

SmartDok of300

Race Rules

2019

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1. Introduction

All registered participants to the Offroad Finnmark race are obligated to have read, understood and accepted the rules of the race, including the terms of participation. The riders agree to the terms, rules and regulations by participating.

The rules of the race are created specifically for the Offroad Finnmark race.

Offroad Finnmark will from here on be referred to as «the race».

The race is created by Finnmarksrittene in collaboration with a range of local cycling clubs and other parties.

1.1 General information

The race is available to teams consisting of two or three cyclists.

The race consists of a 300km long single stage with a mass start. The race is available to riders of good physical health who are well prepared for the physical and psychological demands of a race like Offroad Finnmark.

The race has an adventure race profile. The single stage aspect leads to the competition running non-stop for 1-2 days, a small amount of mandatory rest and the terrain is highly demanding. The track consists of mainly rideable trails, but there are some stretches of marsh and hillsides that forces the riders to carry their bikes. All teams must follow the marked track using the GPS tracks and the maps provided by Offroad Finnmark. The last hundred meters there will be signs showing the way to the checkpoints.

All riders are expected to display good sportsmanship at all times, promoting team spirit and a fair contest. The riders must not use offensive or abusive language during the race, act in an unsporting manner, be disrespectful to the officials, or ignore the race regulations.

The race takes place on both private and public land, on public roads and through rugged outback. The environmental perspective is of vital importance to the race administration as well as the riders. The race participants and the officials must do their utmost to ensure that they make as little impact on the nature as possible before, during and after the race. This way we set out to ensure the most sustainable nature experience possible for the Norwegian bicycle sport.

2. Participation, signing up and withdrawals

2.1 Participation

The rider must have a suitable off road terrain bicycle. We strongly recommend full suspension bikes.

All participants must wear helmets that comply with international standards.

The cyclists must be 18 years old to participate in Offroad Finnmark, but can apply for dispensation for persons turning 17 the year the race takes place.

2.2 Rider's license

All riders must have a valid rider's license.

2.3 Applications and start numbers

No rider can enter the race without a valid application and start number.

The organizer may withhold starting numbers exclusively for invited teams.

2.4 Payment

Payment must be fulfilled before starting the race. No payment - no starting

2.5 Starting numbers

Every competitor will receive a starting number that is to be mounted on the bike handlebar. Start number must at all times be visible during the race.

2.6 Withdrawals and refunds

Registration is binding. In case of illness or other legitimate reason that prevents participation, 50% of the amount paid (minus the deposit) is refundable upon presentation of a medical certificate. Alternatively the paid amount can be transferred to the next year's race. In this case registration should happen before 15/10.

2.7 Changes to the teams

Teams can make changes, add or remove participants

- Before June 15th, paying a 250NOK administration fee
- After June 15th paying a 500NOK administration fee

Withdrawals and changes to the teams must be sent to the race administration using post@offroadfinnmark.no or as a written statement mailed to Finnmarksrittene AS, PB 1382, 9506 Alta.

A new team cannot participate in place of team that has withdrawn before the competition. Their starting number can only be given to another team by the administration.

3. Teams, classes and requirements for completion

3.1 Teams

A team must consist of two or three riders, and at least two of the team members must cross the finish line. It's not allowed to leave a team member between checkpoints. If the third member must withdraw from the competition, this must be done at one of the checkpoints. A withdrawal must be reported and registered with the checkpoint manager.

Regarding the teams consisting of two members, if a participant must withdraw, the remaining team member cannot continue on alone. The remaining participant isn't entitled to continue, but can finish with another participant in the same situation or ride together with another team. Riders joining another team must take a passive role. The race management must approve of the team changes.

If participants get sick and have to withdraw on the first checkpoint, the remaining team member may join another team. The rider must be accepted by the team, and the checkpoint manager must be informed. Joining another team isn't possible anywhere else.

