

Offroad Finnmark 300 km SOLO

Race Rules

2025

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1. Introduction

All registered participants to the Offroad Finnmark 300 km solo race are obligated to have read, understood and accepted the rules of the race, including the terms of participation. The riders agree to the terms, rules and regulations by participating.

The rules of the race are created specifically for the Offroad Finnmark 300 solo race.

Offroad Finnmark, 300 km Solo will from here on be referred to as “the race”.

The race is created by Offroad Finnmark in collaboration with a range of local bicycle clubs and other parties.

1.1 General information

The race features a single stage covering 300 km, with an approximate vertical ascent of 4,000 meters. Along the route, there are 3-5 mandatory checkpoints equipped with food and rest facilities. Only riders in good physical condition, who are adequately prepared for both the physical and psychological challenges posed by the Offroad Finnmark, should participate.

The single stage aspect leads to the competition, running non-stop for 1-2 full days, with a small amount of mandatory rest. The terrain is highly demanding. The track is primarily made up of rideable trails, but certain segments through marshes and hilly terrains require riders to either carry or push their bikes. All teams must rely on GPS for navigation along the routes.

All riders are expected to always display good sportsmanship, promoting a fair contest. The riders must not use offensive or abusive language during the race, act in an unsporting manner, be disrespectful to the officials, or ignore the race regulations.

The race takes place on both private and public land, on public roads and through rugged outback. The environmental perspective is of vital importance to the race administration as well as the riders. The race participants and the officials must do their utmost to ensure that they make as little impact on nature as possible before, during and after the race. This way we set out to ensure the most sustainable nature experience possible for the Norwegian bicycle sport.

2. Participation, signing up and withdrawals

2.1 Participation

The rider must have a suitable off-road terrain bicycle. We strongly recommend full suspension bikes.

All participants must wear helmets that comply with international standards.

The cyclists must be 18 years or turn 18 the same year the race takes place.

The race administration can disqualify riders that are not perceived to be physically or mentally fit to enter the race. This can also take effect during the race. The race administration will consult with the race doctor before taking such action.

The race administration reserves the right to disqualify participants from the start line for non-medical reasons as well.

2.2 Rider's license

All riders must have a valid rider's license.

2.3 Application and start numbers

No participant can enter the race without a valid rider's license and start number.

The organizer may withhold starting numbers exclusively for invited teams/participants.

2.4 Payment

No riders can start the race with unfulfilled payment. No payment implies no race.

2.5 Starting numbers

Every contestant will receive a starting number that is to be mounted on the bike handlebar. Start numbers must always be visible during the race.

2.6 Withdrawals and refunds

Registration is binding and not refundable. You accept by registration that you cannot claim a refund of your registration fee or any other paid fees.

2.7 Changes in case of illness and similar

Participant can give their starting number to another new participant

- After July 15th paying a 750NOK administration fee

Withdrawals and changes must be sent to the race administration using:
kjetil@offroadfinnmark.no

3. Classes and requirements for completion

3.1 Participants

A participant must cross the finish line. If a participant must withdraw from the competition, this must be done at one of the checkpoints. A withdrawal must be reported and registered with the checkpoint manager. Alternatively, a withdrawal can be made to an ATV driver, but it must immediately be reported to the secretary, and the race manager.

3.2 Classes

There are 2 classes: men and women

3.3 Requirements for official completion

The rider must always ride on the track to be approved

If the rider fails to comply with the race route, there will be an individually decided time penalty. If the rider repeatedly deviates from the race route and/or strays very far from the race route, the rider may be disqualified.

If it doesn't seem probable that the rider will be able to reach the finish line in Alta within the maximum stage time, the race jury may decide to cancel the rider's participation (DNF). The maximum stage time is noted in the checkpoint description information.

NOTE: The official racetrack may, due to weather conditions, be forced to make a shortcut at the end of the race. The Jury will take this decision during race and the last weather forecast will be taken into consideration. This will occur if weather conditions make it impossible for normal to strong teams to reach the official finish line at the maximum time limit. This kind of change of track will not inflict on the rider's right to claim prizes.

