



TRANS-SAVOIE EVENT RULES 2015



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General

The **Trans-Savoie** Enduro is a multi-day expedition-style event that consists of untimed 'Liaison Stages' and timed 'Special Stages'.

All Special Stages will follow a predominantly descending route and focus on testing the rider's technical skills, but may also include some uphill sections.

Course Composition

Liaison Stages

The composition of each Liaison Stage is at the discretion of the organizer. Mechanical uplift (chairlift, coach etc), rider power (pedaling) or a combination will be used.

Liaison Stages take place on trails and roads that remain open to the public and all riders must give way to other terrain users as appropriate. In particular, all riders must give pedestrian users priority and dismount where necessary to allow safe passage. When passing along a public highway open to road traffic, the usual rules of the road apply and must be obeyed and a helmet must be worn at all times in the proper manner. All gates, fences and other similar features must be respected and closed after passage.

Special Stages

The start and finish of each Special Stage will be clearly marked on the map supplied by the organiser.

A Special Stage will be designed to test the rider's technical and physical abilities. There is no minimum or maximum duration for a Special Stage.

Special Stages take place on natural trails **that have, in most cases, been temporarily closed to the public** and secured by the organiser's team, with the expressed consent of the Responsible Mayor and local council; the closure having additionally been authorized by the Regional Government. In other cases, access to walkers is not strictly prohibited during the event. In either case, riders must be aware that it is not practically possible to eliminate the possibility of encountering pedestrians, wildlife, or other natural hazards at any point on a special stage. **Therefore riders must, at all times, ride accordingly and with this potentiality in mind.** THIS IS NOT A RACE TRACK, these are open, wilderness trails and **it is YOUR responsibility to take the necessary caution.**



Stage Departure Times and Race Order

There is no prescribed race order or stage departure times, other than the course open / closed cut-off times as indicated. There is no minimum time gap between departure (“tail-gating” is not prohibited).

However for everyone’s best enjoyment, the organizer strongly suggests allowing faster riders to have priority to depart ahead of the slower riders. If you are unsure who is or is not faster than you, simply check the previous days rankings!

Timing

For insurance, event approval and authorisation purposes **the event will not have an official general classification.** There is no prize fund or recognition, indeed there is no official winner. The organizers wish to strongly express that under no circumstances should any participant prioritise any personal timing goals they may have, over general mountain etiquette to themselves and other users, and/or safety considerations.

Each competitor will be supplied with a personal timing card. Loss of this card may result in loss of all of your times for that Day. Replacement timing cards are charged at 30 Euros each. Timing beacons at the start and finish of each special stage will be in place. It is the rider’s responsibility to “dib” in and “dib” out (eg touch their card to the beacon) at the start and finish of each Special Stage, although Trans-Savoie timing marshalls shall be in situ at all timing stations, to help you to do this.

Timing of Liaison Stages

All Liaison Stages are untimed. Each rider must navigate the Liaison stages at their own pace and taking in account their own plan for completing all Special Stages. For safety reasons there will be a cut-off time imposed by the organisers on some liaison stages. All riders must have completed the required Liaison stage(s) before the specified cut-off time, to be permitted to complete the next Special Stage of that day. If you do not make the cut-off time, you will be provided with a default stage time for all uncompleted stages of the day equal to the slowest result of the day for each stage.

Timing of Special Stages

Riders will be able to track their own progress by individual printed records and published daily timing summaries. Each rider carries an electronic timing chip that records the total time taken to complete each special stage.

The cumulative total time of all special stages, split by day and for the whole event, will



be released for each rider, with a lower total time being indicative of a rider having completed the course in the most efficient manner.

