



MTBA

Technical Regulations

Effective 1 Jan 2020



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Foreword

This rewrite has been commissioned with the intent of providing the first iteration in a complete overhaul of the Technical Regulations pursuant to which MTBA conduct and administer the sport within Australia.

The intent is to:

- encompass the initial bringing together of several variants of MTBA and CA (Cyclo-cross) Technical Regulations under a single document of like structure to the UCI Technical Regulations;
- to reflect the advent of the National Cup competition and remove redundant references to past competition formats, and to;
- address identified specific rule and policy changes as recommended by the MAC – Spt & Tech.

The second iteration, in 2021, will encompass the further refining of the document structure and content, including the rewriting of the GE and CX sections to better reflect the adopted style and structure and to remove ambiguities and detail referenced in preceding sections.

Andrew Miller
MTBA Technical Delegate
12 December 2019

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1 Mountain Bike Competition

1.1 Club Level

Club-level event refers to 'local' events run by clubs and similar entities with limited entrants from outside of the host town or city. A club-level event must not be branded as a state series or championship event.

1.1.1 State / Regional-Level Events

State / Regional level event refers to higher-level events with an impetus on attracting entrants from outside of the host town or city, though typically from within the host state. State / Regional-level will typically attract up to 300 entrants and will have a greater emphasis on competition than club-level events.

1.1.2 National-Level Events

National level events are the highest level of competition sanctioned by MTBA in Australia. These events include those within the National Cup competition categorised at Tier 1 and above, and National Championships for; Cross-Country (XCO), Downhill (DHI), Observed Trials (OT), Cross-Country Marathon (XCM), Gravity Enduro (GE) and Cyclo-Cross (CX) and may also include Cross-Country Eliminator (XCE), Short Course Cross-Country (XCC), Four Cross (4X), Cross-Country Marathon (XCM), Solo 24 Hour and other disciplines recognised by MTBA and/or UCI.

This level of competition also includes the Oceania Championships when they are hosted in Australia. These events aim to attract entrants from across Australia and from overseas and have a focus on high-level competition.

1.2 Competition Type

1.2.1 MTBA National Cup

From 2019, the MTBA National Cup will deliver events for all levels of mountain bike competition throughout Australia. The National Cup is designed to encourage greater participation and recognise individual rider achievements across the disciplines of Cross-Country, Downhill, Marathon & Gravity Enduro from 2020 the National Cup will include Cyclo-cross, Adaptive, E-bike and Adaptive E-bike. The MTBA National Cup will allow riders to benchmark their racing against peers nationally, year-round.

1.2.1.1 EVENT TIERS:

The MTBA National Cup works on a tiered event structure, with riders earning points based on their finishing place and the tier of the event. Tiers are defined as follows:

NATIONAL CHAMPIONSHIPS

MARQUEE Selected Key Events

STATE CHAMPIONSHIPS

TIER 1 Established Events (State/National)

TIER 2 Emerging Events (Regional)

TIER 3 Introductory Events (Club)

Refer [National Cup Host Organiser Guide](#) for more detailed information.

1.2.2 Club

Simple race for club members not seeking inclusion in National Cup competition.

2 Mountain Bike Disciplines

2.1 Cross-Country (XCO)

XCO is the mountain bike discipline included in the Olympic Games and provides a diverse riding experience including climbing and descending. An XCO course must be between 4km and 6km in length, preferably utilising a cloverleaf design to provide optimum course contact with the race village. No more than 15% of the course may be on paved or sealed road.

2.2 Cross-Country Short Course (XCC)

XCC utilises a course of up to 800 metres in length, which should allow for passing opportunities throughout the entire course length. The course may have artificial features if they are safe and easily passable by the majority of riders.

2.3 Cross-Country Marathon (XCM)

XCM utilises a course of between 60km and 160km. The event can be run in the following formats; single loop, point-to-point, or over a maximum of three laps. In the event of a single lap format no part of the course may be covered twice. In the event of a multi-lap event, short cuts for some classes are not permitted.

2.4 Cross-Country Eliminator (XCE)

XCE is a short course cross-country racing format where riders contest a course up to 1km in length. Riders race in groups of four and are eliminated in a format similar to four cross (4X) racing. The course may include a range of natural and artificial obstacles. Qualification rounds will take place in a similar format to a 4X event.

2.5 Super D (SD)

A point-to-point event involving a predominantly descending course contested in a mass start, eliminator or time trial format. A Super D requires a course of at least 2.5km in length with multiple passing opportunities. The course length will often dictate the racing format utilised, with longer courses being more suitable for mass start racing.

2.6 Cross-Country Endurance (XCEN)

A multi-lap cross-country event based on a set time format of 1-24 hours in duration. Riders are judged on the number of laps they complete in the given time frame. Course length should be at least 5km, with a longer course required for larger competitor numbers.

2.7 Cross-Country Point-to-Point (XCP)

A cross-country format event utilising a point-to-point course of between 20-60km in length. Variations to course length may be allowed at the discretion of the Race Director, Technical Delegate or President of the Commissaire Panel (PCP).

2.8 Cross-Country Stage Race (XCS)

A multi-stage cross-country event that may include a range of different racing formats. Traditionally an XCS would include a group of time trial events over one or more days, though may now include any connotation of the cross-country events listed above.

