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Monsterman Off Road Duathlon Series

Introduction

This is the sixth year that we have staged the Monsterman Off Road Duathlon Series. All the races involve two off road runs separated by an off road cycle leg. This may be ridden on a mountain bike or a cyclo- cross bike.

The aim of the Series is to provide some off-season fun. All the races are based on Ministry of Defence (MOD) sites, and offer a variety of challenges for you to enjoy. Due to their location it is not possible to ride the course prior to race day, but there will be time for a familiarisation lap on race day itself (see below). By the very nature of the race locations on site facilities will always be basic, but we hope the warm welcome and the free tea and cakes will more than make up for that.

Monsterman II is the BIG one within the Series!

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The route for Monsterman II will be as faithful to last year as possible. Any changes necessitated due to sections of the course having become unrideable will be kept to a minimum. So even if you have raced Monsterman II before we would strongly recommend you take advantage of the opportunity to pre-ride the course on race day.

In case you don't know and haven't entered yet, the dates of the other Monsterman Races are:

- Sat Feb 14th Monsterman III
- Sat Mar 14th Monsterman IV

We also stage a 13mile off road run the day after Monsterman II for those of you who are up for it!

Monsterman Championships

Your top three Monsterman Race Performances count towards your Monsterman Series Points, points are awarded as follows:

- Base Score is determined by your finishing position; winner scores 100 points, second 99 etc.
- Podium finishers (male & female), score additional points: 10, 7 and 5 points.
- Multi- event bonus: Everyone who completes two events or more will score bonus points: 2 events 5 bonus points; 3 events 10 bonus points; all 4 events 15 bonus points.
- Performance Bonus: anyone who improves their position in consecutive races receives 1/2 bonus point per place gained (NO maximum limit).
- Marshall bonus: any competitor who marshals at an event is regarded as having competed in that event for the purpose of awarding the multi-event bonus points.

If at the end of the series, two competitors are tied on points, their final positions will be decided by reference to their finishing positions in their three counting races. Should competitors still be tied, their relative positions in the 4th (non-scoring) event will be taken into consideration.

In addition to the individual championship competitors we are running the Mike Galpin Club Championship for the 3rd year this year. As the name suggests this is awarded to the most competitive Club within the Series. If you belong to a Club and are racing with fellow Club members please make sure we know so we can include your club in the competition.

Thanks again for entering, have fun.

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Admin...

The event has been sanctioned by the BTA and will be run under BTA rules. The onus is on you to know these rules, but they include the mandatory wearing of cycle helmets during the cycle leg and that your bike is in a safe condition. Please don't turn up without a helmet and expect to race, we simply can't let you.

The basic rules regarding issues like the fastening of helmets, where to mount/dismount etc will be covered in the race briefing. If you are new to the sport the British Triathlon Association's web site gives full details of the rules of competition.

Registration will be open from **8:30 am** to **10:45** when the **full** race briefing will take place. At registration all BTA members **MUST** show their race licence. If you are unable to do so we **HAVE** to issue you with a BTA Day Licence & this will cost you £5 on the day. Please, please bring your BTA licence.

At registration you will be issued your race numbers. Please wear the main race number to your front,(safety pins required) the helmet sticker on the front of your helmet & attach the bike frame number to your bike. **The bike frame number should be returned to refreshment table at the end of your race.** This entitles you to your free hot drinks and cakes. Snippers will be available at the refreshment table for removing the bike number.

Elastic race belts are more than welcome.

The racking in transition will **NOT** be numbered. You can pick your slot when you rack. This does not mean you can move other people's bikes because you like their spot! The racks have been designed to take 4 bikes per section (2 each side). If you remember this then you will have plenty of room to spread out & make yourself at home.

Both the cycle and run routes will be marshalled and heavily signed. We will be making greater use of signs and using less barrier tape this year hoping to reduce the risks of other visitors to the site removing the course markings. We would however encourage you pre-ride the bike course on race day to familiarise yourself with the course. The bike course will be open for this purpose from **9:30am**. The race starts at **11am**. We will announce when the bike course is open for pre-riding, please don't set off before then as we can't guarantee all the signs will be in place and we don't want to loose anyone!