Wild-Card Rule

In an epic event of this nature, temporary mechanical failure is virtually inevitable for most riders. The spirit of the event is to test skill, fitness, and endurance – not your ability as a rapid-mechanic (or as to how quickly you can fix a puncture on a special stage). Owing to the cumulative-timing-method of this event, a single mechanical failure, accidental wrong turn during a special stage, or encounter with an unexpected trail user could act to hugely influence and rider's overall event time and placement. To increase the emphasis on the riding itself, rather than mechanical issue avoidance, a wild-card rule has been included as follows:

Each rider has ONLY ONE 'wild-card' which they can choose to apply for any one Special Stage during the event. When applied, the rider's actual recorded time for the chosen special stage will not be recorded. In lieu of this, a default time value shall be substituted which shall be displayed clearly at the timing tent. The wildcard time shall be equal to the 20th fastest time on that stage on the day – *as calculated immediately after the first 20 riders have registered their timing chips that evening.*

(In practice, this means that the 20th fastest time will simply be the slowest time currently recorded as soon as 20 riders have downloaded their timing chip on that day).

To be eligible to play your wild card, you MUST state your intention to play to your wild card to the master timing download marshall **BEFORE** you have swiped your timing chip for that day at the final timing station on return to camp – in other words you cannot firstly see your own timing results, before deciding to play your wild card. **Once your chip has been downloaded, the wild card cannot be played for that day's racing.**

If the above sounds confusing – don't worry. Simply wait until the first 20 riders have checked in at the end of the day, and the wildcard default timing value will then be clearly displayed by the results timing marshall at the download station.

All riders therefore will receive the same wildcard time for any given stage, if their wildcard is played.

Tactical use of Wildcard is not against the rules, **excepting for the final day's riding.** (This means that, in practice, on Day 6 of the event, you will not be allowed to play your wildcard at the final time station unless you can demonstrate having had a genuine mechanical failure or accident out on course).



Rider Conduct & Trail Safety Considerations

Daily Briefing

A daily de-briefing and course briefing for the following day's event will take place every evening. Each rider must attend the daily briefing or face a time penalty. The organizer reserves the right to restrict participation in the following day's event if any rider has not attended the daily course briefing, for safety reasons.

First Aid + Evacuation

A Medical plan and location of the First Aid Base will be available at event headquarters. An emergency route plan will also be indicated in the event of lift closure or extreme weather. Riders must take note of this route and follow the Marshal's specific instructions if instructed to use this route at any point during the event.

Trail Priorities and Giving Way to other Users

In the unlikely event that any rider encounters another trail user (non-rider), wildlife, livestock or pedestrian whilst on a special stage, **they MUST give way accordingly**. Fair adjustments to the recorded stage-time will be made at the discretion of the organizer, on a case-by-case basis. Any rider seen or reported to have ignored this rule will be penalized. Any rider causing accident, injury or distress to any other trail user by riding irresponsibly at any point during the event, will be immediately disqualified. THE NATURAL ALPINE ENVIRONMENT IS NOT A CLOSED RACETRACK. Please treat it that way.

Giving Way to Faster Riders

Should you be caught by another rider during a special stage you must pull off the racing line at the next appropriate point where it is safe to do so to allow a safe passing move. The pursuing rider must give clear audible notice of which side they intend to pass. For example, the pursuing rider may shout "On your left", allowing the slower rider to move to the right.

In contrast, it is the responsibility of each rider to choose their start time strategically and accordingly to maximize the chance of a clear run. Should you catch a slower rider, they are not immediately obliged to stop and allow you to pass, but are entitled to wait until the next safe passing point on the trail. Whilst you are waiting to pass, you must not ride dangerously close to the rider in front nor in an aggressive or pressurizing manner.

In summary, in any overtaking situation, the downhill / slower rider has priority, but is obliged to allow the faster rider to pass in a timely manner, without endangering



themselves or others trail users.

Collisions

Any on-course collisions must be reported to the event organisers and time penalties may be applied where appropriate. The uphill rider (eg the rider behind) will be deemed to be at fault in any collision, therefore must always ride with sufficient distance to allow for unexpected braking from the downhill rider (eg the rider in front).

HINT – when following another rider, the switchbacks come up on you much faster than you think – allow reasonable stopping distance at all times or risk a time penalty!