2.9 Downhill (DH)

DH is a point-to-point format race involving a course of between 1.5km and 3.5 km. Total race time should be between two and five minutes. The course must contain a maximum of 3% paved roads and

will consist of a variety of different terrain types. There should be an emphasis on technical skills rather than pedalling.

2.10 Gravity Enduro (GE)

GE races include liaison stages and special stages. Liaison stages have a maximum allowed time for the rider to complete without being penalised. The times taken to complete special stages are accumulated to give an overall total time. An Enduro course comprises of varied off-road terrain. The track should include a mixture of narrow and wide, slow and fast paths and tracks over a mixture of off-road surfaces. Each timed stage must be predominately descending but small pedalling or uphill sections are acceptable. Liaison stages can include either mechanical uplift (e.g. chairlift), pedal powered climbs or a mixture of both. The emphasis of the track must be on rider enjoyment, technical and physical ability.

2.11 Four Cross (4X)

4X involves a descending course of between 30 and 60 seconds in length. The course should involve a variety of terrain including; jumps, banked turns, flat turns and natural terrain features. 4X is a competition that consists of qualifying round/s or timed qualifying, followed by a series of races (motos) where four riders share the one course. The first and second placed riders in each moto advance to the next round.

2.12 Observed Trials (OT)

OT involves short, marked sections of track that include a variety of technical challenges. Riders are penalised via a sliding points scale for mistakes made while trying to 'clean' the section. The regulations provided by the UCI Trials Commission will be used as a reference.

2.13 Cyclo-Cross (CX)

Cyclo-Cross is a hybrid event where riders negotiate multiple laps of a course with a length of 2.5-3.5km. The event is run to a set time format. The course should include a variety of terrain including, grass, sealed roads, gravel roads and trails. The course may include no more than six man made obstacles that require riders to dismount. Refer to the MTBA / CA Cyclo-Cross regulations and / or the UCI Cyclo-Cross Regulations.

2.14 Pump Track (PUM)

A pump track is a track that consists of rollers and steep turns in various sizes and shapes. The rollers and turns are used to generate speed by pumping the bike, not by pedalling. A pump track is built in a way that promotes technical skills. Speed on a pump track is generated by pumping the bike - not by pedalling and not by gravity. Large flat sections that promote pedalling are to be avoided.

2.15 Alpine Snow Bike (ALP)

Alpine snow bike is an essentially descending mountain bike snow event. Refer Section 11 for details.

2.16 E-Mountain Bike (E-MTB)

An E-Mountain Bike is a bike operated with two energy sources, human pedal power and an electric engine, which only provides assistance when the rider is pedalling.

E-Mountain bike events will be organised in the cross-country and Enduro formats only. Refer Section 12 for details.

3 General Regulations

3.1 General

These General Regulations are applicable for all MTB disciplines at all level of competition unless specifically noted within these rules and regulations.

Rules and regulations stated for specific MTB disciplines will take precedence over rules and regulations that appear under this chapter if any conflict exists.

Where any ambiguity or lack of a clear ruling exists, the current UCI rules will take precedence.

Only MTBA has the right to conduct and/or award nationally recognised and championship mountain bike events in Australia.

The organisation of MTBA National Championships may be awarded to a third party at the discretion of MTBA.

3.2 Eligibility

3.2.1 General

All competitors in any MTBA sanctioned event must be a member of MTBA or hold a valid event race licence.

Event race licences are only valid for the duration of the activity at which they are sold.

Event race licences are only valid for continuous days to a maximum of 3 days.

A valid MTBA membership card (or receipt) must be presented by all riders before they may be allowed to compete in any event sanctioned by MTBA.

3.2.2 MTBA National Cup

MTBA National Cup races are open to all eligible MTBA free trial membership, MTBA Race Licence members, Race event licence holders and all international riders holding a UCI Licence.

All International riders participating must hold either a valid UCI licence or a MTBA Race event licence except New Zealand riders who may compete under a valid New Zealand MTB or Cycling licence.

Only those with valid MTBA financial membership can earn points in the MTBA National Cup.

3.2.3 State Championships

All eligible riders holding MTBA free trial membership, MTBA Race Licence, Race event licence and UCI licence, may enter any state championship event to participate however only riders being a permanent resident in the State of the Championships at the time of the event will be eligible for the State Champion title or podium places. A permanent resident will be deemed to be a rider that has resided in the state since January 1 of the year of competition. A rider with multiple residences is eligible in only one state each year. Event hosts may award a race podium in addition to a State podium with separate prizes at their discretion

All International riders participating must hold either a valid UCI licence or a MTBA Race event licence except New Zealand riders who may compete under a valid New Zealand MTB or Cycling licence.

3.2.4 National Championships

Only Australian Citizens and/or non-Australian Citizens under the age of 18 who have resided in Australia since 1 January of the year of competition and hold a valid MTBA financial Membership are permitted to compete in the National Championships, receive awards and any applicable UCI points. Race event licences are not available for National Championship events. Any rider claiming a podium position without satisfying this criterion will be automatically disqualified.

3.2.5 Junior Participation in MTB events

Riders under 19 years of age can participate in mountain biking events as per recommendations of the “Guidelines on Junior Participation in Mountain Bike Events and Formalised Training/Sessions.” Refer to the latest version available on the Mountain Bike Australia website.

