

 **UCI**
MOUNTAIN BIKE
WORLD SERIES

ENDURO 
RULEBOOK

ENDURO RULEBOOK

This document is effective as of 1 January, 2023

Core Rules

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Appendix 1

WORLD CUP - POINT SCALE

Appendix 2

WORLD SERIES QUALIFIERS - POINT SCALE

0.1: Introduction | [return to menu](#)

Enduro mountain bike racing is designed to be the definitive test for the mountain biker, with the focus of each event on creating a great atmosphere, community, competition and adventure for the competitor, including the best riding on the best terrain available in the host region.

The racing platform detailed below outlines a format that allows riders to compete against each other, starting individually, on Special Stages which are designed to challenge the rider's technical ability and physical capacity.

This Rulebook outlines the specific competition regulations for the UCI Mountain Bike Enduro World Cup (EDR) and its affiliate events. The following rules aim to define the enduro mountain bike discipline while still allowing space for the individual tier levels to add their own individual characteristics to each event.

ESO Sports (ESO) reserves the right to change these rules at any time.



0.2.1 Tier 1 - World Cup

GENERAL

As UCI registered events, Tier 1 events will follow the basic UCI General Rules (Part I) and UCI Mountain Bike Rules (Part IV).

Tier 1 events will also follow and expect all riders and teams to follow the UCI Anti-Doping rules . Information on Anti-Doping and International Testing Agency (ITA) can be found on www.ita.sport

All EDR and E-EDR rules, documents and links are hosted on <https://ucimtbworldseries.com/>

For all other UCI documents go to www.uci.org



EDR

- ❖ 7 rounds (2023)
- ❖ UCI sanctioned
- ❖ Prequalified riders only (from EDR Global Rankings and Official UCI EDR and Mixed Teams)
- ❖ UCI licenses mandatory
- ❖ Tier 1 Fixed Start Format
- ❖ Racers are eligible to collect EDR World Cup and EDR Global Ranking points
- ❖ The overall category winners will be titled the UCI EDR World Cup Champion

Open entry/amateur racing is available under the name Open Racing (see Tier 2)

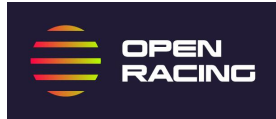


E-EDR

- ❖ Offered at 5 rounds of the EDR World Cup (2023)
- ❖ UCI sanctioned
- ❖ Prequalified riders (Official UCI Teams and select wildcards only)
- ❖ UCI licenses mandatory
- ❖ Tier 1 Fixed Start Format
- ❖ Racers are eligible to collect EDR World Cup points
- ❖ The overall category winners will be titled the UCI E-EDR World Cup Champion.

Open entry/amateur racing is available under the name Open Racing (see Tier 2)

0.2.2 Tier 2 - Open Racing



OPEN RACING

- ❖ Enduro and E-Enduro categories, offered at select rounds of the EDR World Cup
- ❖ Selection of EDR / E-EDR World Cup race stages
- ❖ Tier 2 Flexi Start Format
- ❖ Open entry - no prequalification requirements
- ❖ Relaxed race license requirements
- ❖ Racers with a UCI license are eligible to collect EDR Global Ranking points

0.2.3 Tier 3 - World Series Qualifiers

WORLD SERIES QUALIFIERS [WSQ]

- ❖ All Official UCI Enduro National and Continental championships plus select Enduro races registered on the UCI calendar
- ❖ Open entry - no prequalification requirements. Entries available directly through individual event organisers
- ❖ Racers with a UCI license are eligible to collect EDR Global Ranking points.

0.2.4 Event Organisers

Event Organisers (LOC) shall be entirely and exclusively responsible for the organisation of their race, with and to the administrative, financial and legal aspects.

The LOC alone shall be responsible to the authorities, participants, attendants, officials and spectators.

Monitoring by ESO, and where applicable, the UCI, national federations and by the commissaires, of the conduct of the race shall concern only the sporting requirements and the LOC alone shall be answerable for the quality and safety of the organisation and installations.

The LOC shall take whatever safety measures caution demands. The LOC shall ensure that the race may take place under the best material conditions for all parties concerned, riders, attendants, officials, commissaires, journalists, security services, medical services, sponsors, the public, etc.

0.3: Event Entry | [return to menu](#)

0.3.1 Categories

All categories are based on rider age on the 31 December of the competition year.

The official 2023 categories for the EDR Global Rankings as well as EDR World Cup standings are as follows:

Women Elite
Women U21 (2003 - 2006)
Men Elite
Men U21 (2003 - 2006)

Additional / different race categories based on age and level may be offered at Open Racing and World Series Qualifier events. Refer to Chapters 2-3 for details.

0.3.2 Transgender Policy

UCI MTB World Series adopts the current UCI policies and guidelines on transgender athlete eligibility.

0.3.3 Race Licenses

Tier 1 Events

UCI licenses are mandatory for all racers in Tier 1 events.

Tier 2 and 3 Events

License requirements for Tier 2 and 3 events are established by the National Federation in the host country and vary depending on the event. It is the responsibility of the racer to check and comply with license requirements.

Racers may also have the option to race with a one event license available for purchase from the national cycling federation in the host country. Check the Race Book or the Event Organiser's website for more details.

Only racers holding a valid / active UCI license will be eligible to collect EDR Global Ranking points. A rider must hold a valid UCI license prior to starting the race in which they hope to win points. No points will be awarded retrospectively should a rider purchase a UCI license after an event.



0.3.4 Qualification

Tier 1 Events

Qualification requirements for Tier 1 events are detailed in Chapter 1.

Tier 2 and 3 Events

There are no pre-qualification requirements for Tier 2 and Tier 3 events. Entries offered on a space available basis.



0.4: Course | [return to menu](#)

0.4.1 Structure

Enduro racing is about best use of the trails and terrain available to the Event Organiser. Rider experience and enjoyment should be the focus for any course designer. It is expected that, in order to achieve the best riding on the best trails possible, some Special Stages may feature climbing.

Liaison Stages

The composition of each Liaison Stage is at the discretion of the Event Organiser. Mechanical uplift (chairlift, shuttle etc), rider power (pedalling) or a combination of both is acceptable.

As a guideline, at least one Liaison Stage per event should be pedal powered (not chairlift, shuttle etc).

Special Stages

All Special Stages (*Abbreviated to SP in results/communications*) must follow a predominantly descending route and focus on testing the rider's technical skills. (Power Stages are exempted)

As a guideline for course designers, Special Stages should aim to contain an absolute maximum of 10% climbing and at least 90% descending. (Example: 2 vertical meters ascent for every 20 vertical meters descent).

All wooden features (eg. wall-rides or large bridges) especially those that are situated in compressions, turns or braking zones should be covered adequately with an anti-slip surface material.

A B-Line must be installed at every major gap jump or major drop off.

The General Classification (GC) of each race will be calculated by adding all Special Stage times together.

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

There is no minimum or maximum duration for a Special Stage.

All Special Stages must be fully marked prior to Official Training and must be closed to the public during all Official Training times.



0.4.2 Directions and Course Markings

Tape

Two pieces of course tape are installed on opposite sides of the course to create a “gate” which riders must pass between. In these areas, missing, crossing or passing the course tape on the wrong side will be deemed as course cutting. See *Figure 1 for an example of course taping.*

Gates

Gates can be used to clearly mark sections of the course that a rider must pass through. Missing a gate will be deemed as course cutting. See *Figure 1 for an example of course taping.*

Course Markers

Course markers may be used to define the trail in place of, or in conjunction with tape or branding. Course markers installed on opposite sides of the course will create a “gate”, riders must pass between them.

Branding

Branding can be used as course marking in certain sections. Branding will be used in conjunction with other course markings to create a gate, riders must pass between them.

