



## NORDIC ADVENTURE RACE RULES OF COMPETITION

The race is organized under the assumptions that the teams are taking part to have fun, make friends and share an adventure, and will be competing in a fair and friendly manner.

In 2018 edition of NAR there are 4 different classes. The open class, allows teams of 3 to 4 participants to compete. The 2 person classes is separated in Mix, Female and Male classes. All classes are on the same course and the overall winner will be awarded as well as the winner of each class.

All participation is at your own risk.

0. All participants in the Nordic Adventure Race must of course fully obey WADAs list of prohibited substances and methods, both in the preparations for and during the event.
1. The race is organized in accordance with the Norwegian law governing outdoor activities, which gives the public freedom and right to roam. This law has a few limitations and assumptions, that you as participants must respect:
  - a. The freedom to roam applies to uncultivated land (mountains, marshes, forests, beaches and lakes) in the countryside.
  - b. Cultivated land, whether fenced or not, including cultivated fields, gardens, farmyards, and plots around houses, is out of bounds.
  - c. You should proceed with care and respect, and in a way that minimizes impact on the environment, wild or domestic animals, the land owners, and other users. In particular, but not limited to:
    - i. Leave no rubbish; everything you bring out on a stage has to be brought to the next TA.
    - ii. If you need to open a gate to cross a fence, you are obliged to close it properly after passing (even if you know that a team is following close behind you). If you reach an open gate and suspect another team may have forgotten to close it, or are in doubt: close the gate.
2. No roads are closed to traffic for this race; when moving on roads, whether major or minor, you must take care and obey traffic rules at all times. Some roads, including their verges, are forbidden to access. Such roads will be marked on the map with purple crosses at regular intervals. If you need to cross forbidden roads, you must use a designated crossing point (bridges or tunnels). Recommended crossing points will be marked on the map.
3. Equipment outlined in the separate list of mandatory equipment (full time or for specific stages) has to be worn or carried, and must be shown to race officials upon request, either out on the course, at a TA or after crossing the finish line. If mandatory equipment is missing the team may be issued a penalty or held back at a TA until the item can be replaced.
4. Teams must navigate using a compass and the maps issued by the organizers as the only navigational tools, with the following implications, exceptions and clarifications:
  - a. GPS devices cannot be used for navigation
  - b. Altimeters and non-GPS cycle computers are permitted
  - c. Other maps, not issued by the organizers, are forbidden
  - d. Moving outside the boundaries of the issued maps is not permitted.
5. All team members have to stay together at all times, with the following implications, exceptions and clarifications:

- a. On the course, staying together means staying within sight *and* within a distance that permits easy communication.
  - b. Upon visiting a control (CP) all team members must visit the control site within touching distance.
  - c. At transition areas (TAs), between checking in and checking out with the TA staff, the team does not need to stay together.
  - d. The time is stopped when the last team member crosses the finish line.
6. There are “mandatory” and optional control points along the course, which have to be visited in number order (except if stated otherwise in the road book). Proof of visiting a CP is to pin-punch the correspondingly numbered box on the control card issued by the organizer.
    - a. Punching optional CPs earns the team 1 point for each CP.
    - b. Punching “mandatory” CPs earns the team 25 points for each CP (the effect being that missing a “mandatory” CP does not lead to disqualification, however missing one of these will render it impossible to rank in front of a team with all of them, regardless of the number of optional controls).
    - c. Controls are placed so that they are clearly visible when you are at the correct spot. If a control is missing and you are sure you are at the correct spot according to the map and road book, leave one of the ribbons you’ve been given for the purpose, securely tied/fastened and clearly visible, move on and notify the staff at the next TA.
  7. All teams are required to offer assistance to other participants/teams in case of emergencies.
  8. Follow all instructions outlined in the road book.
  9. Only the race director (RD) can make corrections to the map and/or to the instructions given in the road book. The message may be given through other race officials, however in a manner that you are assured that the RD has sanctioned the alteration, and team captains will be asked to sign for the message.

### **Instructions about Mandatory and Optional Checkpoints**

The use of the terms *mandatory* and *optional* when relating to CPs is for convenience only. Even the mandatory controls are not strictly mandatory, as you will still count as finishing and will get a result even if you have missed a mandatory CP (of course as long as you follow all other road book instructions and rules).

However, since all mandatory CPs earn you 25 points each and the optional CPs earn you 1 point each, you should obviously prioritise the mandatory CPs. There is no way that you can beat a team with all the mandatory CPs if you miss one, regardless of the number of optional.

All stages, except if explicitly written otherwise in the road book, are linear, which means that you have to visit the CPs in the numbered order. You are however allowed to skip one or more CPs.

### **Penalties**

Penalties for infringement of the competition rules, not limited to rules 0 to 9, but also including actions deemed to breach the intent of the rules (see top paragraph), are issued at the discretion of the race director/race jury.

The penalties will vary according to severity, from disqualification for major infringements (e.g. intentional cheating) to time/point penalties for minor infringements. Time or point penalties will be issued to reflect the severity, however in a way that it will never pay off to break the rules.

The race director or race jury will notify the team captain of any penalties as soon as practically possible.

The team captain is allowed to question, and file a formal protest in response to a penalty, or in relation to another team’s actions in reference to the rules, also as soon as practically possible.