



# THE MERIDA EX

powered by SHIMANO STEPS

Exmoor Enduro

10-12th September 2021

## RIDERS BRIEFING

- THE MERIDA EX is a gravity rally-style event that combines untimed 'linking' stages with timed 'special' stages. The riding time between the 'special' stages does not get considered in any ranking. The course, including the special stages, will be run blind (i.e. no official training on the stages before the event). Certain stages might be ridden more than once, giving the rider the opportunity to familiarise herself/himself with the stage.
- **THE MERIDA EX is entirely run on trails that are open to other trail users. This means that even in a 'race situation' (which you will be in during the special stages), you have to expect oncoming traffic and unforeseen obstacles at any time. Parts of the course will be run on lanes and roads, and there are several busy road crossings of the A39. We ask you for extra caution. Please follow the Highway Code at all times.**
- There are lots of gates and stiles on the course. Please make sure that you close every gate once you have passed through. Exceptions are gates on 'special' stages that are only kept open for the duration of the stage and will be closed by the timing marshals.
- **Marking:** The course is marked with **red / blue / yellow** arrows. Each day has a specific colour, which will be announced prior to the start of the day and is also shown on your backup course map. The yellow markers will be the markers for one of the days but will also be the marker colour for all special stages.
- **'Special' stages:** Primarily downhill orientated stages that will be run against the clock. You will find a timer at the top of the stage as well as at the bottom. The rider is responsible for the correct 'dibbing' of the timing device by waiting for the 'beep' before starting the stage and/or rolling away from the finish. Both at the start and the finish, the rider will start from a 'standing start' and **has to come to a 'complete halt' to be timed at the finish**. The finish, in particular, is located/has elements built into it to bring the rider to a standstill. The 'special' stages are marked with yellow arrows (see 'Marking' above) as well as with race tape in certain locations. You will also find a yellow 'start of special stage' and 'end of special stage' at either end of the course. Riders will be started at 30+ seconds intervals. If you should ride up to a rider, please make her/him aware of your presence in a polite manner and only overtake if it doesn't put anybody in danger.
- Towards the end of each special stage, you will pass a yellow sign **'FINISH 100m ahead'**. Once passed, please be prepared for the finish, which will be within the next 100m. You have to come to a **complete standstill at the finish to be timed correctly**.
- If you should get to the yellow **'START Special Stage'** sign, and no timing marshal is present, then please do not enter the stage and wait for the timing crew to arrive.
- All yellow **'START Special Stage'** signs will have the day and special stage number (SS1, SS2, SS3 etc.) attached to them to give you a better idea of where you are.
- Friday night will have the **'EXPOSURE LIGHTS NIGHT STAGES'**. The two stages will be run in darkness. All riders are required to have adequate night riding front lights as well as a rear light for the return journey to the main venue.
- **'Linking' stages:** Here, the riders make their way under her/his 'own steam' from special stage to special stage. The course is clearly marked with triangular arrows (see 'Marking' above). If unsure where to go, please consult a fellow rider or ring the numbers on the front of your number board for advice.
- **'Dibber system':** We are using a 'dibber system' for the timing of THE EX. Each rider will be given a dibber, which has to be worn on the **right wrist** using the wrist band provided. The dibber has to be pointing forward (towards the hand) so that it can be easily 'dibbed' into the finishing line-timing box without losing any unnecessary time. **THIS IS THE RESPONSIBILITY OF THE RIDER!! The timing marshals will be as helpful as possible, but it is HUGELY important that the dibber is in the same place for all riders.** It is also the responsibility of the rider to ensure that the

dibber has been correctly and fully inserted into the dibber box. A beep can be heard if it has been done correctly.

- A helmet must be worn at all times when on course, and we strongly recommend knee pads (and elbow pads) in particular for the special stages of the event.
- The bike has to be in perfect working order for the duration of the event. We strongly recommend regular checks of the brake system, the drivetrain and all major parts of the bike to ensure your and other event participant's safety.
- THE EX has an 'open', 'vets', 'hardtail' and 'e-bike' category. Once started in one category, a later change is not possible. If we have less than three people in one category then it will be integrated into the next best alternative and/or we will discuss with the individuals what category they would like to ride in.
- You will be asked to provide your mobile phone and an emergency number at signing on. Please make sure that you take the mobile phone (you provided the number of) so that we can get hold of you in case of an emergency.
- You will be given a number board at sign on which will carry your number, your name and essential emergency numbers. Please fit the board in the middle of your handlebars so that it is easily readable for the timing team.
- The entire course is marked with coloured arrows (see 'Marking' above). We put more **emphasis on marking any changes from the track you are on**, rather than marking the course at certain intervals. You will be given a map for each day which should help to navigate in case you do get lost as well as give you an idea of the order and location of the special stages. If you get off course, please try to retrace your steps to the last known location of a coloured arrow which hopefully will get you back on course. In case you are completely lost, please get in touch with the events team. You can find the numbers on the front of your number board.
- THE EX is running on demanding terrain with steep climbs and technical descents. Please make sure that you ride within your capabilities so that you and other riders are not in any danger. Make sure that you take your time on the 'linking' stages so that you can enjoy the descents fully.
- We have water at the beginning and end of the ride as well as at one location on course (see map for details). At the feed station, you will find an array of foods and drinks to give you the energy to enjoy the rest of the ride.
- Friday and Sunday start with an uplift where we have a bus taking the riders to one of the highest points of the day. Before getting on the bus, please make sure that your bike is loaded in the provided trailers and that you have all the gear you need for the day with you. **Also please ensure that you 'start your ride' by dishing your dibber into the starting box before entering the bus and riding out from the venue on Friday night and Saturday (no uplifts).**
- **Please wear your face mask** (provided at sign-on) when you are on the bus.
- We expect from every rider (as well as from their support crew) to leave no rubbish anywhere on the trails or/and at the event venue. If you can't find rubbish bins please get in touch with the events team.
- As a basic bio-security measures against Phytophthora and Chalara all participants are advised to clean their bikes and equipment before and after taking part in the event (not in any natural water courses).

## E-Bike category specific

- Only regulated (maximum assisted speed of 25km/h / motor limited to a max. of 250 Watts) can participate in the event. We will check every bike and will disqualify every bike/rider who is not riding within the aforementioned limits.
- THE EX is very demanding from a terrain point of view, and battery management is going to be a crucial part of the event. Please keep that in mind throughout the day as Friday (28km / 1050m of climbing) will not have a 'top-up' charging station on course. You want to consider riding certain sections without any motor assistance to save battery for the latter part of the ride.
- We will have a 'top-up' charging station on the Saturday (41km / 1900m of climbing) at approx. 24km and Sunday (29km / 1300m of climbing at approx. 20km). Every rider will be given approx. 30min of 'top-up' charging time. Please make sure that you give your charger (with your name and race number written on the charge for easy identification) to Paul Newman who will be in charge of the charging station.
- If you happen to have a 2nd battery, then we will not restrict you from using it and take it to the feed station for you.