



CORSICA RAID AVENTURE

INFORMATION NOTE

RACE COURSE AND PROGRESSION

1. RACE COURSE

In the genes of the Corsica Raid Adventure is our determination to build every year an extraordinary race. Every day, you will enjoy all of the magic of the adventure race through Corsica, without moderation ! Each edition of the Corsica Raid Adventure has its own profile. Corsica is described as a mountain in the sea and every year our goal is to make you enjoy the resources of this playground. The key word for the organization is to always offer a race focused on multi-activities. Everything is of course based on the playgrounds on which every year we write the most beautiful races.

Once your registration is complete, you will progressively receive information on the profile which is waiting for you so that you can prepare yourself according to the profile of your Corsica Raid Adventure. You can already get an overview of the profile of the previous edition in the Information Note Race Profile.

The Corsica Raid Adventure is a succession of sections of race whose length and difficulty vary: the shorter sections only last a little hour while longer sections can take more than ten hours or more. This depends of course on the type of test/section, the profile of the terrain encountered, and the speed of progression of each team.^[SEP]

The race is composed of a sequence of sections of races, punctuated by points of assistance. Each section corresponds to one or more disciplines in the program of the race. Teams must go through various points specified on the map extracts.

Points of assistance (PA) allow competitors to refuel and take adequate material to the next section of the race, and for the CRA 2+1 version, to proceed to a change of competitor if needed.

The course must be defined by each team looking at the map extracts and the information provided in the road book and those given in briefing or in the field by technicians of the organization (Look at the Information Note–Map and cartographic legend).

Information and written instructions in the road book are for racers and assistants. These indications are concise and precise. The Road-Book, is with the map, the tool that you must constantly read and re-read.

If you can not find the answer in the road book, you have in your possession all regulatory documents of the race that answer at 95% of the questions you ask yourself in your team: Information Notes, Technical Notes and Rules. The imperative is to properly have read them all before coming ... and/or sometimes re-read them during the race every time you have a doubt.

Some checkpoints have a closing time (indicated in the road book). The neutralized teams are rehired on a portion of a next section. For the portion not completed, a time will be recorded.

The principle of time doors was set up to allow the less experienced teams to fully enjoy of their Corsica Raid Adventure, almost always having access to the most spectacular sections and the most attractive of the race rather than “let” their motivation on some sections where these teams would have lost too much time.

Investigations and research to discover the itinerary and pre-recognition are prohibited.



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2. PROGRESSION

The Corsica Raid Aventure is made like an « à la carte » race where each team chooses to do or not do a test (or section of test). Each team has his own speed progress on each section, it is at each team to calculate its own expected running time and consequently the schedules/times where its assistance must be present at each PA.

The entire route of the Corsica Raid Aventure is made by orientation, although itineraries often follow trails/paths and tracks or portions of roads. Progress is made in full navigation thanks to the information provided by the map extracts, by the road book, and the guidelines and instructions given by the organization. The itineraries are not marked (except for a few very short portions for security reasons), and each team must constantly manage its orientation to ensure its own progress. Each team, day and night, in good weather and in fog, must be able to decipher the terrain traps, read maps and navigate with a compass and/or altimeter to find the right path.

On race sections, teams progressing deep into nature, and in complete autonomy.

The Corsica Raid Aventure is made as a real adventure, so each team must be able to fully manage itself, both in terms of its own security of evolution, and on planning the refuel on the assistance points and on the race/tracks, its water needs, its time to rest ...

Strategy, intelligence, responsibility and the ability to make an effort in group will be as important as the ability of individual endurance.

Taking into account all the parameters of the race and preparation required by the participation in the Corsica Raid Aventure, a particularly demanding race, hard, and difficult, the itineraries are made for a team relying on a regular progression in normal speed (regular progression and normal speed in terms of high-level of the race) to be able to perform all of the offered stages.

On all sections of the race, the competitors of the same team have the obligation to stay together/grouped. They must remain within earshot without yelling, distance less than 100 meters away.

The organization can stop the race for teams that could not continue the race under normal security conditions.

If a team decides to stop for a longer period than 1 hour, it is obliged to call the organization (emergency number – cf. Road Book) to explain its stop.

On the entire course, racers don't have the priority. They should respect and take into account other potential users. Particularly on roads and roads open to traffic, racers must scrupulously respect the road rules, and potential directives of the signallers of the organization. And by default, competitors must not take asphalt roads, unless it is authorized by the Organization.

In the frame of mind defined in the Corsica Raid eco-adventurer's charter: in the natural environment, teams are asked to limit the noise so as not to disturb the often fragile and sensitive fauna especially in the spring the birds only or the mouflons for example. Sometimes even the noise must be zero including shouting and applause.

3. RESTRICTED ACCESS TO RACE AREAS

In each team, only competitors in race have the right to be on the area covered by the itinerary of the race (area in the large sense of term). Are excluded areas covered by the itinerary of the race: the assistants racers, assistants, accompanist that must remain on departures, point of assistance and arrivals (unless contrary authorization of the race direction).



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4. PROCEDURE OF GROUPED START

On stage grouped departures (mass start), the first line of teams must align themselves on the last promotional banner of the area of departure. Other lines of teams have to be behind them.

- * The first line is composed of team wearing the race shirt of the first team overall ranking of the CRA4 version and the best Corsican team race shirt.
- * The second line is composed of the team wearing the race shirt of the first team overall ranking of the CRA2 version and the stage winner.
- * The third line is composed of the team with the potential combativity race jersey and mountain race jersey.
- * The fourth line is composed of any other stage jerseys.
- * The other lines are composed according to the order of the general rankings scratch CRA 4 and then CRA 2.

Grouped departures in sea kayak: you align sea kayaks in front of the waterfront as described on procedure above.

5. PROCEDURE ON CP-PA

Each team which arrives on a CP (including on the stage departure) must come together to:

- * point to the CP and sign the arrival card;
- * go to do his assistance on the PA which is next to the CP;
- * return to the CP and sign the starting card.

Teams that have not signed the sheet on the CP will have a penalty of race from the maximum to the cancellation of the race times and time allocation of the last team.

The refueling of your team, equipment changes,... etc ... are made on the PA. It is forbidden to do them on the CP. The PA are always located near the CP, and it is on the PA that the assistance takes place.

The time does not stop on the PA, unless contrary information.

6. PROCEDURE BETWEEN 2 CP-PA for neutralized teams

Teams that decide not to do a test or a section between 2 PA should point and report it to the CP of departure where they are (report it the night before during the weather briefing for the 1st test of the next day).

Team immediately does (of course not timed) a road transfer with her assistance up to the next CP-PA or other CP depending on the race directives specified in the road book (of course no transfer in case of a loop section/test around the same CP-PA).

At her arrival at the CP-PA concerned, the team will leave after recording at the CP. In case where a neutralized team arrives before the 1st team that made the previous test (or section), the neutralized team will start at the same time that the 1st team. The time of the neutralized team continues to be neutralized until his departure.