3.2 Classes

There are three classes; men, women, and mixed teams. The mixed teams must consist of at least one woman and one man crossing the finish line.

In order to compete for cash prizes in the race you must be enrolled in the elite class (active race). To compete in the elite class you must have an active license. In the team name you must have the

name of your bike club (s). Other requirements regarding competing in the elite class must be clarified with your own club.

3.3 Requirements for approved completion

The team must ride together at all times to be approved. This means that the team must:

- start together
- remain together through the entire race. The team must be so close that they're at all times able to maintain verbal communication.
- check in and check out of all checkpoints along the route regardless of plans to stop and rest.
- cross the finish line together .

The teams' finishing time will be measured by the last team member to cross the finish line. If the teams fail to comply with the race route, there will be an individually decided time penalty. If the team repeatedly deviates from the race route and/or strays very far from the race route, the team may be disqualified.

If it doesn't seem probable that the team will be able to reach the finish line in Alta within the maximum stage time, the race jury may decide to cancel the team's participation. The maximum stage time is noted the checkpoint description information.

3.4 Time measurement and results

The winners of the classes are based on the first rider on the team crossing the finish line, unless there are time penalties or other breaches of the rules and regulations. One rider from the team are allowed to leave the team 500 meter from the finishline.

3.5 Maximum race time

The official finish line time is absolute. If it seems probable that the team won't be able to finish within the time limit, the team's participation will be canceled. Closing time for the various checkpoints is noted in the checkpoint description information..

3.6 Denied start

The race management may deny teams/riders to start or continue the race. Reasons for this may be medical, equipment failure than can't be fixed, use of drugs and/or doping, exhaustion etc.

3.7 Official finisher

Any competitor that completes the race will be deemed an official finisher of the race. Being an official finisher automatically qualifies the riders for early (discounted) sign up for next year's race.

3.8 Disrupted race participation

Riders who have to withdraw from the competition must do so at the checkpoints. Exceptions can only be done in case of emergency and in accordance with the race administration/jury.

The time results of teams participating outside the prize competition will be listed and reported on a designated list for these teams. Participants deciding to withdraw are obligated to report their decision to the race management immediately.

Teams or riders who, for whatever reason, no longer can or will participate in the race are obligated to inform the race management about their decision immediately either by reporting this in person to the checkpoint manager, by calling the race administration, or talk to them on the start/finish line.

If a participant or a team can't be located during the race, a search and rescue operation will be

launched. If the search and rescue operation turns out to be needless due to a participant failing to inform the race management of a decision to withdraw from the race, the costs of the search and rescue will be charged the rider(s) failing to comply with the rules of withdrawal.

Please note that informing a volunteer along the race track of a decision to withdraw does not qualify as complying with the rules of withdrawal. All participants choosing to withdraw are obligated to inform the checkpoint manager or the race administration of their decision.

4. Equipment

All participants in the race are obligated to comply with these requirements all the race (including the first lap).

- All teams are tracked (live) on a cell phone (smartphone). This device must follow the team all the race.

4.1 Wearing a helmet

When a bike is used as a means of transportation between of the time of the first start and the last team member to cross the finish line, a helmet approved by NCF/UCI must be worn at all times. The helmet must be worn during warm ups, in the race and whenever else the bike is used.

4.2 All riders must have:

- Mosquito- and weather protective gear. Mosquito repellent, windproof soft shell clothing. The soft shell clothing is supposed to be loose fitting so it also works as a mosquito barrier as well as an insulating layer. All participants must also bring some clothes to protect against possible cold weather. A layer of wool underwear or something similar will do.
- Sufficient amounts of food and drinks
- Matches/lighter in a waterproof bag

4.3 All teams (at least one of the riders must possess):

- First aid equipment: tape, strips, bandages, small scissors or knife and rescue film (redningsfolie)
- Cell phone with a fully charged battery and external battery with minimum of 4000mA (emergency phone)
- GPS with map, tracks and extra batteries (we recommend stem mounted GPS)
- Maps and a compass (maps must be printed by the team before the race starts)