If this occurs, riders will be notified of changes to the route. Jury can make shortcut decisions in only one or two of the classes. E.G: Women can be forced (by the jury) to take a shortcut but Men must ride the original track.

3.4 Time measurement and results

The winners of the classes are based on the first rider crossing the finish line, unless there are time penalties or other breaches of the rules and regulations.

3.5 Maximum race time

The official finish line time is absolute. If it seems probable that the rider won't be able to finish within the time limit, the rider's participation will be canceled. Closing time for the various checkpoints is noted as the checkpoint description information.

3.6 Denied start

The race management may deny riders to start or continue the race. Reasons for this may be medical, equipment failure than can't be fixed, use of drugs and/or doping, exhaustion etc.

3.7 Official finisher

Any competitor that completes the race will be deemed an official finisher of the race.

3.8 Disrupted race participation

Riders who have to withdraw from the competition must do so at the checkpoints. Exceptions can only be made in case of emergency and in accordance with the race administration/jury.

Riders who, for whatever reason, can no longer or will participate in the race are obligated to inform the race management about their decision immediately either by reporting this in person to the checkpoint manager, by calling the race administration.

If a participant can't be located during the race, a search and rescue operation will be launched. If the search and rescue operation turn out to be needless due to a participant failing to inform the race management of a decision to withdraw from the race, the costs of the search and rescue will be charged the rider(s) failing to comply with the rules of withdrawal.

Please note that informing a volunteer along the racetrack of a decision to withdraw does **not** qualify as complying with the rules of withdrawal. All participants choosing to withdraw are obligated to inform the checkpoint manager or the race administration of their decision.

4. Equipment

All participants in Offroad Finnmark are obligated to comply with these requirements all the race (including the first lap).

- All riders are tracked (live). This device must follow the team all the race.

4.1 Wearing a helmet

When a bike is used as a means of transportation between the first start and the last team member to cross the finish line, a helmet approved by NCF/UCI must be always worn. The helmet must be worn during warmups, in the race and whenever else the bike is used.

4.2 MANDATORY All riders must have:

1. 113 app must be downloaded on the front of the phone
2. Effective mosquito and weather protection
3. Mosquito repellent
4. Mosquito hat/net for head
5. Waterproof sleeping/rescue bag or 2 rescue foils.
6. Insulation jacket, minimum 250 grams or a Down Jacket
- 6a If you have a jacket that covers all the functions described in the mandatory equipment list, it is acceptable and meets the requirements.
7. Shell clothing for the whole body (windproof/water repellent) Not tight fitting
8. Warm clothes
9. One layer of dry underwear (super or wool)
10. Food in sufficient quantities
11. First aid equipment (tape, strips, bandage, small scissors/knife.
12. Match/lighter (in waterproof bag)
13. GPS + extra fully charged power pack minimum 8000 Mah.
14. Must be able to load maps and tracks, as well as display maps on screen
15. If the GPS strikes Extra map and compass, or GPX tracks and maps downloaded on mobile, or additional GPS, extra mobile phone for emergencies
16. Approved helmet according to NCF/UCI regulations
17. Bicycle. You should ride a full shock absorber or a very good trail bike.

4.3 Recommended equipment

- 1-2 tires
- 3 tubes
- Chain cutter + spare chain (spare chain links)
- Small tools: Pliers/multi-tool, umbraco's, screwdrivers, duct tape, strong wire, strong rope
- Air pump / air cartridge
- Common spare parts such as brake rubber/brake pads, brake wire, gear wire)
- Elastic rope for pulling
- Gear dropout (+ spare rear gear)

The participants must be dressed and have appropriate gear to be prepared for different types of weather. This includes having to seek shelter/sit still for long periods. Despite the race taking place at the end of July, the contestants can still face very varying types of weather, cold fronts, snow both in the air and on the ground, rain, wind and high temperatures with sunshine.

There will be random controls on whether the teams bring the mandatory equipment.

4.5 Returning borrowed gear

Upon race completion, the participants are obligated to return all equipment they have borrowed. This is also the case for participants that withdraw from the race.

