



JEDS (Junior Enduro Development Series)

Enduro Racing Start Up



So, your child is interested in racing Enduro, cool!!

“Enduro is exciting and teaches kids off-road riding and problem skills to last a lifetime, but at the same time, it’s famous as the friendliest and most laid back of the adrenaline sports, where competitors forge friendships that last a lifetime.”

FAQs:

How old do they need to be? - Enduro racing age – 7years to under 16 years

Do I need a race licence? – Yes, there are 2 types (Annual & One event race licences)

Do I need training before they can race? – Yes, all juniors must complete a Junior Kickstart course & apply for a logbook for they can race.

What do you need?

Training: The rider needs to be a member of an MQ affiliated club. They then need to complete a Kick Start rider course (free, normally around 4hrs of riding and 20-30mins theory depending on skill level). There are different age and bike size class, and the juniors are assessed based on what bike they are riding during the course. When they are ready to move up an age or bike size, they are re-assessed for that size/class again to ensure they are suited for racing a bigger bike size. (Age is based on the age of the child as from 1 Jan of that racing year)

Coaches: MQ & clubs have accredited coaches that run these courses as required. Once the course is completed the rider will receive a signed training booklet. The rider gets a Ridernet login ID and uploads online their booklet and proof of age (birth certificate) and apply for a Junior Logbook and National Junior competition race licence.

Race Licences: Annual junior National race licence (12 months from purchase \$308) If you don’t want to purchase an annual licence, you can purchase One event competition race licence \$75 per event p/rider every time you enter an event. It will promote you if you don’t have an annual licence to purchase one. (You must have a competition race licence to compete). Licence details can be found at www.mqld.org.au under the licence tabs.

Once they have a logbook, you are ready to enter the next junior race event in the class they are licenced to race.

Events: JEDS events normally have organised professional coaching for the juniors on set events on organised racing weekend. Coaching Saturdays, racing Sundays. We also have organised coaching events between events for juniors.

For all enduro racing events, check out www.queenslandenduro.com.au website for event entries and round details. We also have the Qld enduro face book page the riders keep up to date with events, details and notices, so join that and keep an eye out.

Event costs: They can change but generally a 2-day weekend would be \$165 entry + \$15 for a timing transponder + \$75 for a One event race licence if needed. 1 day event around \$115 + \$15 transponder + \$75 One event race licence if needed.



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What is Enduro racing?

Enduro racing is Endurance racing through multiple different formats in natural bush terrain. There are different formats and racing types for the kids, and each junior is graded into age or bike size class.

Sprints - I call this the drag race!!

Riders race around a marked track, between 4-12km long with timed intervals (15, 30, 45 seconds) between each rider racing the clock. We seed the riders based on fastest to slowest for starting grids. These tracks normally start and finish at the same point with an electronic timer monitoring each rider. Normally they race between 4-8 heats for the day and the rider with the least accumulative time from all heats, wins that class for that round. Each rider races 1 heat and returns to the pits to rest before being called up for the next heat.

Super Sprints – Enduro back-to-back sprints

This is the same as the above Sprint race however the riders race on 2 tracks to form one heat. They start on track 1 and race the clock. Once they finish that track, they then ride to another track and race the 2nd track. The riders may, if they want, travel to the pits between the tracks for fuel, water, toilet, or repairs however they do lose their grid position on the 2nd track. The accumulated time between the 2 tracks equals 1 heat. The riders again race between 4-8 heats for the day with the rider having the least accumulated heat times winning the class. The rider again races a heat and then returns to the pits to await being called back up again to start the next heat.

Riders can have multiple bikes and switch between each heat if they wish.

X Country – I call this Bathurst!!

All riders start in class order formed up in a line, sometimes cold start (engine off and when the flag drops, the rider start the engines and race) sometimes Le Mans starts (off the bikes and laying down away from the bikes. Flag drops and the riders jump up and run to the bikes, start, and race away.

Each class will have a 1-minute interval between starts

The riders race around a 6-25km long, marked track, continuously until a set lap amount (based on race leader time, generally between 3-4hrs of race time depending on age) has been reached, and the lead rider gets the chequered flag. The riders stop in the pits for refuelling, water and repairs whilst the race/clock is still going. Each rider may only have 1 bike for the entire race. Although it's based on the leader crossing the line on the chequered flag, it is still electronically timed and rider with the least accumulated time wins their class.



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Enduro timecard – I call this The Dakar!!

Every rider receives a set start timecard. We seed the riders in groups of 2 or 3 riders, again fastest to slowest. Each group will have a set time, at which they enter the starting check point. They get their timecards stamped; they then start their heat with the following.

1. At the riders scheduled time they cross the line and get the Timecard stamped
2. Travel along a small (1-2km) transit section to the 1st special test (not race speed, cruising)
3. 1st Special test - Riders race a sprint track (4-8km) the same as a normal sprint track, timed intervals between riders racing the clock until finished (full race speed)
4. They then ride a trail section (6-30km), not racing as this is their rest section before they arrive to the next special test track (not race speed just cruising)
5. 2nd Special test - Riders race a 2nd different sprint track (4-8km) the same as the first sprint racing the clock until finished. (full race speed)
6. The riders then ride a small (1-2km) transit section back to the pit area and rest until their next scheduled start time. (not race speed just cruising)

Riders have a set time before they are due back to the start check-in to start their next heat - normally around 1 hr per heat

Example:

Start 8am 2nd heat starts 9.10am 3rd heat starts 10.20am 4th heat starts 11.30am

The above rider has 1hr 10 minutes before they must be back at the start to check-in and start their next heat. If they cross the Check-in line early, they are penalised time, if they cross more than 1 minute past their scheduled time, they are penalised time. Penalty time is added to their special test accumulative times.

Although the heat is timed overall (example above 1hr 10 mins between heat starts) Riders are racing the clock for each sprint and the accumulative time for the special tests/sprints is what will win or lose the race. Riding on the transit sections and trail section is not a race that riders ride at 100% although they can't ride too slowly as they need to be mindful of the overall timecard times. If the rider doesn't receive any time penalties, then the accumulated special test times and accumulated for the day and the rider with the least time wins the class.

This is an endurance event, and the riders need to keep hydrated and energy levels through the race. It's a long day but a fun, challenging, ride and race for the riders both mentally and physically.

We hope this helps you.

If you have any further questions, please contact the Qld Enduro Subcommittee at gesc@queenslandenduro.com.au and we'll get back to you.

Regards,
Nathan Bond
Chairman Qld Enduro