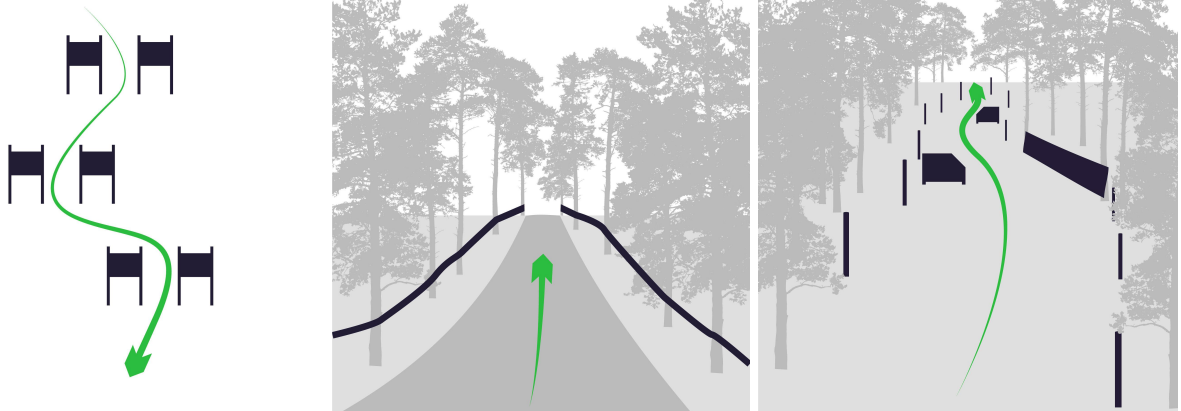


Figure 1: Examples of installed gates,

0.5: Competition Requirements | [return to menu](#)

0.5.1 Rider Equipment

Only one frame, fork and one set of wheels can be used by a racer during a race.

Only upon approval of the Commissaire or Race Director, a racer may replace a frame, fork or wheel during the race.

A 3 minute penalty will be awarded to every racer who, having received approval by the Commissaire or Race Director, replaces the equipment listed above.

Any racer found to have replaced a frame, fork or wheel during the race without consent from the Commissaire or Race Director will be disqualified (DSQ).

A racer can use different/unmarked equipment during Official Training.

0.5.2 Equipment Marking

Equipment Marking Stickers must be utilized at all Tier 1 events.

Stickers must be applied on the rider's right hand side of the bike.

- Fork Crown
- Swingarm / Rear triangle
- Front triangle
- Both wheel rims

E-EDR will receive two additional marking stickers which must be placed on both batteries.

Stickers must be placed on the bike by the racer prior to the race start. Any problems with the Stickers must be reported to the Commissaire or Race Director at the earliest opportunity and/or prior to race start.

Racers who lose their Stickers prior to the race start may be issued a time penalty.

Racers' bikes will be checked for marking at the start of the race and at the finish of the final stage. Other random checks of stickered equipment may be carried out throughout the race.

Following a repair, the racer must return to the Commissaire or Race Director to have the replacement part(s) re-marked (if applicable) before rejoining the race.



Sticker Location Diagrams:

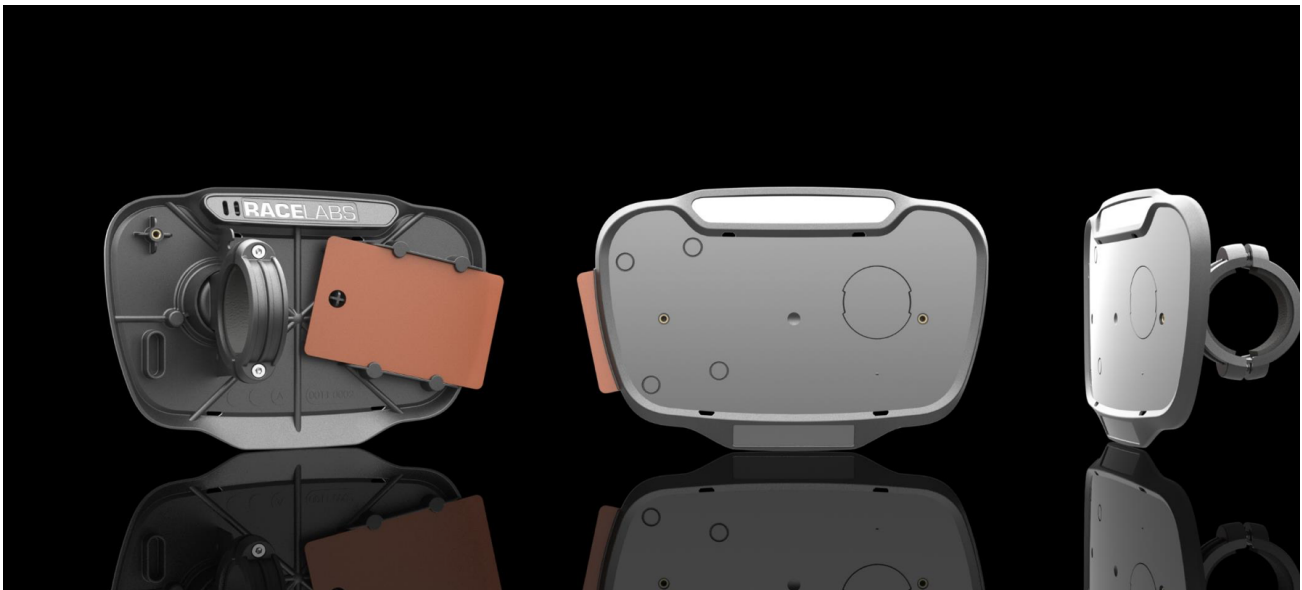


0.5.3 RaceLabs Race Plates

Reusable RaceLabs plate holders will be used at all 2023 Tier 1 EDR and E-EDR races.

Purpose and features:

- Reducing single use plastics
- Integrated emergency medical card providing clear communication to the emergency response chain trackside
- Avoid scuffing and scratching damage to the bike, using a single, easy to mount bar clamp
- Clears all cables, no more cutting and bending throw-away plastic number plates
- Easy to read by race officials and looks professional.



Altering, cutting or placing of unauthorized sponsors' logos on race plates is not permitted and may result in a penalty.

Lost race plates will be subject to a fee of 50 EUR

0.5.4 Team Plates

Refer to Chapter 1 for Team Plates.

0.5.5 Training

On-bike training must be scheduled by the Event Organiser on all Special Stages before timed competition begins. Practice on all Special Stages is strongly recommended.

Details of training times are to be published ahead of the event in the Race Book (see Chapter 0.9.1). In rare circumstances (e.g. remote backcountry/weather), and only when approved by ESO, scheduled training times may be reduced or removed completely.

At all EDR and Open racing events (Tier 1 & 2), all Special Stages must be kept closed to racers following the course map release until Official Training commences. This is to allow the organisation to mark and prepare each Special Stage. Any racer found riding on a Special Stage outside of Official Training will be subject to a penalty including disqualification.

This restriction is not applicable to Tier 3 Qualifier events unless specifically stated in the individual event rules or Race Book.

At all EDR and Open racing events, a maximum of ONE training run is allowed per Special Stage, including repeated stages.

This restriction is not applicable to Tier 3 Qualifier events unless specifically stated in the individual event rules or Race Book. ESO recommends limiting the training time to reduce the impact of excess rider traffic on trails and to increase the fairness between local and visiting racers.

Unless otherwise agreed by ESO, Official Training should not be held for more than two days prior to the race.

During Official Training times, riders must only access a Special Stage from the Stage start and are NOT permitted to push up or create congestion on a Special Stage during Official Training. Any rider found to be accessing a stage by pushing or riding upwards against the direction of travel will be penalised. 'Sectioning' of a Special Stage is allowed unless otherwise stated. Riders sectioning in practice must push up outside the course marking.