3.2.6 Age Classification and event categories

MTBA National Cup and National Championships events will recognise a competitor's age as at December 31st of the year competition

Age categories are defined below:

Age Category	Minimum Age	Maximum Age
Under 15	13	14
Under 17	15	16
Under 19	17	18
Under 23 (XC & CX Only)	19	22
Elite	19+	
Expert	19	29
Masters 1	30	34
Masters 2	35	39
Masters 3	40	44
Masters 4	45	49
Masters 5	50	54
Masters 6	55	59
Masters 7	60	64
Masters 8	65	69
Masters 9	70	74
Masters 10	75	79

3.2.7 Racing Outside of Class

MTBA National Cup

Riders must race in their own allocated category at MTBA National Cup, National Championships and Continental Championship (Oceania) events.

Club and Regional Level Events:

Riders may choose to race outside of their age category at Club and Regional Level events (except for Junior riders, i.e. 18 and under) so long as there is no advantage; please see the below table for more information.

Where Junior categories are not provided a Junior rider may race the closest available category but riders and organisers must adhere to the adopted Policy for Junior Participation (available on the Mountain Bike Australia website).

MTBA Race Category Movement Eligibility																
Riders Age	Eligible Category															
	U15	U17	U19	U23	Elite	Expert	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10
13-14 yrs	✓															
15-16 yrs		✓														
17-18 yrs			✓													
19-23 yrs				✓	✓	✓										
19-29 yrs				✓	✓	✓										
30-34 yrs					✓		✓									
35-39 yrs					✓			✓								
40-44 yrs					✓				✓							
45-49 yrs					✓					✓						
50-54 yrs					✓						✓					
55-59 yrs					✓							✓				
60-64 yrs					✓								✓			
65-69 yrs					✓									✓		
70-74 yrs					✓										✓	
75-80 yrs					✓											✓

3.3 Series Ranking Allocation

3.3.1.1 Club and Regional Events

Riders are allocated points based on their finish position at each event within a series. Series ranking points relevant to each discipline should be published by the organiser.

Riders can only contest a single category within an event.

Riders allocated points are not transferrable between race categories.

3.3.1.2 MTBA National Cup

Riders are allocated points based on season guidelines by discipline published on the MTBA website.

Riders can only contest a single category within an event.

Riders allocated points are not transferrable between race categories.

3.4 Clothing Requirements

3.4.1 General Clothing requirements

MTBA strongly recommends the use of the following protective equipment;

- Sunglasses/protective eyewear;
- Full-fingered gloves;
- Sunscreen.

Furthermore, for gravity disciplines, MTBA strongly recommends that riders wear the following protection:

- Full faced helmet;
- back, elbow, knee and shoulder protectors made of rigid materials;

- protection for the nape of the neck and the cervical vertebrae;
- padding on shins and thighs;
- broad full-length trousers made from rip-resistant material incorporating protection for the knees and calves, or broad-cut shorts made from rip-resistant material plus knee and calf protectors with a rigid surface;
- long sleeved shirt;
- full finger gloves.

3.4.1.1 There is no restriction on advertising that may appear on clothing, helmets or equipment used by the rider (except for the race number plate) at any level of mountain bike racing in Australia. The only exception is the Australian National Team, Australian Champion and World Champion jerseys that must comply with the relevant UCI regulations.

3.4.1.2 Bicycle helmets that satisfy the current Australian or equivalent international standards are compulsory in all MTBA sanctioned events. See Appendix A & B for further detail.

3.4.1.3 Helmets must be fastened at all times whilst on a bicycle.

3.4.1.4 Helmets must be in good condition and fit for purpose.

3.4.1.5 Helmets used in MTB events that use public roads must be approved by Australian Standards only.

3.4.1.6 All helmets used will be inspected for compliance as determined by the presence of an appropriate compliance sticker.

3.4.1.7 Closed toe footwear must be worn at all times while practicing and competing in MTBA sanctioned events.

3.1.1.8 Singlets must not be worn while practicing or competing at MTBA sanctioned events.

3.4.1.9 Helmet, chest and similarly mounted cameras are permitted if they do not compromise the rider's safety or mandatory safety equipment in any way (i.e. mounts must not be drilled into helmets). The use of such devices is ultimately at the discretion of the President of the Commissaire Panel (PCP).

3.4.1.10 Riders are not permitted to wear headphones or other similar music/communication devices during practice and competition.

3.5 Bicycle Requirements

3.5.1 General Equipment Requirements

3.5.1.1 All bikes must be available for inspection prior to the start of official practice and riders will not be allowed to enter the course until their competition bike fulfils the requirements as stated below.

3.5.1.2 All bikes must have two working brakes, one front and one rear.

3.5.1.3 All bikes must be fitted with handlebar plugs.

3.5.1.4 All bikes must have a maximum wheel diameter size of 29 inches.

3.5.1.5 All bikes are subject to random inspection throughout the course of an event and those bikes not meeting the above requirements will be forfeited from immediate competition and not allowed back into competition until deemed satisfactory by a race official.

3.5.2 Cyclo-Cross

Refer to Section 9 and the UCI Cyclo-Cross Regulations for further detail.

3.5.3 E-MTB

3.5.3.1 General

An E-Mountain Bike is a bike operated with two energy sources, human pedal power and an electric engine, which only provides assistance when the rider is pedalling.

