



**2025 MOUNTAIN BIKE
WORLD CHAMPIONSHIPS**



**VALAIS
SWITZERLAND**



**ENDURO
TECHNICAL GUIDE**

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1. INTRODUCTION

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 and E-Enduro World Championships.

2. COURSE

Structure

An Enduro event consists of a series of timed Special Stages linked by Liaisons to form a race course.

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

Race duration

Races may be held over one day over 4-12 Special Stages.

Liaison Stages

The composition of each Liaison Stage is at the discretion of the LOC. Mechanical uplift (chairlift, shuttle etc), riding or a combination of both is acceptable.

As a guideline, at least one Liaison Stage per event should be ridden.

Special Stages

All Special Stages must follow a predominantly descending route and focus on testing the Rider's technical skills.

As a guideline, Special Stages should 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 (e.g. 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 (e.g. Wire mesh & or anti slip paint)

Rideable B-Lines must be created at every major gap jump or drop off.

The Start and Finish of each Special Stage will be clearly marked on the official course map. Stage Start and Finish locations must be clearly marked ahead of Official Training starting.

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.

Course Markers

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

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)

Tape

Course tape (either single use or reusable) may be used on one or both sides of a course. Tape installed on opposite sides of a course constitutes a gate which Riders must pass between (See above). In these areas, missing, crossing or passing the course tape on the wrong side will be deemed as course cutting. (See images for an example of course taping.)

Branding may be used as course marking in certain sections. Branding may also be used in conjunction with other course markings to create a gate which Riders must pass between.

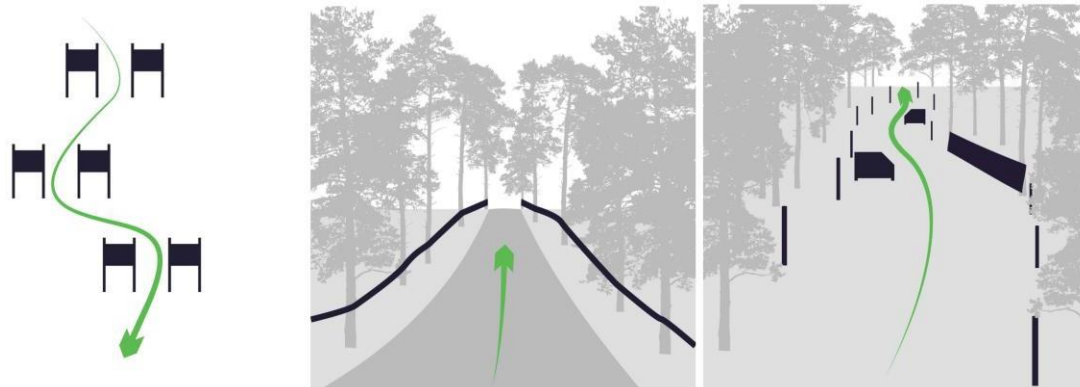


Figure 1: Examples of installed gates,

3. COMPETITION

Training

Official training must be scheduled by the LOC on all Special Stages before timed competition begins. Training on all Special Stages is strongly recommended *but not mandatory*.

Official training schedules will be published during race week.

In rare circumstances and only when approved by the PCP & UCI, Official training schedules may be reduced or removed completely. (e.g. adverse weather conditions)

Following the official course release, all Special Stages are closed to all Riders until Official training commences. This is to allow the LOC to safely mark and prepare the course.



Any Rider found riding on a Special Stage outside of official training will be subject to penalty, including disqualification. (DSQ)

A maximum of ONE training run is allowed per Special Stage, including any repeated stages.

During official training times, Riders must only access a Special Stage from the start and are NOT permitted to push up within the course or create congestion.

Any Rider found to be riding upwards against the direction of travel will be penalised. Riders may push up outside of the course marking.

Only pre-registered Riders will be allowed on course during official training.

Walking of Special Stages outside of official training is permitted, unless clearly prohibited & stated in the Race Book.

Shuttling

Specific details on shuttling will be outlined in the event Race Book.

Any authorised transport of Riders between Special Stages by private/team transport (shuttling) is strictly limited to official training & must only take place on public roads. Any Rider found using a private or team vehicle on a closed/private road or track may be subject to penalties, including DSQ.

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 designated & marked on the course map and communicated in the Race Book & Rider comms. Any Rider found shuttling beyond these official drop-off zones' will be subject to a penalty, including DSQ.