4.6 Switching bikes

Each rider must report what kind of bike they'll be using before the race. Switching bikes during the race is prohibited. The participants must use the same bike throughout the entire 300km race. Participants that cross the finish line using another bike than the registered bike, there will be a minimum time penalty of 120 minutes. The rider can also lose the right to win prizes.

If there is a complete bike breakdown, the rider must apply to the race jury for permission to switch to another bike.

5. Mandatory information meetings

There will be held an information meeting "Rider's meeting". The meeting is mandatory. The information meeting topics will be the track, areas requiring special attention from the riders, dangerous areas, special challenges, weather forecasts and other information that's crucial to the riders and for completing the race. The information will be given by the race administration.

6. Race assistance

6.1 Private support

Participants can receive assistance from all the race officials and service units, both stationary and mobile, as described at the end of this section. The main rule is that all service is to be given at the checkpoints and as the judges may decide to allow.

The race management can, in case of emergency, delegate assistance duties to the private support crews to cover the needs of both their own team and others.

Private support must be registered with the race management.

If a rider has private support in addition to the Offroad Finnmark support, the private support must not in any way interfere with the Offroad Finnmark support team. Private support crews may not meddle with Offroad Finnmark's offered food, service, lodging etc. Washing bikes, food preparation and such must be done using private equipment. Failing to comply with the private support rules will result in time penalties for the rider.

It's strictly prohibited for any participant to receive assistance from a third party outside the checkpoint. Breaking this rule will cause a minimum of 120 minutes time penalty at the first offense, and disqualification on the second instance. The exceptions are:

- Assistance at the official checkpoints during the race. The riders must check in before receiving assistance and/or private support before checking out.
- Accidents where a participant has been injured. The race administration's ambulance team will come to the scene and the rider must wait till the race administration has given their explicit authorization for the rider to continue. In these situations, the rider must expect to wait a while. If the injuries are deemed severe, the race administration will send for a helicopter.
- Riders can share/borrow/lend clothes/spare parts with each other
- Riders may stop and purchase food and drinks at "physical installations" such as grocery stores, gas stations and such along the race route. Please remember that receiving private support outside the checkpoints is strictly prohibited.

6.2 Technical support

The technical support car will stay ahead of the field as possible. The tech support car will only be available at the official checkpoints and at special technical points. The tech support car offers gear for maintenance work and adjustments. Parts cost standard retail prices and will be charged by the team after the race.

The tech support car will carry the spare parts the teams have turned in before the race and some of the most common spare parts such as chains, tires, tubes, knobs, bolts and wires. There will be some tools available at all checkpoints for simple repairs. If a team needs gear turned into the tech support car prior to the race, they must call the tech car and report what they need, and at which checkpoint they may get their gear. All gears turned into technical support must be labeled with name and team number.

6.3 Sweep rider

Sweep rider's function is to make sure that the race gets the most possible finishers. If a rider must break and teammate wants to ride on, sweep rider can contribute as a temporary or permanent teammate so that the rider can finish. If the rider is later connected to another cyclist and they want to ride faster than the sweep raider, it's ok, but this must be reported to the secretariat.

Sweep rider OF300 follows the race all the way to the finish line. The person cycles at the back of the field. It is important that the last rider gets the opportunity to complete their plan without too much influence from the sweep rider. Sweep riders are considered a cyclist in the regulations and can therefore assist other riders with simple technical service as well as assist with parts. The sweep rider can not in any way help physically, for example, to carry weight to others, or to drag other riders to the goal.

7. Checkpoints

There are signs leading to the checkpoints as well being clearly marked on the maps. The riders are obligated to ensure they're checked in and checked out of each checkpoint. There is a 10-minute mandatory stop at every checkpoint. Riders will receive a 120-minute time penalty for each checkpoint they've missed checking in/out of. The checkpoints offer different degrees of service, the details of these are to be found in the checkpoint description information.

There is a 1 hour long stop at an optional checkpoint. All riders that do not have private support, can pack one bag that the race will transport to checkpoint Šuoššjávri

The bag must be labeled with the name, riders start and phone number.

