

RACE DETAILS

FOR PARTICIPANTS

PLEASE READ EVERYTHING CAREFULLY

Please download/print a copy and bring it with you to the event for reference if needed.

Welcome

Each Questars Adventure Race is slightly different due to the terrain and where everything (i.e. the start/finish, running, biking and kayaking) is in relation to each other.

Things that are different or unique to this event will be explained at the race briefing on the day. Everything else (i.e. things that remain more or less the same from one Questars Adventure Race to the next) is contained within this document.

If you've never done a Questars Adventure Race before, it's important you read everything within this document carefully so you know what to do and how things work (like the kayaking, for example). The information contained within this document won't be repeated on the day at the race briefing.

If it's been a while since you last did a Questars Adventure Race, it's worth having a quick read through this document to remind yourself of anything that you may have forgotten about or that may have altered over the years.

We look forward to seeing you at the 2023 Cotswolds Adventure Race on Saturday 1 July!

Joe Selby

Event Director

The Challenge

To find/visit as many checkpoints as you can within the time limit. Most points wins!

Where points are tied, then position is determined by time, with the quickest person/team first.

Race Overview

On the day, you will be able to collect your race pack which includes a copy of the course map with the checkpoints marked before the race briefing (i.e. before you start).

Each checkpoint is worth a certain number of points. You will be given a list of checkpoint values and descriptions when you start. This is when you will find out how many points each checkpoint is worth. Some of the checkpoints marked on the course map are dummy checkpoints (i.e. they don't exist/aren't worth any points). So, the first thing to do after you start, is to cross the dummy checkpoints off your map so you don't waste time going to a checkpoint that's not there!

The challenge is to score as many points as possible by visiting checkpoints & then return to finish within the time limit.

Trio Novice and Duo participants have up to 5 hours & Trio Masters participants have up to 6 hours to visit as many checkpoints as they can. But it's up to you if you spend all this time running, biking and kayaking. If 5 hours sounds like too much for you, you can call it a day after 2/3/4 hours or whenever you want. Some participants go hard all day whilst others take it at a more relaxed and enjoyable pace, stopping for lunch and taking in the views along the way. The choice is yours!

A Few General Points

All routes and areas not shown on the course map are out of bounds.

Teams should stay together at all times. By together we mean close enough to easily communicate with each other without having to shout (or to put it another way 10-20 metres). This is particularly important when kayaking in different boats, for safety reasons.

The course map is printed on waterproof paper, and uses the 1:25,000 Ordnance Survey map data set. The OS map data may be rotated and/or shrunk (a fraction) to fit on the A3 piece of paper (i.e. it's not always printed at 100%).

Where routes are different on the ground to those marked on your map, follow the route/signs on the ground. Look out for footpath/bridleway [waymarkers](#) (typically waist-high posts with circular discs on) and [fingerposts](#) (typically above head height with pointed directional 'fingers') to keep on the right route.

Course Planners Tip >>>

"Novices have the same course/checkpoints as Masters, who have an hour longer (6 hours not 5). So if you are a Novice race participant you shouldn't be thinking you can visit all the checkpoints. You don't have sufficient time to do so. Most Novice participants won't visit more than about half the checkpoints. So set your expectations accordingly. Do not be too over-ambitious. And play to your strengths. Prioritise and spend more time doing what you enjoy most - whether that be running, biking or kayaking."

Race Starts

Make your way to the big yellow inflatable arch when you're ready to start. The whole team (i.e. all team members) should do this together.

If you bring your bike to the start, you must not be riding it – please dismount and push it under the arch. You will need your hands free to dib the start control (i.e. place your timing device – SI card – in the start control) and to take a copy of the checkpoint descriptions & values.

A one-way system will operate underneath the arch. Please follow the arrows/marshals directions.

Your race time (5/6-hour time limit) begins when you dib the start control with your timing device (SI card provided). This is when you should start your stopwatch so you know when you started and how long you've got left.

Trio Masters participants have a **6-hour** time limit.

Trio Novices participants have a **5-hour** time limit.

Duo participants have a **5-hour** time limit.