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

Course Cutting

Taking shortcuts on course to gain an advantage can damage both the environment and bring the sport of

Enduro Mountain Bike racing into disrepute. Therefore, any Rider trying to save time by intentionally choosing a line that lies outside of the marked, defined racecourse will be disqualified (DSQ).

Any Rider found damaging the course or altering a Special Stage without the LOC or UCI approval will be subject to a penalty including DSQ.

The PCP, the UCI Technical Delegate 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" but who subsequently gains an advantage.

Outside Assistance & Technical Assistance Zone (TAZ)

Only in the Technical Assistance Zone (TAZ) are Riders allowed to change any part of their clothing or equipment (non-marked equipment) with assistance from non-Riders.

The TAZ will have a designated catchment area (approx. 1km²) which will be clearly marked on the course maps. Riders may access TAZ any time the official course route passes through this catchment area & during any officially allocated TAZ break.

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

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

Personal responsibility and self-sufficiency are a large part of enduro competition and Riders are encouraged to carry adequate water, food & equipment for operating in mountainous environments.

Each Rider is solely responsible for themselves but may assist other Riders on course.

Riders should be prepared to carry sufficient water to last a minimum of 2 hours between stops. Water may be available more frequently than this but no Rider should assume so.

Riders are permitted to stop on course, outside of Special Stages, to access water and food at neutral shops/cafes and water supplies.

Food, equipment & clothing stashes, left or provided, by anyone on the course are not permitted.

Any evidence of this occurring will be subject to penalties, including DSQ. Outside Assistance restrictions apply to UCI Mountain Bike Enduro and E Enduro World Championships.

Results

The General Classification (GC) will be calculated by adding all Special Stage times together. In the event of unforeseen or extreme circumstances, the PCP, the UCI Technical Delegate and Race Director (Race Control) have the right, if deemed necessary, to withdraw a Special Stage(s) from the General Classification.

In the case where Special Stage(s) have had to be cancelled / withdrawn, an event must have a minimum of two complete Special Stages for the result to be deemed valid.

In the event of a tie in the General Classification, the highest placed Rider on the final Special Stage will be awarded the higher final placing.

A Rider not finishing a Special Stage (DNF – Did Not Finish) will NOT be allowed to rejoin the race at any time.

Any Rider who subsequently rejoins the race after a Special Stage DNF will be DSQ from the General Classification.

The only exception to this is as follows:

In the event of a Rider being unable to complete a Special Stage due to assisting another Rider in a medical emergency, or due to some other “exceptional circumstance” outside of their control.

Only if Race Control decide it is appropriate, a Rider may be offered a re-run on that Special Stage.

If Race Control deem that a re-run is not possible, the Rider will be allocated an “average” Special Stage position & time.

This will be calculated as follows:

The Riders average finishing position across all Special Stages completed, minus their worst stage. This average Special Stage position will then be awarded for the incomplete stage.

For example, if a Rider's average calculated stage finish position over the entire race was 3rd (in their category) then they would be allocated the same time & same points as the current 3rd place Rider (in their category) on the incomplete stage.

4. EQUIPMENT

Rider Equipment

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

Only upon notifying & being given permission by The UCI President of the Commissaires panel (PCP), the UCI Technical Delegate and Race Director can a Rider replace a frame, fork or wheel during the race.

A three-minute penalty will apply to any Rider who, having notified the PCP, the UCI Technical Delegate or Race Director, replaces the equipment listed above.

Any Rider found to have replaced a frame, fork or wheel during the race *without* notifying the PCP, the UCI Technical Delegate or Race Director will be disqualified (DSQ).

A Rider may use different/unmarked equipment during Official Training.

Except for those competing in an E-Enduro category, Riders are NOT permitted to use an e-bike on any part of the course during official training or competition.

Equipment Marking

Equipment Marking Stickers must be used.

Equipment Marking Stickers must be applied on the Rider's right-hand side of the bike.

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

Riders who lose their stickers prior to the race start may be issued a time penalty.

Riders' bikes & marking stickers will be inspected by the commissaires at the start and finish of the race. Other random checks may be carried out throughout the race.

Following an officially sanctioned repair, the Rider must return to the PCP to have the replacement equipment re-marked (if applicable) before rejoining the race.

Sticker Location Diagrams:



Safety Equipment Requirements

All Riders must wear a full-face helmet during competition. This includes during both Liaison and Special Stages. If a Rider dismounts & pushes their bike on a Liaison, they may remove the helmet. Whilst riding, the helmet must always be worn correctly with straps fastened.