Only riders with a number plate attached to their bike will be allowed on course during Official Training.

Walking of stages without a bike is allowed at any time unless stated in the event's Race Book.

With the exception of the E-EDR and related events, riders are NOT permitted to use an e-bike on any part of the course during Official Training.



0.5.6 Shuttling

The transport of riders between Special Stages by private/team transport (shuttling) is strictly limited to public, open roads during Official Training. A rider found using a private or team vehicle on a closed/private road or track will be subject to a penalty including disqualification.

In certain circumstances, the use of public roads may be restricted for safety, medical access and/or to avoid excessive congestion on narrow roads. In such circumstances, official drop off zones will be marked on the course map and communicated in the Race Book. Any racer found shuttling beyond the official drop off zone will be subject to a penalty including disqualification.

Any specific details regarding shuttling will be outlined in the Race Book (see Chapter 0.9.1).

During the race, no private/team transport can be used at any time.

0.5.7 Course Cutting

Taking shortcuts on course in order to gain an advantage can both damage the environment and bring the sport of enduro mountain bike racing into disrepute. Therefore, any rider trying to save time by choosing a line that lies outside of the defined trail will be disqualified (DSQ).

The Commissaire or Race Director may choose, in exceptional circumstances, to apply a time penalty instead of 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 a DSQ.

0.5.8 Outside Assistance

Racers are allowed to stop en-route to access water and food at neutral shops/cafes and water supplies.

Personal responsibility and self-sufficiency are a large part 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 may assist other racers on course.

Riders should be prepared to carry sufficient water to last a minimum of 2 hours of racing between water stops. Although water may be available more frequently than this at many events, no rider should assume so and therefore must be prepared to keep themselves hydrated for a minimum of 2 hours of riding. Food or equipment stashes are not permitted – see Chapter 0.8.1.

Outside Assistance restrictions apply to Tier 1 events – see Chapter 1.



0.5.9 Results

The General Classification (GC) will be calculated by adding all Special Stage times together for each rider. In the event of unforeseen or extreme circumstances, the Race Director can decide to withdraw a Special Stage(s) from the General Classification.

In the case where Special Stage(s) have had to be cancelled, an event must have a minimum of two complete Special Stages in order for the result to be deemed valid for the Global or (if applicable) World Cup ranking.

In the event of a tie in the General Classification, the highest placed rider in the final stage will be awarded the higher final placing.

In the event of a rider being unable to complete their stage due to assisting another rider in a medical emergency or due to some other exceptional circumstance outside of the control of the racer, and a re-run being unable to be offered to the racer. The racer's average Special Stage positions (minus their worst stage) will be taken and the appropriate time awarded to the racer on that given Special Stage.

A rider not finishing a Special Stage (DNF) will NOT be allowed to rejoin the race at any time.

Any Stage points accumulated prior to DNF will still be awarded.

No Stage points will be awarded if a rider is disqualified in the General Classification.

0.5.10 Podiums and Prize Money

Podium presentations will be made for the top 3 riders in each category.

All riders must attend the podium as scheduled – failure to attend on time may result in a 200 EUR fine and / or a forfeiture of any relevant titles or prize money.

Inappropriately dressed event staff (e.g. podium girls) are banned at all ESO event award ceremonies.

All prize monies paid at ESO events must be equal between Male and Female categories.

See Chapter 1 for Tier 1 event prize money minimums and World Cup Overall prize money.



0.5.11 Leaders Jerseys

Refer to Chapter 1 for EDR and E-EDR World Cup Leader Jerseys.

0.5.12 National Champions Jersey

Sleeves and arm bands are only permitted for Official National Cycling Federation awarded Enduro National Champions.

A rider who has won a UCI recognized Enduro National Championship in their country must have their National Champion jersey approved by their National Federation prior to UCI EDR World Cup competition.

0.6: Safety | [return to menu](#)

0.6.1 First Aid + Evacuation

A Medical Plan and location of the First Aid Base will be available at race headquarters.

Medical staff should carry a first aid qualification and meet the standards required in the given territory of the event.

The Event Organiser must supply each racer with the details of who to contact in the event of an accident on course.

During Official Training, the Event Organiser must provide at least one medical base station open during all training hours, basic on course medical cover and medical contacts for riders to use in the event of a training accident.

It is best practice for the Event Organiser to include space for a rider's medical details and emergency contact information on the card situated in the rear of the number plate. It is the rider's responsibility to add any personal details accurately. See Chapter 0.5.3 RaceLabs race plates.

In remote events that include hard to access backcountry stages, the Race Director may ask all riders to carry a whistle, to be used to attract attention in the event of an emergency. It is the rider's responsibility to supply their own whistle.

It is strongly recommended that Event Organisers phase Official Training into zones to reduce the areas needing to be covered by medical staff during Official Training times.

For example: Special Stages 1-3 open Friday Morning (09:00 - 12:00), Special Stages 4-6 Friday Afternoon (13:00 - 16:00)

Where a rider believes another competitor is injured on course, they should alert the next race official / marshal they see. The Special Stage result of any rider delayed due to voluntarily assisting another rider will be determined by the Commissaire or Race Director per 0.5.9

Race Directors and / or medical staff reserve the right to remove any racer from the course if they feel it is unsafe for the racer to proceed.

Race Directors may also remove any racers from course if the racer exhibits disruptive or reckless behaviour that endangers themselves or others.

Race Director reserves the right to halt or cancel the event in case of emergency, adverse weather conditions or unforeseen circumstances.

0.6.2 Concussion Protocol and Medical Records

Any racer who fails a concussion assessment by a qualified medical practitioner, during that event, will be removed from the current practice session or race and will be prohibited from further participation in any



practice session or race until cleared in writing by a doctor to resume such activity.

Should a concussion be confirmed by a medical doctor, the athlete is responsible for completing a "graduated return to activity" plan.

During all ESO events, medical staff may collect preliminary rider injury and illness data, in order to monitor the magnitude of issues that occur. As part of a rider's participation this will include a rider's medical data should any rider sustain an injury (or illness) during an event.

No rider will be identifiable at any stage during any collection of this data, and any data collected on a rider will be anonymized and kept strictly confidential at all times. The information gathered may be used by the ESO to help guide and direct future rider health and injury/illness prevention initiatives. A rider does not need to do anything as part of this data collection.

0.6.3 Safety Equipment Requirements

All riders must wear a helmet during competition, during both Liaison and Special Stages. The helmet should meet the regulations set by the Event Organiser. The correct fitting, condition and suitability of the rider's helmet is the sole responsibility of the rider.

A two-piece helmet (with removable jaw piece) will be accepted as a full-face helmet. However, due to national insurance and federation regulations any helmet used in an event must pass the standards of that territory's national regulations. Further information may be found in the Race Book for each event.

Specific body protection and helmet requirements may also be stipulated at each event, in accordance with that territory's national regulations. Any protection rules put in place by the Event Organiser must be followed by all racers. No exceptions will be permitted.

For safety reasons the Event Organiser of any event can make it mandatory that ALL racers carry a water/windproof jacket or whistle. In this case, no racer will be allowed to leave the start line without the prescribed equipment. Details of any mandatory equipment will be announced in the Event Notice section of the Race Book. All riders must attend a race prepared for this eventuality.

It is strongly recommended that all racers carry:

- Suitable backpack
- Waterproof jacket
- Emergency blanket
- Tube / puncture repair kit
- Multi tool
- Basic, well maintained first aid kit
- Course Map
- Food and fluids
- Eye protection (glasses or goggles)
- Emergency contacts supplied by Event Organiser
- Whistle



0.7: Environmental Rules | [return to menu](#)

0.7.1 Waste & the Environment

Enduro mountain bike racing allows us to ride into remote, backcountry areas of natural beauty. It is of the utmost importance that all racers respect the environment and consider the impact they leave behind for the local riding community. The below rules have been put in place to protect our trails and our riding environments.