4.4 Recommended team equipment

- 1-2 tires
- 3 tubes
- Chain cutter + spare chain (spare chain links)
- Small tools: Pliers/multi-tool, umbros, screwdrivers, duct tape, strong wire, strong rope
- Air pump / air cartridge
- Common spare parts such as brake rubber/brake pads, brake wire, gear wire)
- Rope/string for pulling teammate.
- Gear dropout (+ spare rear gear)

The participants must be dressed and have appropriate gear to be prepared for different types of weather. This includes having to seek shelter/sit still for long periods. Despite the race taking place in the end of July, the contestants can still face very varying types of weather, cold fronts, snow

both in the air and on the ground, rain, wind and high temperatures with sunshine.

There will be random controls on whether the teams bring the mandatory equipment.

4.5 Returning borrowed gear

Upon race completion, the participants are obligated to return all equipment they have borrowed. This is also the case for participants that withdraw from the race.

4.6 Switching bikes

Each team must report what kind of bike they will be using. Switching bikes during the race is prohibited. The participants must use the same bike throughout the entire 300km race. Participants that cross the finish line using another bike than the team's registered bike, there will be a minimum time penalty of 120 minutes. The team can also lose their right to win prizes. If there is a complete bike break down, the rider must apply the race jury for permission to switch to another bike.

5. Mandatory information meetings

There will be held an information meeting. The meeting is mandatory, at least one rider from each team must participate, but all team members should attend.

The information meeting topics will be the track, areas requiring special attention from the riders, dangerous areas, special challenges, weather forecasts and other information that's crucial to the riders and for completing the race.

6. Race assistance

6.1 Private support

Members of a team can help each other in any way during the competition, service, pushing, towing, pulling etc. during the race.

Participants can receive assistance from all of the race officials and service units, both stationary and mobile. The main rule is that all service is to be given at the checkpoints.

The race management can, in case of emergency delegate assistance duties to the private support crews to cover the needs of both their own team and others.

Private support must be registered with the race management.

If a team has private support in addition to the Offroad Finnmark support, the private support must not in any way interfere with the Offroad Finnmark support team. Private support crews may not meddle with Offroad Finnmark's offered food, service, lodging etc. Washing bikes, food preparation and such must be done using private equipment. Failing to comply with the private support rules will result in time penalties for the team.

It's strictly prohibited for any team to receive assistance from a third party between checkpoints. Breaking this rule will cause a minimum of 120 minutes time penalty at the first offense, and disqualification on the second instance. The exceptions are:

- Assistance at the official checkpoints during the race. The team (all riders) must check in before receiving assistance and/or private support before checking out.

- Accidents where a participant has been injured. The race administration's ambulant team will come to the scene and the entire team must wait until the race administration has given their explicit authorization for the team to continue. In these situations, the teams must expect they will have to wait a while. If the injuries are deemed severe, the race administration will send for a helicopter.
- Teams can share/borrow/lend clothes/spare parts with each other
- Teams may stop and purchase food and drinks at “physical installations” such as grocery stores, gas stations and such along the race route. Please remember that receiving private support outside the checkpoints is strictly prohibited.

6.2 Technical support

The technical support car will stay ahead of the field as possible. The tech support car will only be available at the official checkpoints and also in special designated technical points. The tech support car offers gear for maintenance work and adjustments. Parts costs standard retail prices and will be charged the team after the race.

The tech support car will carry the spare parts the teams have turned in before the race and some of the most common spare parts such as chains, tires, tubes, knobs, bolts and wires. There will be tools available at all checkpoints for simple repairs. If a team needs gear turned in to the tech support car, they must call the tech car asap and report what they need and at which checkpoint they may get their gear. All gear turned in to technical support must be labeled with name and team number.