E-Mountain bike events must be organised in accordance with the following bike standards:

- Engine of maximum 250watts.
- Engine assistance up to 25km/h.
- Pedalling assistance only, although a start-up assistance not exceeding 6km/h without pedalling is allowed.
- Wheel sizes shall be a minimum of 26 inches.
- Gearing roll out distance: maximum is 9.0 m.
- Bikes must be commercially available and of mid (crank) motor format only.

Refer S12 for further detail.

3.6 Race Entries

The correct details of each competitor's entry must be submitted to the organiser on the approved entry form, or via the approved entry process. This should occur no later than 2 hour prior to the commencement of the format and race category entered, or as directed on the registration form. Special provisions for late entry may over-ride the above rule. If such provisions are to be used, they must be clearly indicated on the approved entry form.

Complete registration details, including the membership status of all participants will be prepared and made available to MTBA upon request.

3.7 Technical Guide

The organiser must establish a program guide each time he/she holds a race.

The program shall include at least the following details of the event organisation:

- That the event will be run under MTBA rules and regulations.
- The age calculation date for the event.
- The specific regulations for the event if variations are present from the MTBA regulations.
- Directions to the venue, including maps and accommodation options where possible.
- The format, disciplines, characteristics and distances of the event
- The place and time of registration.
- The categories and starting time for each category.
- The program for any awards ceremonies.
- The name, address and telephone number of the event race director.
- The time and place of the awards ceremony and who must attend.
- The prize/s or prize pool.
- Any drug test regulations that may apply.

3.8 Race Categories

3.8.1 General

The race categories that are recognised at National level mountain bike events are detailed in s3.2.6 MTBA National Level events will recognise a competitor's age as at December 31st of each year. With limited race entries in a category at the entry deadline, the President of the Commissaire Panel (PCP) or Race Director, as deemed necessary, may merge the category with another category as near as possible to that category. Merging categories must not exclude the recognition of their performance in their original entered category.

3.8.2 Identification of Riders during Competition

Competitors must securely fasten a number plate supplied by the race organisation on the front of the bike. Organisers may additionally provide other race numbers (such as frame and/or body numbers). In such cases the design of the numbers must be at least the specification noted below. The figures on the front number plate must have a minimum height of 8cm and a minimum width of 1.5cm. All figures must be block figures in a high contrast colour compared to the race plate colour. All race numbers will be waterproof.

The outside dimensions of all numbers must not exceed 21cm (wide) by 18cm (high).

Riders are not allowed to cut, bend, fold or otherwise modify the race plate without the express permission of the President of the Commissaire Panel (PCP) or Race Director.

No stickers, written text or other forms of advertising are to be placed on the number plate without the express permission of the President of the Commissaire Panel (PCP).

3.9 General Facilities/amenities

3.9.1 National Level Events

The race organisation must provide for suitable communication for the Commissaire/s, race officials, first aid and all course marshals. In most cases this will be a radio system.

The communication system must be tested at least 24hrs prior to the event start.

The radio system must have a private Commissaire channel that is not disclosed to general event staff and/or the general public.

An undercover area away from the general event activity must be provided for Commissaires and race officials to conduct their business.

Warm up areas must be provided at course starts for all cross country and downhill events.

Toilets must be provided in line with the venue managers requirements.

An adequate supply of water must be available for event participants, officials, volunteers and spectators.

3.9.2 Club and State / Regional Level Events

The race organisers must provide for suitable communication for the Commissaire/s, race officials, first aid and all course marshals. In most cases this will be a radio system.

Toilets must be provided in line with the venue managers requirements.

An adequate supply of water must be available for event participants, officials, volunteers and spectators.

4 Running the Event

4.1 Preliminaries for National Level Events

The Technical Delegate or President of the Commissaire Panel (PCP) will complete a course inspection at least 24hr prior to the event start. A report following this inspection will be submitted to the Race Director and the President of the Commissaire Panel (PCP).

Any required changes will be the responsibility of the Race Director or their delegate/s.

4.2 General Safety Requirements

A safety system will always be implemented to give assistance to all riders at all points of the course, with the least possible delay.

Only essential vehicles of the organisation, security, safety and the accredited media are permitted access to the course. Vehicles are only permitted on the course during racing in extenuating circumstances and only under direction from the President of the Commissaire Panel (PCP) or Technical Delegate.

The course may only be ridden by the riders (with race numbers displayed) during the event, which includes official practice and competition.

Spectators, including those on bikes, must be kept off the course at all official training and racing times. Once a race starts the only riders on the course will be those competing in that race.

4.2.1 Concussion

Refer to the MTBA Concussion Policy at www.mtba.org.au

4.2.2 Course Safety

In high speed sections of the course or in sections that can be assumed to have a high spectator activity the course should be double taped so that if a rider fails to negotiate the course, he/she will not adversely contact spectators.

In appropriate areas, such as walls, or on course tree trunks, there must be adequate padding used to protect the riders. Such protective measures must not restrict the ride-ability of the course.

In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. Nets or mesh fencing with a gauge (hole) greater than 5cm x 5cm cannot be used.

4.2.3 Communication

A communication system must be employed which is capable of covering the entire course without dead spots from start to finish. A combination of mobile telephone and UHF radio protocols is advised.