ESO and its local organisers reserve the right to penalise any rider whose actions are deemed to seriously damage the local environment.

No disposable goggle tear-offs are allowed to be used.

Riders cannot intentionally drop anything (e.g. food wrappers, tubes, broken equipment etc) outside of a publically available trash can. Any rider deemed to be abusing the environment will be penalised. Riders must always aim to leave nothing on course.

Riders must not store food and drinks or clothing and equipment on the trail (Food/Gear Stashes). Packaging left behind and uncontrolled food supplies may have a serious impact on local wildlife and the local environment. Any rider found to be hiding or retrieving supplies from unofficial feed / tech stations will be penalised.

Riders must not store or drop clothing or equipment on the trail (Kit Stashes) during Official Training or racing. All riders must remain self-sufficient and carry off the trails what they carry onto them.

Any racer found damaging the course or altering a Special Stage without the Event Organiser approval will be subject to a penalty including disqualification.

0.7.2 Single Use Plastics

ESO is working towards eliminating single use plastics at all events. Local Event Organisers are urged to minimize single use plastics.



0.8: Communication | [return to menu](#)

0.8.1 Race Book

The Race Book document will be made available online and will include the following details:

- Schedule including course announcement date
- Race entry procedures and cancellation policies
- Race categories
- License requirements
- Protection rules
- Uplift / shuttling plan
- Venue map
- Course overview
- Emergency response and medical
- Event Organiser contacts
- Any other special regulations or policies

The Race Books will also include an Event Notice section. Any updates or changes will be published in the Event Notice section.

The Race Books may also contain other information regarding the venue and race logistics to help racers plan and prepare.

It is the rider's responsibility to read and understand the Race Book. Having not read the Race Book will not be accepted as an excuse for any rule violation by any rider.

Race Book documents are available on <https://ucimtbworldseries.com/> for Tier 1 / 2 events. Refer to the Event Organiser's website for official Qualifier Tier 3 events.

0.8.2 Rider Briefing

An electronic Rider Briefing will be hosted for Open Races prior to the race commencing. Refer to the Race Book for schedule.

0.8.3 Course Maps

A course map must be produced by the organiser and displayed at registration and in Race Headquarters. This map may also be published on the event website. Riders must study the map and understand the race route before leaving the start.

For Tier 1 (and related) events, the course map must be released minimum 5 days before training starts. *Example: Course map release - Sunday - Official Training - Friday. Race – Saturday, Sunday.*



0.9: Rankings | [return to menu](#)

0.9.1 EDR Global Rankings

The EDR Global Rankings are based on the EDR World Cup, Tier 2 Open Racing, and Tier 3 World Series Qualifier events. All points scored will be included in the EDR Global Ranking.

E-EDR results are not included in the EDR Global Rankings.

Effective 2023, EDR Global Rankings will be calculated on a rolling 12 month basis.

0.9.2 World Cup Standings

Refer to Chapter 1 for details regarding the EDR and E-EDR World Cup Overall Standings, titles and prize money.

0.9.3 Team Rankings

Only official UCI MTB EDR and Mixed teams will contest the team rankings of the EDR World Cup. See Chapter 1 for details.



0.10: Anti Doping Policy | [return to menu](#)

0.10.1 Anti-Doping Policy

All riders entered into the event must comply with all Anti-Doping regulations and procedures if asked to do so. Failure to do so will result in disqualification from that event and further penalisation as deemed appropriate by ESO.

ESO will respect and assist any National Cycling Federation / Anti-Doping Agency operating anti-doping controls at EDR events.

ESO will respect all penalties imposed by any Anti-Doping agency on any rider in the EDR.

Any rider serving a ban imposed by any Anti-Doping Agency, in any individual nation, will not be able to compete in any ESO event (Tier 1, 2 or 3) for the duration of that ban.

Any ESO event (Tier 1, 2 or 3) results achieved during the period of an anti-doping rule violation, including any retrospective bans or penalties, shall be disqualified.

ESO reserves the right to maintain a zero-tolerance approach to drug taking in EDR.

ESO will follow all ITA rules, protocols and procedures. It is the responsibility of all riders, teams, coaches to read and follow all advice and documents provided by ITA.

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

For all information on ITA, protocols and Banned Substances visit www.ita.sport



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0.11.1 Commissaires

At all Tier 1 events, the appointed Chief UCI Commissaire will have the final say in rule violations and penalties.

At other UCI MTB World Series affiliated events where a commissaire has been appointed, the Commissaire will have the final say. If no Commissaire has been appointed, the Race Director is responsible for the application of the rules and has the final say.

0.11.2 Rule Violation Recording

All rule violations must be filed, including the recording of witnesses, with the Commissaire or Race Director using the Rule Break Report Form available at: <https://ucimtbworldseries.com/>
No rule violation will be discussed with a rider unless a complete Rule Break Report Form has been submitted.

The Race Director 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 Commissaire or Race Director.

ESO officials may also report rule violations to the Commissaire or Race Director.

There is no appeal process for rule decisions following the hosting of the podium. All results will stand following this time.

0.11.3 Penalties

The Commissaire and Race Director are authorized to give additional penalties (including verbal warnings, fines, relegation of position, time or points penalty and/or disqualification) that are not listed in the Rules in the case of a rider who fails to respect the other riders, the spirit of the sport, the environment or the organization.

0.11.4 Yellow / Red Cards

ESO has the right to issue any rider a yellow card at any time throughout the season. Yellow cards may be issued following clear and supported evidence of a serious rule violation post-event, or in exceptional circumstances during an event.

A second card issued to a rider in one year will be red. A rider issued a red card will have up to 200 Ranking points deducted from their season total.

Yellow or Red cards can be awarded up to 1 month after the date of the rule violation. A list of Red and Yellow cards issued during a season will be hosted on <https://ucimtbworldseries.com/>



0.12: Athlete Ethos | [return to menu](#)

ESO aims to run a series that pushes the level of athleticism, and sporting endeavour, while also firmly promoting the correct ethos for all. Riders considered to have broken the standards expected by ESO may face disqualification or ban.

Therefore, if at any time, in the opinion of ESO, a rider becomes the subject of public disrepute, contempt, or scandal that affects ESO's image, reputation or goodwill, then ESO may, upon written notice to rider, immediately suspend or terminate the rider's entry to any or all ESO events.

We simply ask all riders to;

- Respect the trail
- Respect each other
- Respect the environment
- Respect the local community
- Respect the organisers, staff and volunteers
- Respect the rules and fair sport

1.1 General | [return to menu](#)

1.1.1 Training

A maximum of one training run is allowed per Special Stage at Tier 1 events.
(this includes repeated stages)

Refer to Chapter 0.6.4 for Core Rules - Training.

1.1.2 Outside Assistance & Technical Assistance Zone (TAZ)

Only in the Technical Assistance Zone (TAZ) are racers allowed to change any part of their clothing or equipment (not stickered bike parts) with the assistance from non-racers.

The TAZ will have a designated catchment area (approx 1km²). Riders may only access TAZ if the official course falls within this catchment area.

Racers are allowed to collect and drop equipment or food in the TAZ.

Racers are only allowed to give any waste equipment to another person (this includes event or team staff and fans) in the TAZ.

No food is allowed to be prepared or given to a racer by a member of the racer's support crew unless the rider is in an officially marked TAZ.

Racers can gain verbal assistance from anyone during a race but no one other than another racer can physically help a racer, touch their equipment or provide any supplies outside of the TAZ.