8. Traffic rules

8.1 Traffic rules

The of300 takes place on public roads and trails that are not closed off to use by others. In turn, all riders must adhere strictly to the applicable rules of the road (national traffic rules) – also if in a race situation. All regular Norwegian traffic regulations must be always observed during the race. The race takes place on private and public roads, paths, tracks and cart roads. All instructions by traffic marshals and race officials must be adhered to. All riders are obliged to yield to other traffic when on private tracks/paths as well as showing the utmost care when passing hikers/pedestrians. It is not allowed to ride on footpaths in cities and urban areas.

8.2 Right side driving

The traffic law of keeping to the right side of the road/track/trail applies. Riders cannot cut corners under any circumstances. All trail and road sections, particularly those with blind corners, must be ridden with utmost care, thus ensuring the safety of oncoming traffic and passing teams. Failing to comply with the right-side regulations can result in sanctions such as time penalties, demotion/degradation or the team/rider being banned from the competition. The jury will decide on the individual penalty in each instance.

8.3 Passing slower teams

The slower teams/riders must make way for faster riders who clearly intend to pass them, the passing team must verbally or otherwise signal their intent. Slower riders must pay special attention to passing teams on steep sections where the slower riders might already be pushing/carrying their bikes.

8.4 Sportsmanship

Everyone must be considerate of fellow race participants, spectators, pedestrians and hikers crossing or passing the racetrack. Participants must not use offensive or abusive language during the race, act in an unsporting manner, be disrespectful to the officials, or ignore the race regulations. Inconsiderate riding and/or unfair behavior or actions will be subject to penalties. The precept of considerateness, sportsmanship and fairness applies to each participant.

8.5 Technical skills

Riders must operate their bikes within their means and capabilities. Participants should be prepared for sudden brake maneuvers at any time but especially on downhill sections and technically demanding terrain. Any rider that isn't conducting the race in a safe and timely manner can be excluded from the race.

8.6 Stopping while on the racetrack

In case of injuries or mechanical problems, it is imperative to get off the trail / road right away and initiate first response or repairs away from (race) traffic.

8.7 Risk assessment

All participants are bound to assess the risk they're taking in every situation. Blind corner tracks/roads, passing vehicles/bikes or pedestrians must be traversed with the utmost care. The roads are not closed off to other traffic, it's therefore vital that all riders expect meeting hikers and on-coming traffic. Be prepared to expect the unexpected.

8.8 Accidents

If a participant suffers severe injury, the rider must call both 113 and the race administration. Participants finding another rider who have suffered severe injury are bound to stop and do their utmost to be of help. Awaiting helicopters and authorized emergency personnel, the teams must perform first aid using the first aid kits carried in their backpacks. If need be, emergency personnel can instruct the team members to perform the first aid on the phone. Riders that assist during an injury situation qualify for time reduction.

8.9 Sprint

In case of a sprint among riders in the finish area, it is prohibited to change lanes the last 100 meters before the finish line, wavering with the bikes to hinder a faster team passing, or in any way block the competing teams.

9. Protests, penalties, jury

9.1 Protests

Any protests must be submitted in writing after the rider has crossed the finish line, within the allocated time, at the very latest 30 minutes after the official finish time. Result protests must be submitted along with an NOK 400 administration fee. If the protest is upheld, the deposit will be refunded. If the protest is not upheld, the deposit will be forfeited.

9.2 Jury

The race organizers will compile a jury that consists of 2-3 members. The jury will oversee result lists, race discrepancies and judge over any protest that has been filed. Race participants acknowledge that they accept and comply with any decision reached by the jury and relinquish any contention to dispute possible claims or entitlements further.

9.3 Penalties and sanctions

Only the race jury can decide on implementing penalties and sanctions on participants breaking the rules or behaving in any way that is damaging towards the race's reputation, other participants or the sport itself. The race organizers' main goal is for as many riders to finalize the race as possible. A penalty in this context will therefore always be a time penalty in the first instance, unless the seriousness of the violation calls for an outright disqualification / exclusion as the only appropriate measure.

