

CHILI ENDURO RULE BOOK

INHALTSVERZEICHNIS

1.	Basic rules	3
1.1.	Introduction	3
1.2.	Participation.....	3
1.2.1.	Categories	3
1.2.2.	Ranking European emtb Tour	4
1.2.3.	Transgender	4
1.2.4.	Licenses	4
1.2.5.	Qualifications	4
1.2.6.	World Series Points.....	4
1.2.7.	Registration.....	5
1.2.8.	Withdrawal from the event/ refunds	5
1.3.	Competitive requirements.....	5
1.3.1.	Race weekend schedule	5
1.3.2.	Race Schedule/Timekeeping.....	6
1.3.3.	Race schedule/timekeeping for e-mountain bikes.....	6
1.3.4.	Starting conditions/order:	7
1.3.5.	Race Plates	7
1.4.	Evaluation	7
1.4.1.	Ranking	7
1.4.2.	Series Ranking.....	8
1.4.3.	Podium	8
1.5.	Anti Doping	8
1.6.	Commissars.....	8
1.6.1.	Documentation of rule violations.....	9
1.6.2.	Punishments and Penalties.....	9
1.6.3.	Yellow and red cards.....	9



1.7.	Behaviour.....	10
1.7.1.	Rules of ethics.....	10
1.7.2.	Environmental rules.....	10
1.7.3.	Loss SIACS	10
2.	Course.....	12
2.1.	Structure	12
2.1.1.	Transfers	12
2.1.2.	Stages.....	12
2.2.	Course markers.....	12
2.2.1.	Tape	12
2.2.2.	Marking.....	12
2.2.3.	Gate.....	12
2.3.	Abbreviations.....	13
2.4.	Means of transportation.....	13
2.5.	Assistance from outside.....	13
3.	Safety	14
3.1.	First aid and evacuation.....	14
3.2.	Mandatory protective material	14
3.3.	ON-BOARD cameras	15
4.	Technical rules	16
4.1.	Basics.....	16
4.1.1.	Technical rules e-mountain bike.....	16
5.	Communication.....	17
5.1.	Riders Briefing.....	17
5.2.	Stretch.....	17
5.3.	Registration.....	17
5.4.	Ranking	17
6.	Further regulations	18
7.	Appendix.....	18



1. BASIC RULES

1.1. INTRODUCTION

Enduro mountain biking is the definitive test for the mountain bikers, with the focus of each event on creating a great atmosphere, community, competition and adventure for the competitor, including the best riding on terrain and trails available in the host region. The racing series described below is a format that allows riders to compete against each other by starting individually on so-called stages, which are designed to challenge the technical skills and physical capacity of the riders. This set of rules describes the specific competition regulations for the Chili Enduro Series (CES) and its associated events. The Chili Enduro Series reserves the right to change these rules at any time.

1.2. PARTICIPATION

1.2.1. Categories

All categories refer to the age on December 31st in the year of the competition.

The evaluation is based on the following categories:

Klasse	Jahrgang	Kategorie	Beschreibung	Strecke
Pro Men	2008 and older	With license		
Pro Women	2008 and older	With license		
Open Men	2008 and older	With and without license		
Open Women	2008 and older	With and without license		
Open Men Masters	1991 and older	With and without license		
Open Women Masters	1991 and older	With and without license	Will only be counted if at least 10 entries have been received 4 weeks before the event	
Junior male	2009 to 2011	With and without license		
Junior female	2009 to 2011	With and without license	Will only be counted if at least 10 entries have been received 4 weeks before the event	
Kids male	2012 and younger	With and without license		
Kids female	2012 and younger	With and without license	Will only be counted if at least 10 entries have been received 4 weeks before the event	
Elite E-Bike Men	2011 and older	With license	One additional stage on Friday	
Elite E-Bike Women	2011 and older	With license	One additional stage on Friday	



Open E-Bike Men	2011 and older	With and without license	One additional stage on Friday	
Open E-Bike Women	2011 and older	With and without license	One additional stage on Friday	
Duo Men	2011 and older	With and without license	It is started in a team of two as a "train" (within 5 seconds). On each stage, the slower time is scored.	
Duo Women	2011 and older	With and without license	Same as previous.	
Duo Mixed	2011 and older	With and without license	Same as previous.	