Mutual Rider Support in an Emergency / Rescue Situation

Due to the remote nature of the course, it is not possible to ensure posting of marshals at frequent intervals throughout the entire course. It is therefore likely that in the event of any rider having a Medical accident / injury, the first person on-scene may be a fellow Trans-Savoie rider. In the interests of safety of all participants, not to mention the spirit of camaraderie which is central to this event, **every rider is duty-bound to stop and assist in raising the alarm and/or to assist in rescue & first aid arrangements**, at least until such time as the marshals have been informed and assistance is on-scene.

Any rider involved in such an incident will have a suitable adjustment made to their course timings, as required. This may include a current-ranking-based substitute time being recorded in lieu of their real time; an arbitrary time-bonus being awarded; or an additional wild-card being issued for use at the rider's own discretion.

The organizer wishes to stress that no rider shall be disadvantaged by having interrupted their run in order to assist a fellow competitor in distress. In contrast, this rule must only be applied in genuine circumstances and in the spirit to which it is intended. **It shall not be used by any rider to manipulate their own stage times** – for example, by arbitrarily providing un-needed / un-requested 'assistance' in order to improve an underperformance or 'bad run'. **Such deliberate manipulation of this rule will lead to severe penalty of anyone found to be doing so!**

On-Trail Emergency Procedure:

- If in need of assistance – call nearest marshal at stage start / stage finish and await instructions. (See emergency contact number list)
- If assisting another injured rider – call nearest marshall as above.
- If unable to contact stage start or stage finish marshall, call camp emergency number and await instructions.
- If you have no signal, await next passing rider; request them to halt **by**



raising your hand and shouting. Send this participant for help (down to stage finish or back to stage start, whichever is closer).

- In the event of a rescue / evac scenario, the timing marshal may ask you to stand in at the timing beacon temporarily, in to free them up to effect a rescue. You are obliged to assist if requested to, under these circumstances.

In all rescue / medial scenarios, your stage times will not be negatively affected. You will be offered a re-run, or, a very “generous” default time for the stage in question, based on your other results that day.

To request a timing adjustment due to an above scenario, inform the timing lead at the time of daily check-in.

Course Directions and Markings

A master map will be produced by the organiser and displayed at registration and in Event Headquarters. A detailed course description will be presented each day at the briefing. Riders are encouraged to study the map and understand the event route before leaving the start.

Generally speaking, the route will follow natural singletrack trails and all riders are expected to follow the route as defined by the trail itself. Where no specific course markings are in place, deviating from the natural route of the trail for any reason will be deemed as course cutting, at the sole but reasonable discretion of the organizers. Noting that the route passes through natural alpine environment, a necessary respect for the natural terrain must be acknowledged and observed by all riders at all times.

Route Confidentiality

Authorization for the Event has been granted in many cases as an exceptional one-off. Parts of the route are ordinarily banned to all mountain bike traffic on a permanent basis (except during the event itself). Other sections are inherently fragile in their fully-natural composition and therefore sensitive to excessive trail traffic. For these reasons, the organisers have gained permission to use these routes from local authorities under the expressed understanding that the route (or any part of it) is not freely published as a general mountain bike itinerary.

Any competitor distributing any part of the Trans-Savoie route – intentionally or otherwise – will be jeopardizing this agreement that has taken years of patient negotiation to set up. They may even be risking the future of the event itself, as well as its enjoyment and participation by all other competitors. For this reason, **anyone found to have distributed in whole or in part any route information, notes, maps, or GPS**



files, shall be immediately disqualified and banned from all future events.

NB – this includes social media apps that auto-distribute logged GPS / route information to a public internet profile – eg Strava, Endomondo or similar.

Photographs and video / headcam footage taken during the race is not included in the above restriction and the organisers encourage the above to be freely distributed however you please. Indeed, feel free to make all your mates very jealous on Facebook, if you so desire! ☺

Course markings Tape

Course tape can be used to identify the course. Where two pieces of 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.