Team staff are not allowed to set a pace for their team riders along Liaisons by riding with them or in front of them. Pacing is defined as when a rider is assisted with their speed on a Liaison through either ongoing and regular verbal or aerodynamic assistance by a non-racer.

Refer to Chapter 0.6.7 for Core Rules - Outside Assistance.



1.1.3 GPS/Tracking, Onboard Cameras, Timing and Live Streaming

Racers must carry their Timing Chips on their wrists.

Racers are responsible for 'dibbing in' at all Official Time Checks. This includes the Pre-Start Time Check located close to the start line of every Special Stage.

If requested by ESO, a racer must carry an official GPS/tracking device or POV camera supplied by ESO during competition. The GPS/Tracking units and POV cameras will be distributed to the select riders before the start. Failure of a racer to carry their allocated device will result in a 500 EUR fine. All data will remain the right of ESO.

Riders will be charged for any timing chips, GPS units or POV cameras not returned at the finish line. Full details will be published in the Race Book.

Only Official UCI Teams and partners will be allowed to film at Tier 1 events (subject to the terms of the ESO Broadcast Rights Agreement).

Only riders from Official UCI Teams and partners will be permitted to wear onboard cameras during race days at Tier 1 events. All rights will be retained by ESO.

Any onboard camera or live streaming of competition by riders or teams must be pre-approved by ESO before broadcast.

All broadcast rights for Tier 1 events remain the right of ESO.

ESO / UCI camera waiver

Any racer wearing an onboard camera during Official Training or races at a Tier 1/2 EDR event is deemed to have read and agreed to the Union Cycliste Internationale (UCI) [Technical Regulations](#) document, article 1.3.006 BIS.

Racer is fully aware and conscious of the potential risks that might arise with the use of such equipment and accepts them. To the extent permitted by the applicable law, racer releases UCI, their National Federation, the organisers, the host broadcaster, the sponsors, and their respective members, directors, officers, employees, volunteers, contractors and agents from any liability linked to the utilisation of the camera on the bicycle and/or onto the visors/peaks of the helmet. This concerns in particular cases of accidents, injury, and damage to personal property or third-party property linked to the utilisation of a camera on the bicycle and/or onto the visors/peaks of the helmet during training sessions / qualifications / finals of the EDR and Trophy of Nations on the UCI International Mountain bike events calendar.

Racer acknowledges and agrees that they will not receive any cash payment or other financial compensation for the rights and permissions granted by them under this agreement.

In addition racers acknowledge and adhere to the 2023 UCI MTBWS Terms and Conditions document.



1.1.4 Liaison Stage Delay / Missed Start

Racers in Tier 1 events will have preassigned start times for all Special Stages.

All late riders must start, under instructions from the official starter. There is no fixed start interval between late starters as the goal is to keep late riders racing, without affecting other riders on course.

In cases where the racer is delayed further due to insufficient gaps in the start order, penalties will be calculated based on a racer's Stage Check-in time. If a rider fails to check-in, the penalty will be based on their Stage start time.

Late starters will receive a fixed penalty:

Up to 5 minutes late = 1 minute penalty

5+ minutes late = 5 minute penalty

30+ minutes late = DNF

Any racer arriving at the start of a Special Stage later than 30 minutes after their specified start time will be assigned a DNF for the race and should not complete any other stages.

Start Penalties

A rider is allowed to start with both feet on the pedals.

Any rider starting before the Starter's orders may be subject to a penalty. Other Start Violations (example: pushing into queue, delaying start, jumping start etc) may also be subject to penalty.

Delays

Any delay applied to Special Stage start times must be maintained throughout that day of racing.

Commissaires must not attempt to catch up on delays while racing is underway.

Example. If there is a 10 minute course hold on Special Stage 1, 10 minutes must be added to the start times to all remaining Special Stages for the balance of the day.



1.1.5 Team plates

Team plates will be assigned at the beginning of the season to Official EDR Teams and allow team staff to be on course and assist riders during practice only.

Team staff are not permitted to ride stages outside their riders' specific practice window.

Each Official Team is allocated the following number of plates:

- Elite Teams - 2 plates
- MTB Teams - 1 plate

Team plates are non transferable and will be numbered and labeled to ensure exclusivity and keep excess traffic to a minimum during practice. Any team found to be transferring Team plates or riding stages outside of their team's specific practice window will have their Team plate privileges revoked.

Lost / Replacement Team plates will be subject to a fee of 50 EUR



1.2 EDR | [return to menu](#)

1.2.1 Race Format and Course

- Individual start on all Special Stages
- Minimum of 4 Special Stages per event
- Maximum of 8 Special Stages in a one-day event
- Maximum of 2400m elevation climbed in one day. (+10% in agreed circumstances).
- Minimum of 3 different tracks must be used per event
- Individual start times for each Special Stage must be provided by the Event Organiser unless otherwise agreed with ESO
- An identical Special Stage cannot be raced more than two times during one race except in exceptional circumstances (example: extreme weather)

1.2.2 Race Categories

Women Elite

Women U21 (2003-2006)

Men Elite

Men U21 (2003-2006)

A Master or U21 racer may apply to race in the Elite categories (as applicable).

A U21 rider who has been accepted into the Elite category may not return to the U21 category in the same competition year.

Racers in the Women Elite (top 10 current World Cup standings and protected riders) and Men Elite (top 30 current World Cup standings and protected riders) will be collectively referred to as Group A. All other racers will collectively be referred to as Group B.

1.2.3 Event Entry and Qualification

UCI licenses are mandatory for eligibility and event entry.

In order to race in the EDR World Cup, riders must either be on an official UCI EDR or Mixed Team or have the minimum required number of EDR Global Ranking points

2023 RESERVED ENTRIES

The top ranked riders in the final 2022 Enduro World Series Global Rankings (which includes points from the 2022 EWS, EWS100, EWS80, and EWS Qualifiers events) are added to the Reserved Entry List and are offered priority entry for all 2023 EDR World Cup rounds.

Minimum Points from the 2022 EWS Global Rankings

- Men: 125 points
- Women: 125 points
- Men Under 21: 75 points



- Women Under 21: 50 points

Reserve Entry List riders will be eligible to register during a designated week in February .
No Reserve Entries will be held past the published closing entry date.

WILDCARDS

Applications for Wildcard entries for the EDR World Cup will be accepted and reviewed during the Reserved Entry week.

The global Wildcard spots are meant for riders that have had outstanding results (whether in enduro or other cycling disciplines) – but due to some special circumstances did not secure a spot on the EDR Reserve Entry List.

The global Wildcard entry system is not meant as a substitute to the EDR World Cup qualifying process. Wildcard applications will only be considered if there are exceptional circumstances why a rider did not qualify through the regular process.

Application form will be available on <https://www.ucimtbworldseries.com/>

EWS MASTER WILDCARDS

Top ranked Master riders from the 2022 EWS Global Rankings can apply for a wildcard entry to race the EDR World Cup in the Elite category. Applications should be submitted during the Reserved Entry week.

Eligibility for Master riders to race in Elite at the World Cups will be based on a recalculation of their 2022 Enduro World Series results compared with the Elite Men or Women category.

Any Master racer that would have achieved 125 points in the Men or Women's category (as applicable) will be eligible to register for the Elite category in the EDR World Cup.

2023 UCI TEAM ENTRIES

Up to 10 riders from each official EDR and Mixed Team are guaranteed entry at each EDR World Cup event.

2023 QUALIFICATIONS

EDR World Cup qualification points and Golden Tickets will be available at World Series Qualifier (WSQ) events (which include all Open Races, all UCI Enduro national and continental championships, and select Enduro races registered on the UCI calendar).