1.2.2. Ranking European emtb Tour

The European eMTB Tour ranking will be made among all participants with a valid license in the following categories:

- Elite Men (top 3 podium)
- Elite Women (top 3 podium)
- Open Men (top 3 podium)
- Open Women (top 3 podium)

These categories are evaluated in addition to the regular chili classes.

1.2.3. Transgender

The Chili Enduro Series adopts the current UCI and BDR policies and their guidelines on the eligibility of transgender competitors.

1.2.4. Licenses

All participants **of Elite and Pro Categories** must have a valid UCI.

1.2.5. Qualifications

No qualifying points or rankings are required to participate in the CES races. This applies to PRO and Open categories.

1.2.6. World Series Points

In order to earn World Series points at the races, participants must have a valid UCI MTB membership. The UCI MTB membership number must be provided at the time of registration. The points for the World Series are awarded according to a separate ranking. Further information on this can be found in the current Rule Book of the UCI starting on page 36:

<https://ucimtbworldseries.com/content/24083/01JH8BAQR2ADV1WH57XESWFEX0.pdf>



1.2.7. Registration

Registration takes place exclusively via the registration form on the Internet. In exceptional cases, a report by e-mail can be accepted if all the information required in the reporting form is sent. After completing the registration on the Internet, the participant will receive confirmation of receipt with a request to pay the participation fee. The necessary bank details will also be provided. As soon as the payment of the participant has been received, he or she will receive a registration confirmation.

IMPORTANT: Only after receipt of payment and confirmation of registration the registration is binding and the starting place secured. The www.chilimotion.de website will provide up-to-date information as soon as the limited starter contingent is exhausted.

1.2.8. Withdrawal from the event/ refunds

Registration is binding upon payment of the entry fee. In case of withdrawal from the event, the entry fee can only be refunded IF cancellation is made at least 6 weeks before the race with a valid medical certificate. In this case, 50% of the entry fee will be refunded. To cover the risks of withdrawal, cancellation insurance can be taken out with an external provider.

Any re-registrations to other participants can be requested by e-mail up to one week before the event. A change of registration incurs processing costs of 20€.

In the event of cancellation of the event for reasons of force majeure, several participants below the minimum number of participants, an exceptional weather situation, a pandemic situation and/or by official order, only the participation fee can be refunded. The reservation fee is non-refundable.

1.3. COMPETITIVE REQUIREMENTS

1.3.1. Race weekend schedule

1. Free course inspection/training (parts of the course) on the training day (Friday or Saturday). From approx. 9:00 a.m. for individual sections of the route expressly announced and marked by the organizer for training. Other sections of the route may not be visited!

Training on the designated stages is strongly recommended. All competitors who are spotted on a stage outside of the official training must expect a penalty that includes disqualification (DSQ). Only riders who have attached a race plate to their bike are allowed on the track during official training. Watching stages without a bike is allowed at any time.

Except for racers participating in the E-Enduro and related events, riders are NOT allowed to use an e-bike on any part of the track during official training. Racers who participate in both Enduro and E-Enduro are allowed to train with an e-bike. The training plan ensures that the riders competing in both disciplines have enough training time to complete all stages.

2. Compulsory training: If the character and demands of a course are made, the organiser can arrange for a compulsory training session for certain sections of the route in advance. These must be inspected at least once before the start of the race. The inspection is checked by means of transponders and marshals. If there is no inspection, the organizer can deny the participant the start.



3. eMTB Stage: On the day before the main race (Friday or Saturday) from around 3:00 p.m., all eMTB riders ride the eMTB Stage specially developed for them. Then you ride the race (including the prologue) with the other bikers.

4. Prologue (mandatory): The day before the main race (Friday or Saturday) from approx. 4:00 p.m. Prologue is also used to determine the starting order; drivers who do not participate in the prologue will receive the worst time in their class plus a time penalty of 5 seconds.

5. Chili Enduro Geisskopf Main Race: Saturday and/or Sunday

The marked route may not be left, not even on the transfer routes. A violation is punishable by a time penalty of 3 minutes.