A rider information board should be utilised in a prominent location for the display of important event information and all event personnel should be provided event management and emergency contact information.

4.2.4 First Aid and First Aid Infrastructure

4.2.4.1 Minimum staff/infrastructure requirements

National level events require the following at a minimum:

A minimum of one trained doctor or paramedic to be on site for the duration of the event. Where possible this doctor should be experienced in emergency medicine.

A minimum of four first aid officers per event discipline. This excludes marathon events where additional first aid personnel will be required, at the discretion of the Technical Delegate or President of the Commissaire Panel (PCP).

There must be a clearly defined first aid area in the main event village.

The first aid area must be manned continuously over the duration of the event (for both practice and competition). The first aid area must be obvious and identifiable to all participants.

Maps that define access arrangements must be distributed to the first aid person/medical crew.

All first aid/rescue personnel must be easily identifiable with an appropriate mark or uniform which is unique.

The local ambulance service and the closest hospital must be notified of the race at least 2 weeks before the event date. The local ambulance service must be available to be on the course in case of an accident within 15 minutes.

Appropriate plans should be made to quickly access awkward areas. Paramedics should be stationed so as they have best access to hazard areas and/or transport options should be available to expedite medical attention.

Potential hazard areas must be identified and should be accessible by ambulance (four-wheel drive if necessary).

The organiser must supply each competitor with the details of who to contact in the event of an accident on course.

Club and Regional level events require the following at a minimum:

For all events, at least two fully qualified first aid officers must be in attendance.

These persons may be undertaking other roles at Club / Regional events but must not be a race participant.

A first aid kit/supplies must be on site at all times. This kit must be capable of dealing with basic injuries such as; grazes, cuts, plus fractures and dislocations.

Maps that define access arrangements must be distributed to the first aid person/medical crew.

All first aid/rescue personnel must be easily identifiable with an appropriate mark or uniform which is unique.

The local ambulance service and the closest hospital must be notified of the race at least 2 weeks before the event date. The local ambulance service must be available to be on the course in case of an accident within 15 minutes.

Appropriate plans should be made to quickly access awkward areas. Paramedics should be stationed so as they have best access to hazard areas and/or transport options should be available to expedite medical attention.

Potential hazard areas must be identified and should be accessible by ambulance (four-wheel drive if necessary).

The organiser must supply each competitor with the details of who to contact in the event of an accident on course.

First Aid Accident Reporting

A report must be submitted by the organiser to MTBA within seven working days of the end of the race listing all injuries and treatments rendered with the riders' name and license number.

The current version of the Policy for the Provision of Medical Service at MTBA events is available on the Mountain Bike Australia website.

4.3 Description of Official Duties

4.3.1 Host Organising Committee (OC)

The Host Organising Committee (OC) comprises the body responsible for the organisation specific to the particular event. The OC chairperson must be a MTBA member.

For National Championship and National Cup Events with Marquee status a Memorandum of Understanding (MOU) between MTBA and the OC must be provided by MTBA and agreed to by all parties.

4.3.2 Technical Delegate

General

All Tier 1 and above National level events must have a Technical Delegate.

The Technical Delegate will be appointed by MTBA.

The Technical Delegate must not be an event participant.

Responsibilities

Overall responsibility for the racecourses and race village design.

Conduct an inspection of the venue a minimum of one month before the event. Provide a written report to event organisers following this inspection, no later than five working days from the inspection.

Conduct a pre-event inspection, a minimum of 24hrs before the start of official practice.

Provide a report of this inspection to the race organisers and the President of the Commissaire Panel (PCP).

Oversee any changes required as detailed in the report.

Liaison between the event organisers and MTBA.

Assist the President of the Commissaire Panel (PCP) in their duties.

Provide a confidential post-race report.

4.3.3 Event Manager

General

All events must have an appointed Event Manager.

The Event Manager must be approved by MTBA for all National Championship and National Cup Events with Marquee status.

The host organising committee (OC) must provide an Event Manager for XCM, and Solo 24-Hour Championships Events.

Responsibilities

Overall responsibility for the event preparation including the event bump in and bump out.

The organisation and provision of all event infrastructure including but not limited to; crowd control barriers, tents and shelters, food providers and downhill transportation.

Liaise with the Technical Delegate or President of the Commissaire Panel (PCP) in the set-up of the event village area.

Liaise with the Technical Delegate or President of the Commissaire Panel (PCP) in the set-up of the course start and finishes and their interaction with the race village.

4.3.4 President of the Commissaire Panel (PCP)

General

All events must have a President of the Commissaire Panel (PCP), formerly known as the "Chief Commissaire".

The appointment of the President of the Commissaire Panel (PCP) is the responsibility of MTBA for National Championships and National Cup events with Tier 1 or above status.

The President of the Commissaire Panel (PCP) must not be a race participant.

Responsibilities

Responsible for overall competition.

Supervises the start arrangements, other commissaires, the officials and the results service.

Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the conducting of his/her duties.

Will discuss any penalties with the appropriate officials.

Receives complaints/protests from competitors.

4.3.5 Assistant President of the Commissaire Panel (APCP)

General

All National Championship events must have an Assistant President of the Commissaire Panel (PCP).

The appointment of the Assistant President of the Commissaire Panel (PCP) is the responsibility of MTBA for National Championship events.

An APCP is not mandatory at events below National Championship level.