Refer to Chapter 2 (Open Races) and Chapter 3 (WSQ events) for details.



Eligibility to enter the EDR World Cup is based on the following minimum 2023 EDR Global Ranking points

- Men Elite: 125 points
- Women Elite: 125 points
- Men U21: 75 points
- Women U21: 50 points

Registrations will be processed within the deadlines indicated on the official program published on the UCI MTB World Series website.

1.2.4 Seeding and Start Order

Seeding

Riders will be seeded based on a combination of their current 2023 EDR World Cup and EDR Global ranking, their final 2022 EWS Series and Global Ranking, UCI team status (if applicable), and any other relevant race results.

Men U21

Women U21

Women Elite (*outside top 10*)

Men Elite (*outside top 30*)

Women Elite (*top 10 EDR World Cup rank and protected riders*) - Group A

Men Elite (*top 30 current EDR World Cup rank and protected riders*) - Group A

The Top 20 Men Elite and Top 10 Women Elite will be awarded a fixed number board in relation to their 2022 EWS World Series ranking for the entire season.

Protected Riders - Riders with a fixed number plate relating to a previous year's ranking of top 20 (Men) and top 10 (Women) will be protected in the seeding for each EDR World Cup race. Any rider with a fixed number, not ranked within the Top 20 (Men) and Top 10 (Women) will start in order of the lowest number first from 21st place (Men) and 11th place (Women).

Select riders chosen by ESO Sports, including protected riders returning from injury, can be added to the start list from position 21 (Men) and 11 (Women) but following all protected riders (see above).

Very select international riders not previously ranked in the EDR World Cup and chosen by ESO Sports may also be seeded following the official UCI Team riders.

Riders moving from U21 to the Men/Women Elite categories may be manually seeded by ESO for the first round of the current year.



Reseeding - Final stage / TAZ

Group A racers will be reseeded for the final stage based on the General Classification. The start order will be fastest last.

Any Group B racers ranked in the Top 20 (Men) and Top 10 (Women) of the General Classification will be reseeded to Group A after TAZ if applicable. A mandatory time check will be conducted at TAZ to ensure riders are reseeded accordingly.

Start Intervals

Riders in the EDR World Cup will have individual preassigned start times for all the stages.

Start intervals between riders must be a minimum of 30 seconds.

A 1-minute interval should be added every 10 – 20 riders to allow a clear gap to start riders who have missed their start.

A ten-minute interval between the Group A Men and the Group A Women categories must be allocated to allow accredited media to move on track.

1.2.5 Ranking Points

Both EDR World Cup and EDR Global Ranking Points will be awarded for EDR World Cup races.

Full points table available in Appendix 1.

1.2.6 Stage Points

Series ranking points will be available on every stage for positions based on the table below

Position	MEN ELITE	WOMEN ELITE	MEN U21	WOMEN U21
1st	20	20	10	10
2nd	17	17	8	8
3rd	15	15	6	6
4th	12	12	4	4
5th	10	10	3	3
6th	9	9	-	-
7th	8	8	-	-
8th	7	7	-	-
9th	6	6	-	-
10th	5	5	-	-



1.2.7 Official Teams and Team Ranking

The deadline to apply to be an Official UCI MTB team is 15 January. Applications are processed by the UCI.

Every Official UCI EDR and Mixed Team will receive a maximum of 10 reserved entries per event.

Only Official UCI EDR and Mixed Teams will contest the EDR World Cup team ranking.

The EDR World Cup Team Ranking will be calculated using the three rider's highest points scoring results (including E-EDR) at each EDR round.

Example: Team A wins the EDR Men Elite, E-EDR Men Elite and Men U21 category. That team will be awarded a total of 800 EDR Team ranking points for that round plus any stage points accumulated.

The Overall World Cup Team ranking will be calculated by adding together all EDR World Cup rounds.

In the event of multiple teams finishing the World Cup on equal points, the team with the highest amount of EDR World Cup points won in the final round will be placed higher in the final team ranking.

1.2.8 Prize Money

Event - Prize Money Minimum	
Men and Women Elite	Prize Money (€)
1 st	1,500
2 nd	1,200
3 rd	900
4 th	750
5 th	600
6 th	450
7 th	375
8 th	300
9 th	150
10 th	75
<i>Total prize purse minimum = €12,600</i>	

Event Organisers are encouraged to pay more prize money than the minimum amounts stated above.

EDR World Cup Overall Prize Money	
Men and Women Elite	Prize Money (€)
1 st	10,000
2 nd	6,000
3 rd	4,000
4 th	2,000
5 th	1,000
<i>Total prize monies = €46,000</i>	

1.2.9 World Cup Titles

The EDR World Cup Overall title will be awarded to the athlete with the highest number of UCI World Cup ranking points (including any bonus stage points) after the final round.

- All EDR World Cup rounds will count towards the overall points total for the Elite categories.
- The U21 Overall title will be decided using each rider's best 5 EDR World Cup results

In the event of a tie in points, the rider with the highest placing in the most recent event will be awarded the overall Leader Jersey. If a tie in points occurs at the final round of the World Cup, the rider with the highest placing in the last event will be awarded the World Cup Overall title for that year.

The overall category winners will be titled the UCI EDR World Cup Champion.

A specially designed trophy will be awarded to the winner at the final round of the World Cup.

1.2.10 World Cup Leader Jerseys

Leader jerseys will be awarded to the overall leaders in EDR Categories.

The leader's jersey is compulsory for the rider leading a UCI World Cup standing.

The colours and the design of the leaders' jerseys shall be communicated to the riders once approved by the UCI.



1.3 E-EDR | [return to menu](#)

1.3.1 Race Format and Course

- Individual start on all Special stages
- Minimum of 6 Special Stages per event
- Minimum 1 short technical uphill stage per event (Power Stage)
- At least 4 different Special Stages must be used per event
- An identical Special Stage cannot be raced more than two times during one race except in exceptional circumstances (example: extreme weather)
- The course will consist of 2 loops with 2-6 Special Stages in each loop.
- Each loop will take approximately 1.5hr - 2hr to complete with an estimated 1400m (maximum) +/- per loop
- Riders are limited to using one battery per loop
- Each loop will be split with a minimum 30 minute break in TAZ for battery changes
- Maximum of 2800m climbing in a one-day event (+10% in agreed circumstances)
- All Special Stages are timed and count towards the final time and therefore race result.

1.3.2 Race Categories

Women Elite

Men Elite

1.3.3 Event Entry and Qualification

Entry in the 2023 E-EDR World Cup is restricted to riders on official UCI EDR and Mixed Teams and select wildcards only.

Teams are limited to fielding 3 riders per event. Wildcard entries will be allocated where available.

UCI licenses are mandatory for eligibility and event entry.

1.3.4 Seeding and Start Order

Seeding

Riders will be seeded based on a combination of their 2023 World Cup Ranking, their final 2022 EWS-E Series Ranking, and any other relevant race results.

Racers will be seeded fastest first.

E-EDR categories will start before the EDR categories.



Start Intervals

Racers will have individual preassigned start times.

Start intervals between riders must be a minimum of 30 seconds.

A 1-minute interval should be added every 10 – 20 riders to allow a clear gap to start riders who have missed their start.

1.3.5 Missed Stage Start Penalties

See Section 1.1.4 Liaison Stage Delay / Missed Start for Missed and Late Stage Start Penalties.

1.3.6 Ranking Points

EDR World Cup overall ranking points will be awarded.

E-EDR results are not included in the EDR Global Rankings.

Full points table available in Appendix 1

1.3.7 Power Stage

At least one Special Stage per E-EDR event will be designated as the Power Stage.

Riders are permitted one practice run on each Power Stage. Once riders start the stage, they must continue to the stage finish without repeating a section.

