

2019 Rule Book E-Enduro International Series

1. DEFINITION

- e-Enduro International Series is a race series part of the mountain bike race category and is exclusively reserved to pedal assisted mountain bike.
- An e-Enduro International Series race is competed on a taped race course with a variable number of Special stages (abbreviated to PS in results/communications) connected by transfer segments. Each PS could follow an ascending, descending or flat course and it is focused on testing the rider's technical skills.
- The final classification of a rider is obtained by adding all the PS times together and summing all the advances or delays at each Time Check (abbreviated to C.O.). The liaison segments between all the P.S 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 (CO) over the maximum imposed time will be automatically disqualified (DSQ). To avoid course cutting, surprise check points could be present on the race course.

2. E-ENDURO INTERNATIONAL SERIES RACE CATEGORIES

e-Enduro International Series 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 follow:

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

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 intersecting a road open to general traffic.



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- The special stages will be closed to general traffic during the race only and not during free practice.
- Be a true sportsman and let faster riders overtake you with ease.
- Every rider during the race must be completely self-sufficient providing by himself to the small repairs needed, like for example fixing a flat. External aid is only permitted in the paddock area.

5. REGISTRATION

The rider's registration procedure is handled by each organiser of an e- Enduro International Series event. (UCI article 1.01.19).

REGISTRATION WEBSITE:

<https://e-endurointernationalseries.com/registration/>

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6. Number Plates attribution

The first thirty number plates are ranking assigned while all the other numbers are assigned upon the entry order. The Race Direction reserves the right to make any changes to the number attribution list upon discretion. The list will also take into consideration the current season results. The starting order will see the higher numbers starting first and the lower numbers last. Rider number one will start last.

7. BIKES

UCI rules for International competitions

The e-Enduro International Series race series admits to its races only pedal assisted bikes in current production or listed in the official catalogues of any manufacturer. Bikes can be modified changing components like wheels, brakes, forks etc. The frame, the electric motor and the electric wirings must remain untouched. For any dispute, we rely on the 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.

The organizers will set surprise check points during the race where the bike conformity to this regulation will be checked by specially trained technicians. In the case of a irregularity, the rider will be disqualified from the race and from the entire race series while entry for the season following races will be denied.

- Bikes admitted to the e-Enduro International Series must use one battery only for the entire length of the competition (exceptions could be granted case by case and only for national events) 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 (exceptions could be granted only for national events).

- Equipment markings (exceptions granted by the organizer only and for national events only). 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 the organizer's staff.

- During the race the organizer's staff will verify the presence of the marking stickers. A rider skipping the check or without all the marking stickers positioned correctly on the bike 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 homologated helmets and protections (knee pads and back guard) during the competition. A rider appearing 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 at others specific areas or from the organization's protections transportation truck. The race director will communicate all 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's phone number will be communicated to the riders during the briefing and posted on the frame marking sticker.



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9. RACE COURSE

- An e-Enduro International Series 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 complete the race course marking with tapings, signals, PS start and finish zones etc. at least 24 hours before the race start in order to permit recognition and free practice to the riders.
- Race course and PS recognition is permitted only when riding on the race bike. Shuttling is forbidden and penalized with disqualification if used.
- 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 POINTS (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 follow:

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 as departure/finish line.

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.



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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. DEPARTURE TIME

The race departure time must be communicated by 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 at 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 to every rider a personalized timetable.

It is upon the rider's responsibility to check for errors on his departures times including the check of his personal timetable.

12. RIDERS BRIEFING

The night before the race a mandatory 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 and consequently riders or team managers attendance is strongly advised.

13. 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. Riders retired or over the maximum imposed time must reach the departure zone as quick as possible following the race's judge's instructions while removing the race number plate at the same time.

To let the relief team reaching an injured racer as quick as possible over a PS course, a PS can be either



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suspended or a detour arranged to the start of the next PS while the riders transit will not be timed.

14. CLASSIFICATION

The e-Enduro International Series 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.

15. 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

16. TEAM CLASSIFICATION

- A special classification for teams is devised.
- A team must be composed from a minimum of 2 to a maximum of 4 riders from the same sport group.
- The team overall race series classification is made for each race of the series, follows the individual classification rules and 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.



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17. 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.

18. 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 the 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.

19. INSURANCE

Every single e-Enduro International Series race must be inserted in the guest country local federation official calendar and covered by its insurer. - The E- Enduro International Series organizer is not responsible for any incident eventually occurring during the duration of the race.

20. PERSONAL DATA MANAGEMENT UNDER THE EU PRIVACY LAW

Enrollment to the races of the series implies the management of personal sensible data for the purpose of participating at the venue under the Organizer's Privacy Information booklet that the participant declares to have read. The holder of the personal data management is the organizer.



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