Responsibilities

The Assistant President of the Commissaire Panel (PCP) is directly responsible to the President of the Commissaire Panel (PCP) and will relieve them in their absence.

Will assist the President of the Commissaire Panel (PCP) in their duties.

4.3.6 Secretary Commissaire

General

All National Championship events must have a Secretary Commissaire (Sec.).

The appointment of the Secretary Commissaire is the responsibility of MTBA for National Championship events.

An Sec. is not mandatory at events below National Championship level.

Responsibilities

Will take responsibility for ensuring accuracy and validity of the entry process.

Ensure the timing system/providers are informed of any entrant/ schedule changes.

Collaborate with the Race Director and their team in the delivery of the event.

4.3.7 Start Commissaire

General

All National Championship events must have a Secretary Commissaire (SC).

The appointment of the Start Commissaire is the responsibility of MTBA for National Championships events.

A SC is not mandatory at events below National Championship level.

Responsibilities

Control of the start line and start area.

Give full start instructions and carry out the start procedure.

4.3.8 Finish Commissaire

General

All National Championship events must have a Finish Commissaire (FC).

The appointment of the Finish Commissaire is the responsibility of MTBA for National Championships events.

An FC is not mandatory at events below National Championship level.

Responsibilities

Control of the finish line and finish area.

Decide on the finish order of riders.

Keep a running order of the event finishers.

4.3.9 Race Director

General

All events must have a race director.

The appointment of the Race Director is the responsibility of the Organising Committee (OC).

The Race Director must be approved by MTBA for all National Championship and National Cup Events with Marquee status.

The Race Director must not be an event participant.

Responsibilities

Responsible to the sanctioning authority and will coordinate the organisation of the race and ensure that adequate personnel for each duty are available.

Responsible for setting up the venue and courses or delegating these tasks appropriately.

Will ensure that training and competition can be safely held.

Will arrange provision of all necessary equipment and facilities for the timing of the event.

4.3.10 Timekeepers

General

All events must have a dedicated timekeeper/s.
MTBA must approve timekeepers for all National level events.
The timekeeper/s must not be event participants.

Responsibilities

Time each competitor and collaborate with the commissaire at the start and the finish in the completion of their duties.

4.3.11 Course Manager

General

All events must have a Course Manager.
At multi discipline events, each discipline must have an individual course manager.
Course Managers will be appointed by the host organising committee (OC).
Each course manager will answer directly to the Race Director and the Technical Delegate or President of the Commissaire Panel (PCP).
The Course manager must not be an event participant.

Responsibilities

The provision, set up and marking of the race course.
Enact on any course changes as directed by the Technical Delegate or President of the Commissaire Panel (PCP).
Conduct frequent course inspections throughout the event.
Undertake or delegate any repairs to the course and course marking during the event.
The Course Manager is responsible for setting and placing course marshals as directed by the Technical Delegate or President of the Commissaire Panel (PCP).

4.3.12 Course Marshals

General

The number of course marshals required is determined by the Technical Delegate or President of the Commissaire Panel (PCP).
Course marshals must be over the age of 18 unless approval is given by the President of the Commissaire Panel (PCP) for an alteration to this rule.

Responsibilities

Stationed on course to assist in rider navigation, injury, course closure and course marking repair.
Liaises with the commissaire and race director in any injury or emergency situation.
Closes the course with the approval of the President of the Commissaire Panel (PCP) and or Technical Delegate.

4.3.13 Protocol Officer

General

At National Championship and National Cup Marquee events a Protocol Officer (PC) will be appointed by the host organising committee (OC).

Responsibilities

Responsible for the smooth running of the presentation ceremony.
Coordinate the official presenters.
Coordinate the place getters in readiness for the podium.

5 Cross Country Racing

5.1 Start and Finish

5.1.1 XCO and other mass start events (National)

The start and/or finish lines must be clearly marked by a gantry or flag structure. Inflatable arches must not be used across any racecourse. All structures must be appropriately weighted and or secured and must be approved by the Technical Delegate or President of the Commissaire Panel (PCP) prior to the commencement of official practice.

The start of the course should be at least 8m wide for a minimum of 100m after the line, after which the riding area may narrow.

The start of the course must be either flat or gentle climbing for a minimum of 750m, or 3 minutes after the start line.

The finish area must be at least 6m wide for a minimum distance of 50m before the finish line.

A clear exit must be marked before the start/finish to allow for rider removal when implementing the 80% rule.

Barriers or a similar form of hard fencing must be erected at least 100 metres before and 50 metres after the finish line.

The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length.

5.1.2 XCO and other mass start events (Club and Regional)

The start and/or finish lines must be clearly marked.

The start of the course should be at least 6m wide for a minimum of 100m after the line, after which the riding area may narrow.

The start of the course should be either flat or gentle climbing for a minimum of 150m, or 1 minute after the start line.

The finish area should be at least 6m wide for a minimum distance of 25m before the finish line.

Course markings must be placed at least 30 metres before and 30 metres after the finish line, or after the finish line if in a separate location.

The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length.

5.2 Course Requirements

5.2.1 XCO

5.2.1.1 General

The course must be 99% rideable regardless of the terrain and weather conditions.

At National Level events the course must be between 4km and 6km in length.

No more than 15% of the course shall be sealed or paved road.