Riders are not permitted to ride down the Power Stage in order to section it. Any rider found to be sectioning or riding the stage in reverse will be subject to penalty.

Riders are permitted to stop in an appropriate section or in the case of a mistake, however they must restart at the same point.

Riders will have an additional time to walk the Power Stage prior to practice.



1.3.8 Stage Points

Series ranking points will be available on every stage for positions based on the table below

Position	E-EDR MEN	E-EDR WOMEN
1st	10	10
2nd	8	8
3rd	6	6
4th	4	4
5th	3	3

1.3.9 Official Teams and Team Ranking

The deadline to apply to be an official UCI MTB team is 15 January.

There is no separate E-EDR Team category. E-EDR team registration is combined / included with EDR.

There is no separate E-EDR Team ranking. Points from the E-EDR will be combined / included with the EDR Team Ranking.

1.3.10 Prize Money

Event - Prize Monies Minimum	
Men and Women Elite	Prize Money (€)
1 st	1,000
2 nd	600
3 rd	400
4 th	200
5 th	100
<i>Total prize purse minimum = €4,600</i>	

Event organisers are encouraged to pay more prize money than the minimum amounts stated above.

E-EDR Overall World Cup Prize Monies	
Men and Women Elite	Prize Money (€)
1 st	5,000
2 nd	3,000
3 rd	2,000
<i>Total prize monies = €20,000</i>	



1.3.11 World Cup Titles

The E-EDR overall title will be awarded to the rider with the highest total of E-EDR World Cup ranking points (including any stage points) after the final round.

All rounds of the E-EDR World Cup will count towards a rider's overall points total.

In the event of a tie in points, the rider with the highest placing in the most recent event will be awarded the overall leader's jersey. If a tie in points occurs at the final round of the World Cup, the rider with the highest placing in the last event will be awarded the Champion title for that year.

The overall category winners will be titled the E-EDR World Cup Champion.

A specially designed trophy will be awarded to the winner at the final round of the E-EDR World Cup.

1.3.12 World Cup Leader Jerseys

Leader jerseys will be awarded to the overall leaders in E-EDR Categories.

The leader's jersey is compulsory for the rider leading the UCI World Cup standing.

The colours and the design of the leaders' jerseys shall be communicated to the riders once approved by the UCI.

1.3.13 Equipment Requirements and Rules

Bicycles (including motor and electronics) will be inspected by race officials prior to round 1 of the E-EDR World Cup. Further inspections may be carried out during or after every event. Refusal to allow this process will result in immediate disqualification.

Motors are limited to 25kph as per EU standard EN15194.

Bikes shall have a motor of no more than 250w of continuous rated power and which is only to be activated by pedalling. Walk function allowed but only in factory settings.

Riders are limited to two batteries, one for each loop. There will be no technical restrictions on batteries.

Riders are not allowed to carry spare batteries on their person.

In order to monitor motor output and ensure integrity of the regulations, ESO may fit bikes with a data acquisition box and/or a GPS tracker.

A 10% tolerance will be given for maximum speed, power output and wheel circumference. It is the racer's responsibility to ensure that their equipment is within these parameters and meets the EU standard EN15194.



2.1: OPEN RACING | [return to menu](#)

2.1.1 Race Format and Course

Open Racing to be offered at select EDR World Cup rounds and will feature a selection of the EDR and E-EDR World Cup race stages.

Training will not occur at the same time as EDR / E-EDR World Cup training on any Special Stage unless pre-agreed for a specific reason (i.e; chairlift operating issue), and if occurring will be communicated to all riders.

An electronic Rider Briefing will be hosted prior to the race commencing. Refer to the Race Book for schedule.

2.1.2 Race Categories

EDR

Women

Women U21 (2003-2006)

Women Master 35+ (1988+)

Men

Men U21 (2003-2006)

Men Master 35+ (1988+)

Men Master 45+ (1978+)

E-EDR

Women

Women Master 35+ (1988+)

Men

Men Master 35+ (1988+)

*Youth U17 Categories (Men and Women) may be offered at select Open Races. Minimum age 15 or 13 depending on the venue and applicable National Federation regulations. Refer to the Race Book for applicable policies.

Any race categories with fewer than 5 starters may be merged with another age category at the discretion of the Event Organiser.



2.1.3 Event Entry

Priority entries for the 2023 Open Races will be offered to riders who were EWS Members in 2022 – but who did not collect sufficient EWS Global Ranking points to automatically qualify for the 2023 EDR World Cup Reserved Entry List. Priority entries for the Open Races will be available during a designated week in February.

Public entries offered on a space available, first come basis. No prequalification requirements.

License requirements are established by the National Federation in the host country and vary depending on the event. It is the responsibility of the racer to check and comply with license requirements. Check the Race Book for more details.

2.1.4 Seeding and Start Order

Open Racing uses the self seeded Flexi Start Format.

Racers will be assigned a start time based on their Open Racing category.

Start Order:

E-EDR Men

E-EDR Men Master 35+ (1988+)

E-EDR Women

E-EDR Women Master 35+ (1988+)

EDR Men

EDR Men U21 (2003-2006)

EDR Men U17*

EDR Men Master 35+ (1988+)

EDR Men Master 45+ (1978+)

EDR Women

EDR Women U21 (2003-2006)

EDR Women U17*

EDR Women Master 35+ (1988+)

*if applicable

Once racers leave the start, they will need to complete the Special Stages in the specified order and within the designated time. But they will not be required to remain in the original start positions for the balance of the stages nor will they have preassigned individual start times or fixed start intervals for any of the following Special Stages. Riders can drop into Special Stages individually at a minimum of 5 second intervals.

Racers will have a specific time period to complete each individual Special Stage as well as an overall time to complete the course each day.



If a racer does not complete the course within their final time check, they will have a penalty added to their overall time.

- up to 5 minutes late = 1 minute penalty
- 5 + minutes late = 5 minutes penalty



Vittoria EWS Tweed Valley
 Start List - EWS100
 2 October, 2021

		OPEN	CLOSE
S1	Armadillo	8:55:00	11:55:00
S2	PreDrinks	10:00:00	13:07:00
S3	New York	11:05:00	14:12:00
S4	Big Baw	12:05:00	15:12:00
S5	Big Deal	13:10:00	16:17:00

Each racer has 6:05 to complete the course

#	NAME	NAT	CATEGORY	ROLLOUT	FINISH	SUGGESTED START TIMES					
						Armadillo	PreDrinks	New York	Big Baw	Big Deal	
						S1	S2	S3	S4	S5	
1001	JAMES	Myles	GBR	EWS100 MEN	8:00:00	14:05:00	8:55:00	10:10:00	11:15:00	12:15:00	13:20:00
1002	MCRITCHIE	Ruairidh	GBR	EWS100 MEN	8:00:00	14:05:00	8:55:00	10:10:00	11:15:00	12:15:00	13:20:00
1004	WOOLLEY	Scott Marti	GBR	EWS100 MEN	8:01:00	14:06:00	8:56:00	10:11:00	11:16:00	12:16:00	13:21:00
1005	FOTHERGILL	Alistair	GBR	EWS100 MEN	8:01:00	14:06:00	8:56:00	10:11:00	11:16:00	12:16:00	13:21:00

Example of a Flexi Start Format start list showing start times, stage opening/closing times and finish times for riders.

2.1.5 Results and Ranking Points

Riders in Open Races with a valid / active UCI license at the time of the race will be eligible to collect EDR Global Ranking points as well as Golden Ticket EDR World Cup direct entries.

Refer to Chapter 3 World Series Qualifier Ranking Points for details.

Riders in E-EDR Open Racing are not eligible for EDR Global Ranking points or Golden Tickets.