Stages will be double taped where it is deemed appropriate. Taping will leave suitable line choices where possible, but it will not allow for any significant 'cutting' of event track. Where course tape is only present on the outside of a corner, this defines/marks the route. **It is not open to inside or homemade lines.**

Any competitor seen to be crossing stage tape, marker posts or taking any route deemed to be off the official event track will be penalised.

Special Stage Reconnaissance

Special Stages are intended to be ridden "on-sight" with only course notes, organizer briefing, and map information to be used as prior guidance. **Any course reconnaissance either on foot or by bike prior to the competitor's timed run would be in violation of the event rules.**

Safety Equipment Requirements

Safety Equipment

All riders must wear a helmet during competition. A Full Face is not compulsory but a chin guard is advised during special stages. The correct fitting, condition and suitability of the rider's helmet is the sole responsibility of the rider.



Rider Equipment

Each rider must be self-sufficient during the entire duration of the event. 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 should also help other competitors on course where possible.

It is a **requirement of participation** that all competitors carry/wear, at all times when out on course:

- Suitable backpack
- Waterproof jacket
- Extra Base Layer
- Basic, well maintained first aid kit
- Emergency contacts supplied by organizer
- Food and fluids
- Helmet

It is **strongly recommended** that all competitors carry / wear, at all times when out on course:

- Innertubes/ puncture repair kit
- Multi tool
- Map or GPS
- Full-Finger Gloves
- Glasses or Goggles
- Knee Pads

Parts and/or complete bike replacement is permitted without penalty in the event of mechanical failure. Outside assistance is not prohibited.

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 biking racing into disrepute.

Therefore, any rider trying to save time by choosing a line that lies outside of the marked course will be disqualified.



The event organiser may choose, in exceptional circumstances, to apply a time penalty, not a DSQ to a rider found to have cut the course without intention. However, any rider leaving the obvious line must be aware that they risk an immediate DSQ.

Interference with Course markings, signage, or timing equipment:

Any such infringement shall lead to immediate disqualification.

Outside assistance

Riders are encouraged to help fellow competitors on course and to use ingenuity where appropriate in order to make repairs and continue participation in the event. Riders will not be penalized for taking outside assistance in such circumstances, except where the organisers deem that unfair advantage was gained as a result.

Rule Violation Recording

The event organiser is responsible for the application of the rules and has the final say.

The organiser 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 organiser.

RULE VIOLATIONS & PENALTIES SUMMARY

Failure to Complete any Liaison Stage	+5 minute penalty + default time recorded
Failure to Complete any Special Stage	Time recorded equal to last finisher of that special stage (except when Wild Card is played)
Special Stage Course Reconnaissance	+2 Minute Penalty Each Offense
Collision with Trail User (Non-Rider)	Immediate Disqualification
Collision with Other Rider / Participant	Uphill Rider +5 Minute Penalty Reckless Riding leading to Injury of another Rider - Disqualification
Failure to Stop & Assist in Emergency Situation	Dependent on Circumstances
Corner Cutting or Deliberate Course Deviation	Minimum +5 MINUTE Penalty Each Offense (WILL be STRICTLY enforced!)
Public Distribution of T-S Route information	Disqualification & Lifetime Ban
Failure to Attend Daily Briefing	+2 Minute Penalty
Return to Camp after Cut-Off Time	+2 Minute Penalty (<30 mins late) +10 Minutes Penalty (>30 mins late)
Interference with Course markings or timing equipment	Disqualification
Lost or Damaged Timing Card	No time penalty, but your times may not be recorded for that day. In this case you will be treated as did not finish (DNF) for each stage lost. <i>A 30 Euro fee is payable for each replacement card required</i>

Competitors must behave in a highly sporting fashion and observe all rules and instructions provided by organisers, timing staff and marshals. The organisers reserve the right to impose a discretionary timing penalty of up to +20 minutes if deemed appropriate.