You must vacate the start area immediately after you dib the start control. Find a quiet spot well away (at least 25 m away) from the start control, to look at the checkpoint values and mark them on your map (if you want to do this).

The tables below show some of the key figures including the time penalties if you exceed the time limit. **Do not be late back** – you will lose those hard-earned points very quickly! This info is printed on your checkpoint descriptions and values sheet (that you get at the start) for you to refer to during the race if needed.

Race Category:	Trio Masters	Trio Novices	Duo
Time limit:	6 hours	5 hours	5 hours
Max. Points Available: <small>realistically possible in the time limit</small>	1000	800	800
Points deducted for exceeding the time limit:	5 points per minute <small>(or part thereof)</small>	2 points per minute <small>(or part thereof)</small>	5 points per minute <small>(or part thereof)</small>

Penalties	Points Deducted
Late off the water (exceeding time limit)	50
Late after the end of your allocated kayak time slot	50
Going out of bounds / off the event map	200
Inadvertent use of a route which is not permitted <small>(e.g. taking a bike on a footpath or using a private road / track – see map details)</small>	200
Losing electronic scoring device	200 <small>(plus replacement cost)</small>

Checkpoints

There is a control at each checkpoint (like the one #2 pictured). All the controls are numbered. Use the checkpoint descriptions sheet (given to you when you start) to help you locate the control at each checkpoint.

The controls aren't deliberately hidden from you but they may be facing the other way to that which you approach them. And sometimes they can be around the back of objects so they don't attract unwanted attention.

Check BEFORE you dib the control that the number on the control matches the checkpoint number on your map. You must not dib a run control whilst mountain biking or vice versa, otherwise, you may be penalised.



RED light flashes & control beeps when you dib your card (i.e. your visit is recorded)

The controls for the kayak checkpoints are usually attached to objects which can be reached from the water. So, you shouldn't need to get out/off your kayak to reach a kayak control (unless specifically told otherwise). The controls should be visible above the water (they should not be underwater).

HOW TO REGISTER & RECORD YOUR VISIT

Place your SI card (electronic timing device – yellow in the image above) in the hole in the control (as pictured above). This is what is referred to as 'dib' or 'dibbing' the control.

The control should beep and a small red light on the control should flash within less than a second of you dibbing the control. This tells you that your visit at this control has been registered and recorded on both your SI card and the control itself. Once you've seen the red light flash once OR heard one beep, remove your card and move away from the control. You only need to hear one beep OR see one flash. You don't need both. So, don't worry if a control beeps but doesn't flash (or vice versa).

Next to all controls there is red/white hazard tape. The hazard tape will include the number of the checkpoint and two randomly assigned letters. If for any reason a control does not flash or beep (very unlikely), or is missing (more likely but still rare) please make a note of the letters to prove you have visited.

You will also need to let us know when you download and return your SI card so we can credit you with visiting that control if, in the unlikely case, it was missing/broken. If the hazard tape is also missing and you are not recording your activity on a GPS enabled device (e.g. an app like Strava on your phone), take a photo of the control (or where it should be in the case of a missing control) as proof of your visit. If it's not possible to take a photo, make a note of the checkpoint number and the time you visited it (e.g. on the back of your map) so you don't forget.

CHECKPOINT DESCRIPTIONS

Where applicable, the location of each checkpoint control is given in the following order and format:

1. Identifiable feature on map e.g. footpath junction
2. Where the control is in relation to this identifiable feature e.g. SW side (N = North, S = South etc.)
3. What the checkpoint control is attached to e.g. wooden gate

Here is an example taken from the checkpoint descriptions & values sheet (from a previous event)

No.	CP	VALUE	LOCATION & DESCRIPTION
121	B21	40	Track - stream crossing N side of cycle route tree
122	B22	35	Vehicle turning area SW side tree

Transition Points

Space is often tight at transition points (if not when you arrive, then when you return). Bikes should be turned upside down and dovetailed with each other so as not to take up too much space on the ground. Teams can turn one bike upside down and lean other bikes carefully against the upturned bike. If you don't do this, and just lie your bike down on the ground, you run the risk of someone else accidentally damaging it – which is not good for your bike or for your race!