6.3 Sweap rider

Sweap rider's function is to make sure that the race get's the most possible finishers. If a rider must break and teammate wants to ride on, sweap rider can contribute as a temporary or permanent teammate so that the rider can finish. If the rider is later connected to another cyclist and they want to ride faster than the sweap raider, it's ok, but this must be reported to the secretariat.

Sweap rider OF300 follows the race from start to finish. The person cycles at the back of the field. Important that the last teams get the opportunity to complete their plan without too much influence from the sweap rider. Sweap rider is considered a cyclist in the regulations and can therefore assist other riders with simple technical service as well as assist with parts. The sweep rider can not in any way help physically, for example, to carry weight to others, or to drag other riders to the goal.

7. Checkpoints

There are signs leading to the checkpoints as well being clearly marked on the maps. The teams are obliged to ensure they're checked in and checked out of each checkpoint. Teams will receive a 120 minutes time penalty for each checkpoint they've missed checking in/out of. The checkpoints offer different degrees of service, the details of these are to be found in the checkpoint description information.

The bags the team turns in before the race will be awaiting them at one designated checkpoint. The bag must be labeled with the name and team number. At all checkpoints, there will be five (5) minutes obligatory stop. The teams themselves are responsible for these stops. The teams themselves decide how much time they want to spend at the various checkpoints, however, all teams must check in and out of all checkpoints. Teams must at stop one full hour at one of the checkpoints. The teams can decide themselves witch of the checkpoints they want to stop for one full hour. If a team return to checkpoint after checking out it will be their first check-in time that is counting.

8. Traffic rules

8.1 Traffic rules

The of300 takes place on public roads and trails that are not closed off to use by others. In turn, all riders have to adhere strictly to the applicable rules of the road (national traffic rules) – also if in a race situation. All regular Norwegian traffic regulations must be observed at all times during the race. The race takes place on private and public roads, paths, tracks and cart roads. Any and all instructions by traffic marshals and race officials must be adhered to. All riders are obliged to yield for other traffic when on private tracks/paths as well as showing the utmost care when passing hikers/pedestrians. It is not allowed to ride on footpaths in cities and urban areas.

8.2 Right side driving

The traffic law of keeping to the right side of the road/track/trail applies. Riders cannot cut corners under any circumstances. All trail and road sections, particularly those with blind corners, have to be ridden with utmost care, thus ensuring the safety of oncoming traffic and passing teams. Failing to comply with the right side regulations can result in sanctions such as time penalties, demotion/degradation or the team/rider being banned from the competition. The jury will decide the individual penalty in each and every instance.

8.3 Passing slower teams

The slower teams/riders have to make way for faster riders who clearly intend to pass them; the passing team must verbally or otherwise signal their intent. Slower riders must pay special attention to passing teams on steep sections where the slower riders might already be pushing/carrying their bikes.

8.4 Sportsmanship

Everyone must be considerate of fellow race participants, spectators, pedestrians and hikers crossing or passing the race track. Participants must not use offensive or abusive language during the race, act in an unsporting manner, be disrespectful to the officials, or ignore the race regulations. Inconsiderate riding and/or unfair behavior or actions will be subject to penalties. The precept of considerateness, sportsmanship and fairness applies to each and every participant.

8.5 Technical skills

Riders have to operate their bikes within their means and capabilities. Participants should be prepared for sudden brake maneuvers at any time but especially on downhill sections and technically demanding terrain. Any rider that isn't conducting the race in a safe and timely manner can be excluded from the race.

8.6 Stopping while on the race track

In case of injuries or mechanical problems, it is imperative to get off the trail / road right away and initiate first response or repairs away from (race) traffic.

8.7 Risk assessment

All participants are bound to assess the risk they're taking in every situation. Blind corner tracks/roads, passing vehicles/bikes or pedestrians must be traversed with the utmost care. The roads are not closed off to other traffic, it's therefore vital that all riders expect meeting hikers and on-coming traffic. Be prepared to expect the unexpected.