2.1.6 E-EDR Equipment Requirements

Motors are limited to 25 kph as per EU standard EN15194.

Bikes shall have a motor of no more than 250w of continuous rated power and which is only to be activated by pedalling.

Walk function allowed but only in factory settings

Riders are limited to one battery.

There will be no technical restrictions on batteries.



3.1: World Series Qualifiers | [return to menu](#)

All UCI sanctioned Enduro national and continental championship races are automatically designated as World Series Qualifier races.

Select Enduro races registered on the UCI MTB calendar will also be designated as World Series Qualifiers. List of races selected as qualifiers for the EDR World Cup to be published on <https://www.ucimtbworldseries.com/>

3.1.1: Race Format and Course

- Unless specifically exempted, all Core Rules (Chapter 0) apply
- On bike training must be scheduled by the Event Organisers at Qualifier events on all Special Stages before timed competition begins
- A minimum of 3 Special Stages must be completed for inclusion in the Global Rankings

3.1.2: Race Categories

Race categories are established by the local Event Organiser

3.1.3: Event Entry

Entry to each Qualifier event is the responsibility of each Event Organiser. Links to all events are available at <https://ucimtbworldseries.com/>

No prequalification requirements.

License requirements for Qualifier events are established by the National Federation in the host country and vary depending on the event. It is the responsibility of the racer to check and comply with license requirements. Check the Race Book or the Event Organiser's website for more details.

3.1.4: Results and Ranking Points

EDR Global Ranking Points as well as Golden Ticket EDR World Cup direct entries will be available at all EDR Open Races, all UCI sanctioned Enduro national and continental championship races and select Enduro races registered on the UCI MTB calendar.

Only riders with a valid / active UCI license at the time of a race will be eligible to collect EDR Global



Ranking Points as well as Golden Ticket EDR World Cup direct entries.

Only riders holding a UCI license with the National designation of the host nation will be eligible to collect Points and Golden Tickets at UCI national championship races.

The following categories will be used to calculate Points and Golden Tickets. Providing all riders/local categories are racing the same course and number of stages, all riders (including Master and Youth) will be sorted into one of the following categories based on their gender and year of birth: Men (2002+), Women (2002+), Men U21 (2003-), and Women U21 (2003-).

Qualifying Points and Golden Tickets will not be awarded for riders in the E-EDR categories.

Points and Golden Tickets are awarded to riders with a UCI license based on a rider's actual finish position in their applicable ranking category - regardless of how many riders with a UCI license placed ahead of them.

In order to be eligible to collect Points or be awarded a Golden Ticket, a racer must finish within 20% of the winning time in their applicable ranking category.

EDR Global Ranking points will be awarded based on the applicable Tier 3 Points Scales. Refer to Appendix 2.r

Golden Tickets

Providing they are a UCI license holder at the time of the race, the following riders will automatically qualify for all remaining EDR World Cup rounds in the current season.

- fastest Men (2002 +)
- fastest Women (2002 +)
- fastest Men U21 (2003 -)
- fastest Women U21 (2003 -)

Providing they are a UCI license holder at the time of the race and there is the required minimum number of racers in the ranking category, the following riders will automatically qualify for entry into the next EDR World Cup round in the current season.

- second and third fastest Men (2002+), minimum 50 riders totals
- second and third fastest Women (2002+), minimum 10 riders totals
- second and third fastest Men U21 (2003-), minimum 25 riders totals
- second and third fastest Women U21 (2003-), minimum 5 riders totals



Appendix 1

POINT SCALE | UCI World Cup

U21 only applicable for EDR

Position	MEN ELITE	WOMEN ELITE	MEN U21 MEN E-EDR	WOMEN U21 WOMEN E-EDR
1	400	400	200	200
2	350	350	175	150
3	310	310	155	110
4	280	280	140	80
5	250	250	130	60
6	240	240	125	45
7	230	230	120	30
8	220	220	115	20
9	210	210	110	15
10	200	200	106	10
11	195	190	103	-
12	190	180	100	-
13	185	170	97	-
14	180	160	94	-
15	175	150	91	-
16	170	140	88	-
17	165	130	85	-
18	160	120	82	-
19	155	110	79	-
20	150	100	76	-
21	148	90	73	-
22	146	80	70	-
23	144	70	68	-
24	142	60	66	-
25	140	55	64	-
26	138	50	62	-
27	136	45	60	-
28	134	40	58	-
29	132	35	56	-
30	130	30	54	-
31	128	-	-	-
32	126	-	-	-
33	124	-	-	-
34	122	-	-	-
35	120	-	-	-
36	118	-	-	-



37	116	-	-	-
38	114	-	-	-
39	112	-	-	-
40	110	-	-	-
41	108	-	-	-
42	106	-	-	-
43	104	-	-	-
44	102	-	-	-
45	100	-	-	-
46	99	-	-	-
47	98	-	-	-
48	97	-	-	-
49	96	-	-	-
50	95	-	-	-
51	94	-	-	-
52	93	-	-	-
53	92	-	-	-
54	91	-	-	-
55	90	-	-	-
56	89	-	-	-
57	88	-	-	-
58	87	-	-	-
59	86	-	-	-
60	85	-	-	-
61	84	-	-	-
62	83	-	-	-
63	82	-	-	-
64	81	-	-	-
65	80	-	-	-
66	79	-	-	-
67	78	-	-	-
68	77	-	-	-
69	76	-	-	-
70	75	-	-	-
71	74	-	-	-
72	73	-	-	-
73	72	-	-	-
74	71	-	-	-
75	70	-	-	-
76	69	-	-	-
77	68	-	-	-
78	67	-	-	-
79	66	-	-	-
80	65	-	-	-



81	64	-	-	-
82	63	-	-	-
83	62	-	-	-
84	61	-	-	-
85	60	-	-	-
86	59	-	-	-
87	58	-	-	-
88	57	-	-	-
89	56	-	-	-
90	55	-	-	-
91	54	-	-	-
92	53	-	-	-
93	52	-	-	-
94	51	-	-	-
95	50	-	-	-
96	49	-	-	-
97	48	-	-	-
98	47	-	-	-
99	46	-	-	-
100	45	-	-	-

Appendix 2

POINT SCALE | World Series Qualifiers

Applicable Group will be established based on the number of starters in the ranking category that finished in the top 100 in either the final 2022 EWS Global Rankings or the current EDR World Cup Overall Standings.

Group A: 7 or more riders

Group B: 5 or more riders

Group C: 3 or more riders

Group D: less than 3 riders

MEN (2002+)

Position				Points
Group A	Group B	Group C	Group D	
1				200
2				190
3				180
4				170
5				160
6	1			150
7	2			145
8	3			140
9	4			135
10	5			130
11	6	1		125
12	7	2		100
13	8	3		80
14	9	4		70
15	10	5		60
16	11	6	1	50
17	12	7	2	40
18	13	8	3	30
19	14	9	4	20
20	15	10	5	10



WOMEN (2002+)

Position				Points
Group A	Group B	Group C	Group D	
1				200
2				190
3				180
4				175
5	1			170
6	2			160
7	3	1		150
8	4	2		125
9	5	3		100
10	6	4	1	75
11	7	5	2	50
12	8	6	3	25

MEN U21 (2003 -)

Position				Points
Group A	Group B	Group C	Group D	
1				125
2				110
3				100
4	1			95
5	2			90
6	3			85
7	4			80
8	5	1		75
9	6	2		60
10	7	3		50
11	8	4	1	40
12	9	5	2	30
13	10	6	3	20
14	11	7	4	10
15	12	8	5	5



WOMEN U21 (2003 -)

Position				
Group A	Group B	Group C	Group D	Points
1				100
2	1			75
3	2	1		50
4	3	2	1	25
5	4	3	2	5