Questars
CHOOSE TO THRIVE

RACE DETAILS

Questars Winter Series

Welcome

We're absolutely delighted to have you joining us for an unforgettable day of winter adventure racing! Whether you're a first-timer or a seasoned Questars participant, get ready for an exciting mix of trail running, mountain biking, mud and adventure!

Every Questars Adventure Race is a little different – and that's all part of the fun! No two events are the same, thanks to the changing terrain and how the key elements – like the start/finish area, running and biking – are laid out in relation to each other.

To make sure you're fully prepared, this document covers everything that stays broadly the same from one Questars winter event to the next. Anything unique or specific to a particular race (such as details on parking and what's available at the venue) will be explained during the race briefing on the day and in the race day information document (sent out a week before the event).

If this is your first Questars event, it's especially important to read through all the information in this document carefully – so you know what to expect and how things work. This information won't be repeated at the race briefing.

If it's been a while since your last Questars race, a quick refresher will help you feel ready and confident again – and ensure you don't miss anything that may have changed.

We look forward to seeing you soon for a day of adventure!

Kim & Joe Selby
Event Directors







The Challenge

To find/visit as many checkpoints as you can within the time limit. The most points wins! Where points are tied, 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, it is recommended that 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 and then return to the finish within the time limit.

Run and Bike Full participants have up to 5 hours, Run and Bike Taster and bike-only participants have up to 3 hours and run-only participants have up to 2 hours to visit as many checkpoints as possible.

How long you spend on each discipline is entirely up to you. If the time limits sound 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 must 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).

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 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

Those on the 'Taster' course (3 hours) have the same course/checkpoints as those on the 'full' (5 hours). So if you are doing the 'Taster' you shouldn't be thinking you can visit all the checkpoints. You will not have sufficient time to do so. Most 'Taster' 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, or biking.

Race Starts

Make your way to the big blue start 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 marshals' directions.

Your race time (2/3/5-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.

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 information 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.

	Full	Taster / Bike-only	Run-only
Time limit	5 hours	3 hours	2 hours
Maximum Points: realistically possible in the time	800	450	300
Points deducted for exceeding the time limit:	5 points/minute (or part thereof)	2 points/minute (or part thereof)	2 points/minute (part thereof)
Points reward for early finish: (max. 15 points)	1 point/minute (whole minute)	1 point/minute (whole minute)	1 point/minute (whole minute)

Penalties	Points Deducted
Going out of bounds / off the event map	200
Inadvertent use of a route which is not permitted (e.g. taking a bike on a footpath – see map details)	200
Losing electronic scoring device	200 (plus replacement cost)

Checkpoints

There is a control at each checkpoint (like the one pictured). All 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 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.



Control flashes/beeps
(i.e. your visit is recorded)

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. 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 or heard a 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. 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 includes two random 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 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. We can credit you with visiting that control.

CHECKPOINT DESCRIPTIONS

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

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

Here is an example taken 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 placed in lines where possible and 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!

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 biking items (e.g. helmet) to your bike or leave them in a bag/box next to your bike
- Slip a lock around your bike(s) to prevent it from being moved
- You are allowed one small transition box to keep your items together and dry in, if needed

Transition Control

A transition control will be located at the transition point where you transition from run to bike and/or vice versa. You only need to punch the transition control once each time you switch disciplines. If you don't punch the tranistion control, there is no way of telling that you've changed over from running to biking or indeed done this at the transition point and you may incur a penalty.

Transition Box

We recommend bringing a transition box with you for use at transition so that all the extra food and kit that you are not using whilst racing can be stored neatly whilst you are out racing. A waterproof box is recommended so that your kit does not get wet should it rain.

Mandatory Kit

Please ensure you have all mandatory kit with you for the event, our mandatory kit list can be found here.

Please note, the mandatory kit should be seen as the minimum required kit only. It is not the recommended kit as each event takes place under different weather conditions. You should check the weather forecast and use your previous experience and sound judgement to decide the kit you should be wearing and carrying.

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). As a general rule, if you cannot take a horse on a route, you should not be taking a bike (i.e. over stiles or through kissing gates).

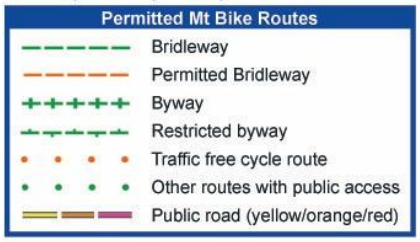
It's a legal obligation in England to give way to walkers and horse riders when cycling on bridleways. Make sure you slow down and do this. Use a bike bell or politely say hello to let others know you are approaching behind them. When descending, give way to any cyclists coming uphill (towards you).

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:



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.

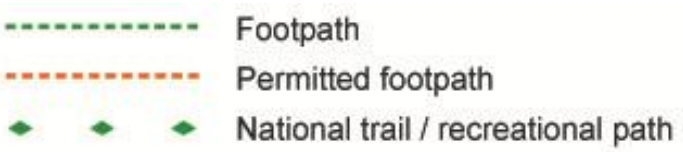
BRIDLEWAY
You can take your bike along here (green long dashes)

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



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).

Please 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.

Finish

Make your way back to the finish when your time limit (5/3/2 hours) is nearly up. If returning by bike, remember to **dismount your bike** and push it across the finish line. Punch the finish control underneath the 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 will be adjusted accordingly). Phone 999. Tell the ambulance service where you are - install the what3words app on your smartphone to help with this. 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 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

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