Participants in the **Chili Junior** category will be sorted into the starting order based on the prologue result. All stages can be ridden.

Participants in the **Chili Kids** category will ride selected stages on race days. These differ in length and difficulty.

1.3.2. Race Schedule/Timekeeping

The routes are only partially known to the participants in advance (see route inspection on Friday). All other route components will be announced on site. The start takes place in small groups of about 6-12 competitors and neutralized. Timekeeping is only done on the marked special stages (stages); the participants start individually and at intervals of 20-30 seconds in the stages. The entrance is regulated by the so-called "Gate Director". The teams of 2 start together within a maximum of 3 seconds apart. In the finish of each stage, the time is automatically taken (stored on the transponder).

In the teams of 2, the times of BOTH drivers are determined. However, the time of the SLOWER rider on the respective stage is always included in the ranking. The start of the timekeeping is announced in good time by signs or the "Gate Director" there. The end of the respective stage is announced in advance by signs

"Ziel/Finish 50 m"; the finish is visibly signalled accordingly or, depending on the positioning, additionally secured by a marshal. After the end of the stage, the competitors ride on a neutralized route to the next stage, at the end to the start/finish area. The memory chip is evaluated there.

1.3.3. Race schedule/timekeeping for e-mountain bikes

All participants in the eMTB classification will ride an additional stage (eMTB stage) on Friday, which is adapted to the special challenges of an eMTB. Depending on the location, this is a loop or a trail, consisting of technical uphill and downhill. This stage counts towards the total time of the weekend. Afterwards, the e-mountain bikers will also start in the prologue and ride the entire race of the enduro riders on Saturday and Sunday. Those who do not take part in the e-bike stage and/or the prologue can still start the next day. The slowest time plus 30 seconds of the e-bikers in the e-bike stage/prologue is added to the total time.



1.3.4. Starting conditions/order:

The starting order for the prologue is based on the order of the start number. In the 2-person teams, the time of the slower rider of the team is counted for the prologue.

The starting order on Saturday will be based on the result of the prologue, the starting order will be determined by the race management. As a rule, the slower drivers and teams start first, the fastest drivers and teams last. Changes are possible.

On Sunday, the participants start on the basis of the intermediate ranking (result Saturday); usually slower riders first, faster riders last.

1.3.5. Race Plates

The race plate must be visibly mounted on the handlebars and must not be modified.

1.4. EVALUATION

1.4.1. Ranking

The ranking per race is calculated by adding up all the Special Stages for the individual participants. In the event of unforeseen or extreme circumstances, race control may remove one or more stages from the overall standings. In cases where stages must be abandoned, a race must have at least two different stages in order for the result to be valid for the series standings.

In the event of a tie in the ranking, people with a higher ranking in the last stage will receive the higher final ranking.

If participants are unable to complete a Stage because they are assisting someone in a medical emergency, or because an extraordinary circumstance occurs beyond the competitor's control, and a repeat run cannot be offered, the average placements of the affected person in the Stages will be taken and the corresponding time for that person in the respective Stage will be counted.

Small obstructions that allow a continuation of the journey will be treated with appropriate time corrections.

Example, if repetition is not possible:

S1 – Rank 12

S2 – Rank 15

S3 – DNF

S4 – Rank 18

→ Average Ranking = Rank 15 (for S3).

Time = mean S3 R14 and S3 R16.

Participants may rejoin the race (start next stage) if they do not finish a stage. In this case, the race will be counted as DNF.



1.4.2. Series Ranking

There will be no series ranking at CHILI this year. Each event will be scored individually.

1.4.3. Podium

The podium presentations will be held for the top 3 competitors in each category. All competitors must attend the award ceremony as planned – failure to arrive on time may result in forfeiture of relevant titles or prizes. All prizes awarded at Chili Enduro Series events are the same for the men's and women's categories. The winners themselves are responsible for the correct tax declaration.

1.5. ANTI DOPING

All competitors in the races must comply with all anti-doping regulations and procedures if they are asked to do so. Failure to do so will result in disqualification from this event and further penalties deemed appropriate by the Chili Enduro Series.