Place bikes in lines/rows where possible. If there is a line of tape/cones, place bikes either side of the line with one wheel close to the line and the other wheel as far away from it as possible. This will ensure corridors/clear passages are left for you to be able to reach your bike. Any kit you leave in the transition area, must not be left in or encroaching any of these corridors as they will get in the way of other participants and are a hazard. Offenders will be penalised as it's not fair on everyone else.

Marshals will keep an eye on transition areas during the race but it can get busy at times. A couple of people have in the past, returned to transition, unable to find something because they left their things loose/on their own and these became muddled up with other participant's belongings. We, therefore, recommend you take the following general precautions to safeguard your equipment:

- Attach Mt Bike items (e.g. helmet) to your bike or leave them in a bag next to your bike
- Slip a lock around your bike(s) to prevent it from being moved (either by mistake or deliberately)

Transition Control

A transition control (#100) will be located at the transition point where you transition from run to bike and/or vice versa. You don't need to punch control #100 both on your entry to and exit from the transition point. You only need to punch control #100 once each time you switch disciplines. If you don't punch control #100 once, there is no way of telling that you've changed over from running to biking or indeed done this at the transition point. You will therefore incur a penalty if you don't punch control #100 when you switch over from run to bike or vice versa.

Mountain Biking

The mountain biking is on roads (mainly coloured yellow/orange), off road cycle routes (orange dotted routes), bridleways and byways (green long-dashed lines). No riding, pushing or carrying of bikes is allowed on footpaths, tracks or any other trails (unless specifically stated otherwise).

It's a legal obligation in England to give way to walkers and horse riders when cycling on bridleways. Make sure you slow down and do this. Use a bike bell or politely say hello to let others know you are approaching behind them. When descending, give way to any cyclists coming uphill (towards you).

Close all gates behind you **AND** ensure they are properly fastened, unless they are tied/propped open.

TAKE CARE – Moderate your speed and get off and push your bike if needed. It's better to be safe than sorry and will be quicker than damaging your bike or injuring yourself!

You must wear a cycle helmet. Always follow the [Mountain Bike Code](#) and the [Highway Code](#)

The only routes you may take bikes on are:

Permitted Mt Bike Routes	
	Bridleway
	Permitted Bridleway
	Byway
	Restricted byway
	Traffic free cycle route
	Other routes with public access
	Public road (yellow/orange/red)

White / uncoloured roads may only be used if they are public roads e.g. residential streets. They must not be used if they are private roads / driveways.

BRIDLEWAY

You can take your bike along here (green long dashes)

FOOTPATH

You must **NOT** take your bike on footpaths (green short dashes)



Kayaking

You can only kayak during your kayak time slot (see the start list for this). You must punch the kayak transition control (#200) when you get both on **AND** off the water.

You will receive a 50-point penalty if you exceed the maximum kayak time - the maximum specified time allowed on the water for the kayaking.

You must also be off the water and have dibbed the kayak transition control before the end of your kayak time slot. So, if your kayak time slot ends at 12:30 and you get on the water at 12:10, you'll only have 20 minutes left in which to kayak.

You must wear a buoyancy aid (provided) at all times when kayaking. This must correctly fit you and be done up properly before you get on the water.

