or for safety reasons but must notify it to the riders before the PS start or at the briefing or signaling it.
- A trailblazer must ride all the PS 5 minutes before the first rider and another one will close the course 5 minutes after the last rider.

10. STARTING /FINISH LINE, TIME CHECK (CO)

STARTING /FINISH LINE

- The starting line overlaps the finish line and is indicated by two yellow flags. Every rider must pass over the starting line in the minute indicated on the official timetable and on his timetable. The rider passing the line before or after the time indicated will be accordingly penalized.

TIME CHECK POINTS (CO) The CO are located as follows:

a) At the exit of the departure zone or at intermediate points chosen by the organizer. The organizer will place staff members at each CO. The Race Director could modify the times or the race course immediately before the race start or before every CO showing an official communication at the yellow flags level and at the race secretary communication board.

The CO must be signaled by two yellow flags that will act as time tracking line and departure finish line.



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CO Procedure

The official timekeepers' position is located close to the yellow flag on the CO Tracking line together with a synchronized watch showing the race official time. At the end of the race CO only the delay and not the advance will be penalized. At every CO, an official time keeper must compile in a chronological order a CO list where all the number plates of the riders will be registered together with the times in hrs and minutes. In case of a dispute, the time indicated in the list will prevail.

The rider not respecting the timing imposed on each CO will be issued with a time penalty of 60 seconds for each minute or fraction of a minute compared to his theoretical time.

EXAMPLES OF PENALTY CALCULATION:

THEORETICAL TIME	CROSSING OF THE CO LINE ACTUAL TIME	PENALTY
HRS 11.00.00	HRS 11.01.01 (DELAY)	1 MINUTE (60 SECONDS)
HRS 12.00.00	HRS 11.59.59 (ADVANCE)	1 MINUTE (60 SECONDS)

Time penalties will be added to the total time of the PS. In addition, the race direction will decide a maximum delay time on the theoretical CO passage time to be showed on the race secretary board before the start of the race. Exceeding the maximum delay time means to be excluded from the competition. The departure/arrival zone must be located inside the paddock area.

11. SPECIAL STAGES

- The riders will start at 15-20-30 or 50 seconds intervals. All the intervals will be defined by the race direction and communicated before the start of the race. The riders must be ready to start at the beginning of each PS at the time indicated on the timetable given by the organizer.
- When a rider arrives in advance to the expected arrival time of a not timed liaison stage thus in a time below the imposed time and consequently on advance of his departure time on any of the PS, he must wait before the PS starting line until the time indicated on his timetable.
- If the rider advances his departure before his start imposed time, the advance time will be added to the time of the PS
- If the rider delays to the start imposed time, he could start immediately from the delay lane after a timekeeper or judge consent but his stage time will be calculated starting from the theoretical departure time indicated on his timetable.
- All the PS are closed to the general traffic and forbidden to pedestrian transit during the race.
- At the beginning of each PS a delay lane to be used by riders on delay must be put in place. All the riders on delay must enter the PS from that lane but only after consent is given by the CO timekeepers.

A rider on delay cannot start a PS before a rider on time, he must wait for the rider on time departure and follow.

- A valid race is when at least 50 % of the PS are valid and completed by all the riders.

12. DEPARTURE TIME

- The race departure time must be communicated to the race secretary at least one hour before the race start. The rider's departure time for each PS is decided by the organizer and enforced by the organizer staff of each PS.
- The organizer must show the departures times on the race board at least 30 minutes before the start time of the first rider and give each rider his personalized timetable.
- It is upon the rider's responsibility to check for errors on his departures time including his personal timetable.

13. RIDERS BRIEFING

- The night before the race a technical meeting will be hosted by the president of the jury near the arrival/departure zone and the time will be communicated in the race book.
- The briefing is important to communicate last minute changes to the race consequently the riders or team managers' attendance is strongly advised. At the same time, a press release will be published on the communication organs of the event, where it will be possible to read all the technical indications.

14. HELP AND ASSISTANCE

- In the case of a race incident is advisable that each rider stops to help and calls the marshals.
- The jury will penalize or disqualify the rider who will not obey to this rule in addition to the judiciary responsibilities of not giving help.
- Every rider retiring from the race is obliged to communicate it to the race jury.
- The retired riders or over the maximum imposed time must reach the departure zone as quick as possible following the race's judge's instructions and removing the race number plate.
- To let the relief team to reach an injured racer as quick as possible over a PS course, a PS can be either suspended and the riders transit will not be timed or the course be or a detour to the next PS arranged and signaled by the race direction.



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15. CLASSIFICATION

- The e-Enduro race series will have an overall general classification based on the sum of the points gained by each rider on any category at each race of the series.
- Every race of the series counts for gaining points for the overall general classification.
- In the case of a tie, the better result on the last race will determine the winner.

16. POINTS ATTRIBUTION

- Points attribution for each race of the series is as follow:

Position	Points awarded
1°	250
2°	200
3°	180
4°	160
5°	140
6°	130
7°	120
8°	110
9°	100
10°	90
11°	80
From the 12th place to the 90th place, decreasing one point	79-1

17. TEAM CLASSIFICATION

- A special classification for teams is designated.
- A team must be composed from a minimum of 2 riders to a maximum of 4 riders and they can be enrolled on different same sport groups.
- The team overall race series classification is determined by the summing of the individual points gained by each team member.
- The team classification for each race is determined by the best placement of the team members in any of the race categories.
- In the event of multiple teams finishing tied, the best individual classification of the team members will prevail.
- To compete in the special team classification is mandatory that the Team manager confirms the names of the 4 selected team members to the race direction at the time of the license check.

- Riders from different race categories but with a race license issued by FCI or UCI can be members of the same team.

18. AWARDS FOR SINGLE RACES

- At each event of the series at least the first three classified riders of each category and the first three teams will be awarded.
- The awards are granted for the categories with at least three classified riders.

19. OVERALL CLASSIFICATION E-Enduro

- The overall classification of the e-Enduro series will prize:
 - The riders placed from the 1th to the 5th position of the overall classification of each category.
 - The teams placed from the 1th to the 3th position of the overall classification.

20. CLAIMS

- Claims regarding PS, classifications, riders' behavior or any other topic must be presented in writing to the President of the jury, duties pay and signed by the presenter not after the 30 minutes following the exposition of final classification on the race board. The organizer committee will communicate its acceptance or denial in an hour time after the claim deposit, ruling on it before the awards ceremony.
- The organization committee is composed by the President of the Jury and by the race director.

21. INSURANCE

- Every single e-Enduro race is a part of the FCI official calendar and consequently is covered by the FCI insurer.
- The E- Enduro organizer is not responsible for any incident eventually occurring during the duration of the race

22. PERSONAL DATA PROCESSING UNDER THE EU AND THE ITALIAN PRIVACY LAWS.

- The signing up to the event requires the processing of the personal data of all the participants for the purposes and with the modality set forth in the Organizer Privacy Disclaimer.
- The personal data processing holder is the organizer.
- By the signing up to the event, the participant confirms to have read the Organizer Privacy Disclaimer.