

Regulations for AUK Events classified BUAF

1	BRM are calendar events for teams of cyclists, riding together at a consistent pace, under the control of a road captain. Routes, rest stops, controls, and ride schedule are set by an organiser. They are additionally validated by UAF				
2	Distances and speeds are as set down by UAF				
2.1	To be classified as BUAF the organizer must supply sufficient details for the ride to be included in UAF's calendar published annually.				
2.2	BUAF events are mandatory route events, with mandatory timed stops, so as to meet a predetermined overall time				
2.3	Distance (km)	Minimum time	Typical schedule time	Maximum time	
	100	5:00	5:00	7:00	
	150	8:00	8:30	10:30	
	200	11:30	12:00	14:00	
	300	17:00	17:00	20:00	
	400	23:00	26:00 – 26:30	27:00	
	600	36:00	38:00 – 39:00	40:00	
	1000	75:00	75:00	76:00	
2.4	The usual moving average speed is 22.5 km/h between control points.				
2.5	For 100 km brevets the riding average can be reduced to 20km/h if desired by the ride organiser.				
2.6	For brevets of 200 km or longer, the riding average for a difficult stage may be reduced to 20 km/h, but be offset by a stage at 25 km/h, and with no more than one stage at 20 km/h and one at 25 km/h permitted in any half day.				
2.7	Minimum finish times must be respected, with the road captain targeting the times given on the routesheet which include rest stops, lunch and overnight control points. The road captain is also responsible for following the route and any decisions related to the conduct and safety of the ride.				
2.8	For brevets of 400 km or longer, an alternate road captain may also be nominated depending on the size of the peloton.				
2.9	The ride organiser can restrict the number of riders at their discretion according to the available accommodation and needs of riders.				
2.10	There must be at least 4 starters and at least 3 finishers for brevets to be homologated.				
2.11	On ride day, riders receive a UAF brevet card, a detailed route with scheduled rest stop and control point details and timings. The brevet cards need only be endorsed at lunch and overnight control points, or otherwise endorsed at the end of the ride.				
2.12	A rider in physical or mechanical difficulty may separate from the peloton but still successfully complete the brevet if they finish by the Maximum Time allowed.				
2.13	A rider who chooses to ride alone voluntarily may not have their brevet homologated.				
2.14	For validated rides by AUK members of 200 km or more, AUK distance points are awarded at a rate of 1 point for each 100 km.				
2.15	The organiser may submit the event for assessment of AAA points, which are awarded to members for validated rides.				