The Chili Enduro Series respects and supports each national cycling federation/anti-doping agency in conducting anti-doping controls at Chili Enduro Series events.

The Chili Enduro Series respects all penalties imposed on competitors by an anti-doping agency. Competitors serving a ban imposed by an anti-doping agency will not be allowed to participate in a Chili Enduro Series event for the duration of the suspension. This includes all subsequent sanctions.

The Management Board of the Chili Enduro Series reserves the right to apply a zero-tolerance policy to the use of drugs at a Chili Enduro Series event.

The Chili Enduro Series will follow all rules, protocols and procedures of the National Anti-Doping Agency (NADA).

It is the responsibility of all drivers, teams and coaches to read and follow all NADA notices and documents provided by NADA; www.nada.de

For the full UCI Anti-Doping Rules, see UCI Rules Chapter XIV.

For all information about NADA, protocols and prohibited substances, visit www.nada.de.

1.6. COMMISSARS

At all Chili events, the appointed commissioner has the final say on rule violations and penalties. If no commissioner has been appointed, race officials are responsible for enforcing the rules. Violations



1.6.1. Documentation of rule violations

All rule violations, including the recording of witnesses, must be reported to the stewards or race control. Race Direction must use the "Rule Break Report" form available at www.chilimotion.de. Rule Break Reports can be submitted by the following persons: Competitors / Marshalls / Commissioners / Race Direction / Team Managers / Registered Coaches.

No rule violation will be discussed with participants unless a complete rule violation report form is available.

The race management can appoint special "Mobile Marshals" who, at their own discretion, drive the course at unannounced points. These "Mobile Marshals" can report rule violations to the stewards or the race management. There is no appeal process for rule decisions after the ranking announcement has been held.

1.6.2. Punishments and Penalties

The stewards and the race control are entitled to impose additional penalties (including verbal warnings, fines, sending-off, time or point deduction and/or disqualification) that are not specified in the regulations in the case of a driver who does not respect the other drivers, the spirit of the sport, the environment or the organization.

1.6.3. Yellow and red cards

The Chili Enduro Series has the right to issue a yellow card to any rider at any time during the season. Yellow cards can be issued after clear and proven evidence of a serious violation of the rules, after an event or in exceptional circumstances during an event. A second card issued to a driver within a year is red.

A driver who receives a red card will have up to 200 ranking points deducted from the entire season. Yellow or red cards can be issued up to 1 month after the date of the rule violation.

A list of red and yellow cards awarded during a season can be obtained from info@chilimotion.de.



1.7. BEHAVIOUR

1.7.1. Rules of ethics

The Chili Enduro Series aims to host a series that elevates the level of athleticism and athletic engagement and drives athletic endeavours while promoting the right ethos for all. Riders who have violated the standards of the Chili Enduro Series or the standards of the BDR may be disqualified or banned.

Therefore, if at any time a rider of the opinion of the Chili Enduro Series falls into disrepute in the public eye or becomes involved because of a scandal that affects the image or reputation of the Chili Enduro Series, then the Chili Enduro Series may, upon written notice to the rider, immediately suspend or terminate the rider's participation in all Chili Enduro Series races.

We ask all drivers to;

- Respect the trails
- Respect each other
- Respect the environment
- Respect the local community
- Respect the organizers, staff and volunteers
- Respect the rules and fair sport

1.7.2. Environmental rules

Enduro mountain bike racing allows us to ride into remote, natural areas. It is of the utmost importance that all racers respect the environment and the impact they leave on the local driver community. The following rules have been put in place to protect our trails and our surroundings.

The Chili Enduro Series and its local organizers reserve the right to penalize any rider whose actions cause serious damage to the local environment.

No disposable protective films may be used for goggles.

Drivers are not allowed to throw anything away (e.g. food packaging, used inner tubes, broken equipment, etc.) outside of a publicly accessible trash can. Any driver who harms the environment will be punished. The drivers always must try not to leave anything on the track.

Drivers are not allowed to store food and beverages or clothing and equipment on the track (food/gear stashes). Abandoned packaging and uncontrolled food supplies can have a serious impact on local wildlife and the local environment. Any rider who hides or retrieves supplies at unofficial refreshment/tech zones will be penalized.