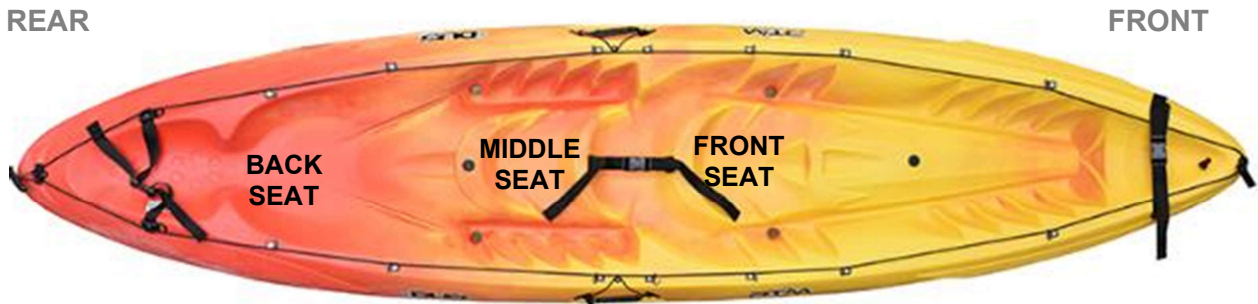
Footwear >>>

"If the river level is low, you may need to get out and stand in the shallow water to reach one or two of the checkpoints, so expect to get wet feet. Removing shoes and socks, & kayaking barefoot is not a good idea as you could easily cut your foot on something."

GENERAL NOTES

Solos and pairs use one kayak. Teams of 3 or 4 people use two kayaks (staying together rule still applies). A picture of a kayak (from the top) is shown below. Sit in the front and back seats if there are two of you paddling a kayak. Sit in the middle seat if you are paddling the kayak on your own. If it feels

uncomfortable, it's likely that you are not sitting in the right place, so slide forwards / backwards as necessary until you find the moulded seat. Note: front of kayak pictured is yellow; rear is red/orange.

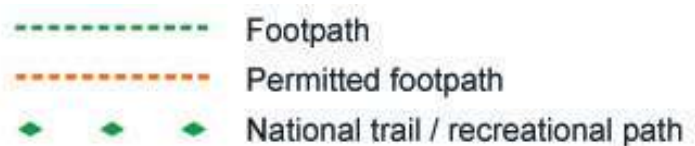


Anything you leave at the kayak transition is done so at your own risk. It may be empty when you arrive, but it could be busy when you return so do not spread your things out (keep everything together).

Watch out for rowers, anglers, other vessels/water users and give them right of way / a wide berth. **Stick to the right-hand side of the river channel** i.e. oncoming craft should pass on your left-hand side (the same as if you were driving on the continent).

Trail Running

You must remain on public rights of way and permitted footpaths at all times during the trail run - even when on access land (unless specifically told otherwise). In addition to the routes that you are allowed to use for the mountain biking, you may also use the following routes on the Trail Run...



For the majority of the time when you are off-road, you will be running along public footpaths (green short dashed lines) and bridleways (green long dashed lines).

Take care when running on and crossing roads. Use pavements/verges if present. If you have to run on the road itself, you should face oncoming traffic (i.e. run on the right-hand side of the road).

Always follow the [Countryside Code](#) – respect other people and the natural environment.

Dropping/leaving litter on the course is unacceptable and won't be tolerated. Please make sure all empty wrappers are securely stowed and carried back to transition / the finish with you.

Finish

Make your way back to the finish when your time limit (6 hours for Masters, 5 hours for everyone else) is nearly up. If returning by bike, remember to **dismount your bike at the line (signed)** and push it across the finish line. Punch the finish control underneath the start/finish arch to stop your race clock.

A one-way system will operate through the finish area. So, once you cross the finish line, continue in the same direction until you exit the finish area (do not turn around and head back the way you came).

Return your SI card (timing device) to the desk where you collected it. You MUST do this so we know you have finished and are back safely.

If you aren't going to make it back to the finish by the course closure time, use the **Emergency Number printed on your map** to let us know that you are safe and well and just running late.

In an Emergency

If you have a serious accident and need to summon help, do so by blowing six short blasts on your whistle every minute. If you hear this go immediately to assist (times of teams that assist others can be adjusted accordingly). Phone 999. Tell the ambulance service where you are - install the [OS Locate app](#) and/or the [what3words app](#) on your smartphone to help with this. *NB. The OS Locate app is better than what3words in certain situations.* Then phone the emergency number (on your map) to let us know.

Final Word

Ensure that your competitive instincts do not override your common sense. Remember to...

- Respect the area and the local community
- Be great ambassadors for adventure racing
- Stay on the permitted routes at all times
- Give way to other members of the public
- Give all animals a wide berth
- Close and properly fasten gates behind you

Each team/solo participant must carry a first aid kit and a whistle with them.

Have a good race. Enjoy the adventure, and stay safe. We hope you have a wonderful day!