Cataloging all conceivable breaches of race rules is impossible. Therefore, only a few are listed with the expressed annotation that the race jurors in consultation with the race organizers may impose penalties for actions and infringements that are not listed specifically. Smaller breaches of the regulations are punished with a 10-minute time penalty. The following breaches of regulations will be reprimanded at least with a time penalty:

- Failing to check in/out at all the checkpoints. (Punishment 120 minutes)
- Failing to stay at the checkpoint for the mandatory time. (Punishment 10 minutes)
- Fail to comply with the race route. If the team repeatedly deviates from the race route and/or strays very far from the race route, the team may be disqualified.
- Lack of respect for nature and the environmentally friendly profile of the race: improperly discarding garbage or other items 120 minutes
- Not carrying the mandatory backpack equipment. (Punishment 30-120 minutes)
- Taking off a helmet during race activities
- Ride without wearing starting numbers.
- Tampering with starting numbers or mounting them in violation of race rules
- Receiving assistance from a third party outside of the checkpoint areas
- Inconsiderate riding / unfair behavior or actions
- Repeatedly and willfully taking shortcuts
- Thwart competitors
- Private support crews are getting in the way of other competitors at the checkpoints.
- Private support crews use Offroad Finnmark's support at checkpoints.

The following violations can lead to an immediate disqualification:

- Deliberately dangerous riding maneuvers especially when they jeopardize others, such as spectators and hikers.
- Hazardous riding maneuvers that may cause harm to animals.
- Repeated breaches of the rules and regulations lead to time penalties.

9.4 Environmental aspects

Riders must always respect the environment, and no littering or other kinds of damage to the environment will be tolerated. The race takes place in highly sensitive and vulnerable areas of wilderness. Any wrongful disposal of garbage or other items, in both private and public areas, will result in time penalties. Anyone who improperly disposes of garbage or any other article (including water bottles) outside of a check point will receive a time penalty of 60 minutes. If repeated, it will cause a 120-minute penalty. The third penalty of this kind results in disqualification without recourse. All drinking bottles must be marked with the team's names.

9.5 Doping

The race organizers of the Offroad Finnmark 300 distance themselves from anyone who, with the intention of procuring any kind of performance advantage, ingests or otherwise uses in whatever way unlawful substances or stimulants. A reasonably justified suspicion suffices for an immediate disqualification from the of300in this context. The race organizers reserve the right to perform unexpected and unannounced doping tests on all riders. Refusing to submit to testing will lead to immediate exclusion from the race and the participant being stricken from the result records. All test results will be forwarded to the national cycling federations. Positive results will lead to the participant having to return all prizes received and a lifelong ban from Offroad Finnmark.

10 Disclaimer of Participation

10.1

Disclaimer for Participation in Offroad Finnmark By registering or participating in Offroad Finnmark, the participant confirms that they have read, understood, and accepted the following terms

1. **Risk Understanding:** The participant acknowledges that participation in Offroad Finnmark involves significant physical, mental, and endurance challenges. Participation entails known and unknown risks that may result in personal injury, illness, death, or property damage.
2. **Personal Responsibility:** The participant participates at their own risk and is responsible for their own health, safety, and management of their equipment.
3. **Waiver of Liability:** By participating in Offroad Finnmark, the participant releases the event organizers, sponsors, partners, volunteers, and other involved parties from any liability, claims, compensation, lawsuits, costs, or expenses of any kind that may arise directly or indirectly from participation in the race, resulting in personal injury, death, or property damage.
4. **Health Condition:** The participant confirms that they are in sufficient physical condition to participate in the race and that there are no medical or other reasons that could endanger the participant or others during the event.
5. **Compliance with Rules:** The participant commits to adhering to all rules and guidelines established by the organizers of Offroad Finnmark.
6. **Legal Validity:** If any part of this waiver of liability is or becomes invalid or unenforceable under applicable law, the validity of the remaining parts of the waiver of liability shall not be affected.

Please keep yourself updated on information regarding times on offroadfinnmark.no



Have fun out there!