Extended sections of single track must have passing bays included in appropriate places.

The target winning time for a cross country circuit race should be within the range shown below.

Weather conditions may require a change of laps to be completed to achieve target race times. In such cases the decision will be made by the President of the Commissaire Panel (PCP).

If weather conditions require the use of an alternative route(s) it must be marked for the last training session and marked clearly on the rider information board.

Class	Target race time (h:mm)
Elite Men & Women	1:20 – 2:00
Expert Men & Women	1:20 – 2:00
U23 Men & Women	1:15 - 1:30
Masters 1 & 2 Men & Women	1:15 - 1:30

Masters 3 & 4 Men & Women	1.15 – 1.30
Masters 5 & 6 Men & Women	1.00 – 1.15
Masters 7+ Men & Women	1.00 – 1.15
U 19 Men & Women	1.00 – 1.15
U 17 Men & Women	1.00 – 1.15
U 15 Men & Women	0.45 – 1.00

5.2.1.2 Course marking

Refer Appendix C plus the following;

The course should be marked clearly at a minimum of 250m intervals or to a standard that allows course marking to be seen from any point of the course.

Any course signage or marking used will not hinder the rider.

Course marking should involve a combination of arrows and tape/bunting.

All intersections or junctions must be clearly marked.

Arrows and other directional or warning signage should be black arrows on white or yellow panels and have minimum dimensions of 20cm x 40cm and be sited no more than 1.5 metres off the ground.

Arrows should be placed on the rider's right-hand side, except for right hand turns where arrows should be placed on the riders left hand side.

Each intersection will be marked by an arrow placed 10m before the intersection. Another arrow will be placed at the intersection.

A sign "X" will be positioned within easy eyesight to mark the wrong direction.

In all potentially dangerous situations, one or more arrows will be placed upside down 10m to 20m before the obstacle, and also at the obstacle.

Two upside down arrows mean a more dangerous situation.

Three upside down arrows means a most dangerous situation, proceed with caution.

Water crossings and bridges must be marked appropriately.

Signage examples can be found at Appendix C.

Stakes must not be metallic or wooden, with PVC plastic conduit (without metal insert) being the preferred option.

Distance markers must be placed at 1km intervals along the course.

5.2.1.3 Feed and Technical Zones

National level events require the use of a formal, managed feed zone.

In the event of hot weather an additional feed zone/s should be considered for inclusion.

The final location and design of the feed zone/s must be approved by the Technical Delegate or President of the Commissaire Panel (PCP).

Where possible the feed and technical zones should be on the right of the course.

The feed zone must be a minimum of 40 metres in length. Variations to this rule must be approved by the Technical Delegate or President of the Commissaire Panel (PCP).

The feed zone should be on a slight incline or on flat ground, with a slow, clear entry and exit.

The technical zone will ideally be on the same side as the feed zone.

The technical zone must be a minimum of 20 metres in length. Variations to this rule must be approved by the Technical Delegate or President of the Commissaire Panel (PCP).

Feed/Technical Assistance Zone - See Appendix D.

5.2.2 Cross-Country Short Course (XCC)

5.2.2.1 General Course Requirements

An XCC course should be between a 1:00 and 1:30 minute lap.

The final 100m of the course should be straight and devoid of obstacles.

The entire course should allow for passing and riders to travel at least two abreast. Short climbs and descents are preferred, with no sections that will significantly slow the field down. Basic technical features are permissible at the discretion of the Technical Delegate, President of the Commissaire Panel (PCP) or Race Director.

A clear exit must be marked where riders may be removed from the course, this must be before the start/finish line.

5.2.2.2 Course marking

Refer Appendix C plus the following;

The entire course should be marked both sides. Modification to this rule is at the discretion of the Technical Delegate, President of the Commissaire Panel (PCP) or Race Director.

Additional requirements can be found at Appendix C.

5.2.3 Cross-Country Marathon (XCM)

5.2.3.1 General

An XCM course should be between 60-160 km in length with a preferred length of 100km.

The course may involve a lapped format of a maximum of three laps.

The course may involve a point-to-point format where no section of the course is repeated in either direction.

Extended single track sections should be avoided, where necessary these sections should allow for regular passing.

The course may involve a single lap format where no section of the course is to be repeated in either direction.

5.2.3.2 Course Marking

Refer Appendix C plus the following;

The course must be marked every 10km with distance markers.

5.2.3.3 Feed and technical zones

Marathon events run in a multi lap format must utilise a feed zone as described in Section 5.2.1.3.

These events may also include a second feed zone, which may be a neutral feed zone.

Single loop or point to point events must provide a feed station at a minimum of every 30km.

5.2.4 Cross-Country Eliminator (XCE)

5.2.4.1 General

An XCE course should be approximately 1km in length.

The course should include a variety of terrain features, allowing for a 'showcase' event for the sport.

The entire course should be wide enough to allow multiple passing opportunities.

5.2.4.2 Course marking

Refer Appendix C plus the UCI regulations.

5.2.5 Super D (SD)

5.2.5.1 General

A SD course should be between 2- 20km in length.

The course should follow an essentially descending route.

The course should allow for various passing opportunities.

The course should include a wide variety of terrain, including short uphill and flat sections.

5.2.5.2 Course marking

Refer Appendix C.