8.8 Accidents

If a participant suffers severe injury, the team members must call both 113 and the race administration. Participants finding a team having suffered severe injury are bound to stop and do their utmost to be of help. Awaiting helicopter and authorized emergency personnel, the teams must

perform first aid using the first aid kits carried in their backpacks. If need be, emergency personnel can instruct the team members performing the first aid on the phone. Teams that assist during an injury situation qualify for time reduction.

8.9 Sprint

In case of a sprint among riders in the finish area, it is prohibited to change lanes the last 100 meters before the finish line, wavering with the bikes to hinder a faster team passing, or in any way block the competing teams.

9. Protests, jury, penalties

9.1 Protests

Any protests must be submitted in writing after the rider has crossed the finish line, within the allocated time period, at the very latest 30 minutes after the official finish time. Result protests must be submitted along with an NOK 400 administration fee. If the protest is upheld, the deposit will be refunded. If the protest is not upheld, the deposit will be forfeited.

9.2 Jury

The race organizers will compile a jury that consists of 3-5 members. The jury will be in charge of result lists, race discrepancies and to judge over any protest that has been filed. Race participants acknowledge that they accept and comply with any decision reached by the jury and relinquish any contention to dispute possible claims or entitlements further.

9.3 Penalties and sanctions

Only the race jury can decide on implementing penalties and sanctions on participants breaking the rules or behave in any way that is damaging towards the race reputation, other participants or the sport itself. The race organizers' main goal is for as many riders to finalize the race as possible. A penalty in this context will therefore always be a time penalty in the first instance, unless the seriousness of the violation calls for an outright disqualification / exclusion as the only appropriate measure.

The following breaches of regulations will be reprimanded at least with a time penalty:

- Failing to check in/out at all of the checkpoints
- Failing to respect the five minute and one full hour obligatory stops.
- Lack of respect for the nature and the environmental friendly profile of the race: improperly discarding garbage or other items
- Not carrying the mandatory backpack equipment
- Taking off a helmet during race activities
- Ride without wearing starting numbers
- Tampering with starting numbers or mounting them in violation of race rules
- Receiving assistance from a third party outside of the checkpoint areas
- Inconsiderate riding / unfair behavior or actions
- Repeatedly and willfully taking shortcuts
- Thwart competitors
- Private support crews getting in the way of other competitors at the checkpoints
- Private support crews using the race's support at checkpoints

The following violations can lead to an immediate disqualification:

- Deliberately dangerous riding maneuvers especially when they jeopardize others, such as spectators and hikers.

- Hazardous riding maneuvers that may cause harm to animals
- Repeatedly breaches of the rules and regulations leading to time penalties.

9.4 Environmental aspects

Riders must respect the environment at all times, and no littering or damage to the environment will be tolerated. The race takes place in highly sensitive and vulnerable areas of wilderness. Any wrongful disposal of garbage or other items, on both private and public areas, will result in time penalties. Anyone who improperly disposes of garbage or any other article (including water bottles) outside of a check point will receive a time penalty of 60 minutes. If repeated, it will cause a 120 minutes time penalty. The third penalty of this kind results in disqualification without recourse. All drinking bottles must be marked with the teams' names.

9.5 Doping

The race organizers of the Offroad Finnmark 300 distance themselves from anyone who, with the intention of procuring any kind of performance advantage, ingests or otherwise uses in whatever way unlawful substances or stimulants. A reasonably justified suspicion suffices for an immediate disqualification from the of300 in this context. The race organizers expressly reserve the right to perform unexpected and unannounced doping tests on all riders. Refusing to submit to testing will lead to immediate exclusion from the race and the participant being stricken from the result records. All test results will be forwarded to national cycling federations. Positive results will lead to the participant having to return all prizes received and lifelong ban from Offroad Finnmark.

Please keep yourself updated on information regarding times on offroadfinnmark.no



Have fun out there!