Any rider who damages the track or changes a stage without the permission of the organizer will be subject to a penalty up to disqualification.

1.7.3. Loss SIACS

The transponder including bracket is the property of the company SPORTident, Arnstadt.





The transponder is provided for a rental fee of 20 EUR. This fee will be refunded upon return. In the event of loss or damage, this deposit will be retained, and the remaining amount of EUR 80 will be charged.



2. COURSE

2.1. STRUCTURE

In the Enduro discipline, the aim is to make the best possible use of the trails and terrain available to the organizer. The driving experience and driving pleasure should be the focus of the route design. It is expected that some climbs will be included in the stages to get the best experience on the best trails possible.

2.1.1. Transfers

The composition of each connecting stage (transfer) is at the discretion of the organizer: mechanical uphill (chairlift, shuttle bus, etc.), own muscle power or a combination of both is allowed. As a guideline, at least one transfer per event must be managed by one's own muscle power (no mechanical support).

2.1.2. Stages

All stages must be predominantly downhill and focus on challenging the rider's technical skills.

The overall ranking of a course is calculated by adding all times of the stages. The start and finish of each stage will be clearly marked on the map provided by the organizer. There is no minimum or maximum duration for a stage. As a guideline for route planning, stages should have a maximum proportion of 10% uphill. Larger wooden elements (e.g. wallrides or large bridges) that are located in compression or braking zones should be sufficiently covered with a non-slip surface material. All stages must be marked before official training and closed to the public during official practice times. At every major jump or drop, there must be an easier and slower B-line.

2.2. COURSE MARKERS

2.2.1. Tape

If there are two pieces of tape on either side of the trail, the rider must pass between them. In these areas, crossing or bypassing the tape on the other side is considered a shortcut.

2.2.2. Marking

In open mountain regions, an organizer can use a direction marker that can be bypassed by riders on either side of the marking. A marker can be a piece of tape, a post, a flag, or any other obvious signalling.

2.2.3. Gate

Gates can be used to clearly mark sections of the circuit that the driver must drive through, with a missing gate being considered a shortcut to the track. Gates can consist of tape, flags, or other obvious signalling.



2.3. ABBREVIATIONS

Shortcuts on the track to gain an advantage can damage the environment and bring the sport and spirit of mountain bike racing into disrepute. Therefore, any rider who tries to save time by choosing a line that is outside the set track will be disqualified. The designated route is always on the obvious trail if there is no or insufficient marking. In exceptional cases, race control may decide that a rider who has shortened the trail without intention will be given a time penalty instead of disqualification.

2.4. MEANS OF TRANSPORTATION

Means of transport are all means that are used to transport people and/or equipment (lifts, vehicles, etc.). During training and races, private/team transport may not be used at any time.

In training and racing, only the means of transport specified by the Chili Enduro Series may be used. Use of unspecified means of transport may result in penalties or disqualification.

2.5. ASSISTANCE FROM OUTSIDE

It is allowed to stop during the race to get water and food in neutral shops/cafes and public water points.

Personal responsibility and self-sufficiency are a big part of the spirit of enduro racing and it is recommended to carry adequate equipment for self-sufficiency in alpine terrain. All participants are responsible for themselves but are encouraged to help others along the route. Everyone must be prepared to carry enough water to be able to supply themselves for at least 2 hours between water stops. Food and equipment hiding places are not allowed.

Assistance from outside may be provided along the entire route and at any time.



3. SAFETY

3.1. FIRST AID AND EVACUATION

The organiser must inform all participants of who and how to contact in the event of an accident on the route (e.g. telephone number/app).

During the official training and the race, the organizer must provide at least one medical base station, which is open during the entire practice time/race period, as well as provide basic medical care on the track and medical contact persons for the riders.

For remote races that involve hard-to-reach stages in the alpine area, the Race Director may ask all riders to carry a whistle to draw attention to themselves in case of an emergency. It is the driver's responsibility to bring their own whistle.

