



CORSICA RAID AVENTURE

INFORMATION NOTE

MAPS AND CARTOGRAPHIC LEGEND

1. CARTOGRAPHIC LEGENDES

The courses include points which are indicated on the road book or on the map extracts. Their passages (except PPR) are mandatory and must be taken as a team.

All the point of organization should be taken in numerical order (01-02-03 ... etc) on the map extracts (unless specified exception).

- **CP = Checkpoint.** They are positioned at the beginning and at the end of a section of the race or test.
Race commissioners manages the checkpoint.

- **CPH = Checkpoint Horary.** Some CP are CPH and have a closing time beyond which the teams are not allowed to participate at the next section and must go directly to the next point (if necessary with a transfer by their assistance) as written on the road book. The CPH takes effect on the start time of the racers on the next section. If an Assistance Point is provided, teams must make their Assistance Point BEFORE the CPH closes and not after.

- **PA = Assistance Points :** These are the assistance points on which the racers may get changed, get fresh supplies, refuel and change equipment between two section (kayak and MTB for example).
And for the team on CRA 2+1 version, PA allows them to change team members before leaving on the next section.
PA are always connected to a CP.

- **B = Beacon Controls (orienteering tag).** These are points with a beacon that allows each team to prove that they have made the way. A racer of the team must punch the team's punching support (to prove that they were a the beacon) on the right box on the punching support.
Each control clamp has a different punching registration symbol.
The presence of all team members is mandatory.
If the beacon or its control clamp is missing at the designated point, racers must be sure of their orientation, should not lose their time. They send an MMS with a picture (via the emergency phone) of the location of the missing tag and continue their progress and report this absence to the next CP.

- **PPR = Point of Passage Recommended.** These points of passages are (strongly) recommended but not mandatory.
Their goal is to provide an advice of progression to each team.
The PPR does not have beacon and thus avoid an extra stop. They are not materialized on the way of the race.

- **IR & Zone IR = Intersection of roads and roads zone**
IR are positioned at intersections between routes followed by competitors and roads opened to traffic on paved road or on specific road point. IR areas are portions of routes taking place on asphalt road. They mean that you will cross a road or take a road until the next IR.
Next to IR or IR Zones, teams must significantly slow their speed. The IR crossing and IR zones must be taken with increased vigilance in strict compliance with the rules of the road code and remembering that the racers have no priority of passage belonging to other users.
IR are not materialized on the way of the race.

- **SG = Signalman :** They are positioned on rare IR presenting a special hazard (for example : territorial route or busy road).
They are managed by signalers. Signalers are therefore to inform both the road users of the race and competitors of their arrival.
Racers must pass the SG under the instructions of the signalman.

2. RACER'S CARTOGRAPHIC EXTRACT:

Cartographic extracts based on the IGN 25.000°. They are specifically for racers. There are all points of passage, test by test or by section for a good map reading. When necessary, we added the paths/tails that Ign miserably forgotten.