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Summary of Times:

8:30 am registration opens BTA members must bring their race licence, or an extra £5!

9:30 am bike course briefing for those who wish to pre- ride course you **MUST** wear a cycle helmet when pre-riding course as well as when racing

10:45 am FULL pre- race briefing

11:00 am Race STARTS

3:30pm You MUST have started the last lap of final run.

The Route..

The following is a general description of the route as planned. However, Ian will be re-visiting the site in the week prior to the event to ascertain if any changes to the course are required as a result of conservation work or as a consequence of the impact of other users of the site.

The run leg:

This is a pure off road run. Please consider wearing footwear designed for off road running (i.e NOT racing flats), as you will benefit from having some grip.

There will be a mass start on the first run leg, with competitors exiting the transition on a wide track. After a short while the route takes you up your first hill of the day. This is relatively short but has a friendly little kick at the top! The route then follows a series of tracks 'gently' taking you to the furthest and highest point on the run route. A mix of tracks, some sandy, some muddy, then begin to take you back toward the transition zone via a series of ups and downs takes you back to the conclusion of the lap.

In its present form you will run this loop three times before commencing the bike. The number of laps will be confirmed at the briefing due to the course amendments explained above.

For safety reasons, i.e. daylight, you **MUST** have set off on the last lap of the final run by 3:30pm.

The Transition:

The transition zone is sited on an old airfield, it will be clearly marked and there will be distinct entry and exit points. There will be ample purpose built racking for all and plenty of space for kit etc.

The cycle leg:

This has been designed to offer something for everyone, from the novice mountain biker to the more experienced mud plugger. Ian has designed the course on his cyclo- cross bike and all parts of the course can be ridden. There is a full range of terrain from wide fast fire tracks to some more technical single track and a few climbs, some short and some quite long! There are some nice descents too. In its present form the bike leg will comprise three laps.

Prizes:

There will be trophies for the first three male and first three female competitors home (no age group prizes). Each competitor who starts the event is also entitled to a free 5 x 7 photo from www.digimoments.co.uk. Details of how to claim this will be explained when the race results are sent out. This photo is FREE, completely FREE, no catches. So do take advantage of the fact you can get a FREE photo of you racing.

We will hold prize giving as soon as possible after the top three in each category have been confirmed. This is to allow people to go and get warm as there is likely to be some relatively large time gaps during the event due to the nature of the course. It would of course be nice if the quicker people can hang around and encourage the not so quick.

How to get there....

We now have the post code GU30 7PG

These directions are intended to be used in conjunction with a road map, not in isolation.

Please allow at least 15 minutes from getting to the site entrance to the transition area. This is because after passing through entrance marked by large metal gates you have to follow a gravel path for some considerable distance, this is uneven. If it has rained heavily it may also feature some puddles but the bottom is firm. Large yellow signs will mark both the entrance to the site and the route to transition. If you don't see a yellow fluorescent sign directing you to turn DON'T.

Travelling South- West along the **A3 (from London to Portsmouth)**. Leave the A3 at the **Griggs Green Exit** (this is the turning before the Longmoor Exit). On Exiting A3 cross over the A3 and turn into the entrance by big metal gates on your right hand side. Then follow the directions.

Travelling North- East along the **A3 (from Petersfield, to London)**. Ignore the Longmoor Camp Exit. Take the next Exit signposted **Griggs Green** and after a short while there will be tall metal gates on the left hand side. Enter here and follow the signs.

Travelling **South- East along A325 (from Bordon towards A3)**. Drive through Bordon on the A325 & follow the signs for the A3 and Longmoor Camp. **Join the A3 London Bound** take the next exit signed **Griggs Green**. Go through the gated entrance on the left and follow the signs.

* Please note: The signs will take you along gravel track for a considerable distance. This track runs parallel to A3 and eventually you will be taken over a single carriageway bridge over the A3. Keep following the signs to the car park and you will get there. (There is about a mile of gravel track). We have some brand new signs for this section which will hopefully reassure you along this section.

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Finally..

Thanks as always to St John Ambulance, and the helpers and marshals who enable us to stage our events.

All the best,

The **gearsandtears.com** team