It is highly recommended that event organizers implement a safety buddy system. A buddy is a person who is always informed about the whereabouts of a racer during official training. At least one buddy should report to the event headquarters at the end of each practice day to report that both parties have left the track safely. A buddy can be a racer or a team member who rides with the rider on all stages during training.

If a driver encounters a rider who has fallen, he or she is obliged to provide assistance and alert. The alarm can be raised via a Marshall. The race time of a driver who is held up by the voluntary assistance of another driver is determined by the race commissioner or race director.

Race control and/or medical staff reserve the right to prevent a rider from continuing if they believe it is too dangerous for the rider to continue.

Race control may also expel a rider from the track if he engages in disruptive or reckless behaviour or exhibits behaviour that endangers himself or others.

The race management reserves the right to cancel the event in case of emergencies, unfavourable weather conditions or unforeseen circumstances.

3.2. MANDATORY PROTECTIVE MATERIAL

Riders must wear the following standard protective clothing during training and racing:

- Integral helmet
- Back and knee protection (backpacks with back protector)
- Mobile phone



All riders must wear a helmet during the race, both during the transfers and on the stages. The responsibility for the correct fit, condition and suitability of the driver's helmet lies solely with the driver.

A two-piece helmet (with removable chin section) is accepted as a full-face helmet.

However, due to national insurance and federation regulations, any helmet used in a race must meet the standards of national regulations.

The organizer may set specific minimum requirements for the protective material. All protective regulations established by the organizer must be followed by all racers. Exceptions are not permitted.

For safety reasons, the organizer of a race may require that ALL racers wear a waterproof and windproof jacket and/or a whistle. In this case, participants are not allowed to leave the roll-out without the prescribed equipment. Details of the required equipment will be announced in the Riders Briefing before the race.

All drivers must be prepared for the race for this eventuality.

It is recommended that all racers carry the following:

- Waterproof jacket
- Emergency blanket
- Multi-Tool/Roadside Assistance
- Simple, well-maintained first aid kit
- Food and Fluids
- Eye protection (glasses or goggles)
- Emergency contacts provided by the organizer

3.3. ON-BOARD CAMERAS

Action cameras may be installed during the race and in training:

- Helmet: Fixed on the visor or approved with break-off system

Chest mounted cameras are not permitted under any circumstances. Devices for attachment to the mountain bike are also not permitted.



4. TECHNICAL RULES

4.1. BASICS

Basically, the race can only be completed with one bike and one suspension! The frame and fork are marked with stickers before the start, which may only be removed after the end of the race. All wheel sizes up to and including 29" are approved for the Chili Enduro. Mountain bikes with motor support may only be used in the e-mountain bike classification. (see 3.2 Technical rules for e-mountain bikes)

The following may be changed/replaced: tubes and tires, seat posts and other components. The marked parts: frame and suspension fork must NOT be replaced. In case of replacement of the marked parts, the organizer must be contacted. If an exchange is allowed, there is a time penalty of 2 minutes in any case. In the event of irreparable defects that do not allow the race to be continued (e.g. broken frame), the organizer must be contacted regarding material exchange. If the driver leaves the track for the purpose of repairing or replacing even unmarked parts, there is a time penalty of 3 minutes.

4.1.1. Technical rules e-mountain bike

Only pedelecs with a maximum rated continuous power of 250 watts may be used. The motor must be permanently installed in the bike and may accelerate the bike to a maximum speed of 25 km/h (according to EU Motor Vehicle Regulation EN15194). The power of the motor only results from pedal assistance and must not replace it.

Only the standard batteries of the pedelec are allowed and additional or modified versions are strictly prohibited. The battery can be replaced and charged as often as you like during a race day. The organiser and authorised persons reserve the right to inspect the pedelecs



5. COMMUNICATION

5.1. RIDERS BRIEFING

The riders briefing will be communicated by email before the race.

5.2. STRETCH

The course will be published on www.chilimotion.de one week before the race .

5.3. REGISTRATION

Registration is only possible online via the www.chilimotion.de website or the CES timekeeper.

5.4. RANKING

Rankings of the various categories will be published online at the latest after the ranking has been announced.



6. FURTHER REGULATIONS

7. APPENDIX