The correct fitting, condition and suitability of the Rider's helmet is the sole responsibility of the Rider.

A two-piece helmet (with removable chin piece) will be accepted as a full-face helmet. The chin piece may be removed for Liaisons ONLY but MUST be securely fitted prior to starting any Special Stage.

In all cases, the helmet must meet the standards & regulations set by the National Federation in the host country.

Additional body protection and helmet requirements may be stipulated at each event, in accordance with National Federation regulations. This will be communicated in the Race Book.

For safety reasons, the LOC can make it mandatory that ALL Riders carry a water/windproof jacket or whistle. In this case, no Rider will be allowed to leave the start line without the prescribed equipment. Details of any mandatory equipment will be communicated in the Race Book and via rider comms. All Riders must attend a race prepared for this eventuality.

It is strongly recommended that all Riders 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 LOC
- Whistle

Race / Number plates

Number plates will be distributed during riders' confirmation. Scheduled confirmation times will be published in advance.

If a Rider fails to attend the scheduled final confirmation, they will be removed from the start list.

Number plates must be displayed on the front of the bike for training and race days. Riders not displaying a number plate will not be permitted to start on any Special Stages.

Timing transponders

Timing transponders will be distributed before the commencement of racing and will be worn by the riders, one on each wrist..

Riders will be charged for any timing transponders not returned at the finish line. A fine dependent on equipment not returned will be issued.

5. SAFETY

First Aid + Evacuation

A medical & rescue evacuation plan and location of the first aid base will be available at race headquarters and communicated in the race book.

Medical & rescue staff should hold a relevant qualification which must, as a minimum, meet the standards required in the given territory of the event.

The LOC must supply each Rider with the details of who to contact in the event of an accident on course.

At events that include remote 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.

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

The Race Director, PCP and / or medical staff reserve the right to remove any Rider from the course if they feel it is unsafe for the Rider to proceed.

The Race Director or PCP may also remove any Riders from the course if the Rider exhibits disruptive or reckless behavior that endangers themselves or others.

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

6. ENVIRONMENTAL RULES

Waste & the environment

It is of the utmost importance that all Riders respect the environment and consider the impact they leave behind. The rules below have been put in place to protect the trails and the riding environments.

UCI and LOC reserve the right to penalise any Rider whose actions are deemed to damage the local environment.

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

Riders must not intentionally drop any waste items (e.g. food wrappers, tubes, broken equipment) outside of a publicly available trash can.

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 Rider found to be breaching these rules will be penalised.

7. ATHLETE ETHOS

The UCI and the LOC aim to run an event that pushes the level of athleticism, and sporting endeavor, while also firmly promoting the correct ethos for all. Riders considered to have not met the standards may face a disqualification or a ban.

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

We ask all riders to;

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

8. COMMUNICATION

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
- LOC contacts
- Any other special regulations or policies

The Race Book may also contain important information regarding the venue and race logistics to help Riders plan and prepare.

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

Course Maps

The course map will be produced by the LOC in a digital format that allows competitors to navigate the course via GPS.

A course map should also be 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. The course map will be released a minimum of 5 days before training starts.

Penalties

The PCP is authorised to give additional penalties (including verbal warnings, fines, relegation of position, time, or points penalty and/or DSQ) 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 organisation.

Liaison Stage Delay / Missed Start

Riders events will have preassigned start times for all Special Stages.

Riders must present themselves at the start line in time for their preassigned stage start time.

All Special Stages will have a check-in point close to, but before the Special Stage start line. Riders must pass

through this check-in point to record a check-in time. The check-in time may be used by Race Control to provide additional evidence of a Rider's arrival time at a Special Stage start in case of any delay or dispute around stage start time.

All late Riders must start only under instructions from the official starter, who will determine a suitable gap in the start order. No fixed start interval will be applied between late starters as the goal is to keep late Riders in the competition, without affecting other Riders.

In cases where the late starter is delayed further due to insufficient gaps in the start order, penalties will be

calculated based on a Rider's check-in time. If a Rider fails to check-in, the penalty will be based on their Special 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 Rider 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 will not be allowed to continue.

Start Penalties

Riders must start from a stationary position with their front wheel on the start line. Run up starts are not permitted.

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 of all remaining Special Stages, for all Riders effected by the hold, for the remainder of the race.