5.2.6 Cross-Country Endurance (XCEN)

5.2.6.1 General Requirements

An XCEN course should be between 8-15km in length.

The course should follow the basic course characteristics outlined in 8.3.3.

5.2.6.2 Course Marking

Refer Appendix C.

5.2.7 Cross-Country point to point (XCP)

5.2.7.1 General

An XCP course must utilise a point-to-point course of between 20-60km in length.

No part of the course may be repeated in either direction.

Aside from differing length and a point-to-point format the course will follow the same guidelines as an XCO event course.

5.2.7.2 Course marking

Refer Appendix C.

5.2.8 Cross-Country Stage Race (XCS)

5.2.8.1 General Course Requirements

Refer individual discipline/stage requirements above.

5.2.8.2 Course Marking

Refer Appendix C.

5.3 Practice

General

All riders on course during an event must be registered participants.

All riders on course during an event must have an event number plate specific to the event attached at all times.

No practicing is permitted on course while a race is being conducted.

5.3.1 Cross-Country Olympic (XCO)

The organisation must make the courses available for practice at least 24 hours prior to the event.

5.3.2 Cross-Country Marathon (XCM)

The organisation should where possible make the courses available for practice at least 12 hours prior to the event.

For XCM events it is appropriate to offer no practice on the race course.

5.3.3 Short Course Cross-Country (XCC) and Cross-Country Eliminator (XCE)

The organisation must make the courses available for practice at least one hour prior to the event.

5.3.4 Cross-Country Enduro (XCEN) and Super D (SD)

Races courses must be available for practice at least 4 hours before the event.

5.3.5 Cross-Country point-to-point (XCP) and Cross -Country stage race (XCS)

Where possible a practice session on these courses should be provided.
It is appropriate to offer no practice on the race course.

5.4 Running the Competition

5.4.1 Race Seeding/start grid

Unless otherwise referenced in season guidelines, the following shall apply:

5.4.1.1 Cross-Country Olympic (XCO)

The seeding order will be calculated as follows:

1. The defending format class National Champion;
2. Recognised UCI World Champion in the format;
3. Any rider ranked in the top 200 UCI World Rankings in ranking order;
4. Riders ranked in the top 30 of the current National Cup Ranking;
5. All other riders by entry sequence.

5.4.1.2 Cross-Country Marathon (XCM)

Where a seeded start is deemed appropriate, the first 40 grid spaces will be reserved for ranked riders. Riders will be called as follows:

1. The defending format class National Champion;
2. Recognised UCI World Champion in the format;
3. Any rider ranked in the top 200 UCI World Rankings in the format in ranking order;
4. Riders ranked in the top 30 of the current National Cup Ranking;
5. All other riders by entry sequence.

5.4.1.3 Cross-Country Short Course (XCC)

Riders will be assembled on the grid utilising a ranking from their fastest lap in the preceding XCO event.

Where an XCO event is not held or where riders do not contest such an event, riders will be seeded in the same fashion as in XCO. See Section 5.4.1.1

5.5 Start Procedure

5.5.1 Cross-Country and other mass start events

Staging of the riders must commence no later than 10 minutes before the scheduled start of the race. A rider briefing must be given on the start line, once all riders are staged. This briefing must be audible to all riders.

Start announcements will be made at 5, 4, 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The Start Commissaire will then start the race somewhere between 15 seconds and 0 seconds. No countdown announcement can be given when there is less than 15 seconds remaining.

Mass start competitions will be started by an audible device such as starting gun or whistle.

All riders must have at least one foot on the ground and may not lean on fences/other infrastructure, or other competitors/bystanders.

5.6 The Race

5.6.1 General

5.6.1.1 Riders must complete the entire distance of the race or as directed by Race Officials.

5.6.1.2 Riders must finish with their bicycle at hand.

5.6.1.3 The riders finish is defined by the moment the leading edge of the front wheel crosses an imaginary plane rising vertically from the finish line drawn on the course surface.

5.6.1.4 *The responsibility for following the official course lies with the rider.* A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents. If a rider exits the intended course for any reason, he must return to the course at the same point from which he/she exited. The President of the Commissaire Panel (PCP) will however, decide if any advantage was gained if the return to the course is different from the exit.

5.6.1.5 Riders must act in a sporting manner at all times and shall not wilfully obstruct any fellow competitor. Any walking or running of the course is carried out in deference to any riders still riding their bicycles.

5.6.1.6 A rider may only change his/her bike between races.

5.6.1.7 A rider must not use offensive or abusive language, act in an un-sportsman like manner, be disrespectful to the officials or ignore the race regulations. Riders must respect the countryside and ride only on the official course. The rider must avoid polluting the area and must not leave any waste or litter. No glass containers of any kind are permitted on or near the race course.

5.6.2 Technical Assistance

Riders may receive technical assistance only in the designated technical zone/s, provided in cross country and related events.

Riders may not receive technical assistance of any kind while on the race course.

Breach of the above rule will lead to disqualification or relegation.

5.6.2.1 Feed and Technical Zone regulations

Only one allocated feeder per rider is allowed in the feed zone. Teams may also utilise one feeder per rider.

All feeders must have an allocated feed zone pass.

Feeders must remain behind the second line until their rider is within site of the feed zone.

Riders may only travel in a forward direction in the feed/technical areas.

Feeders must remain stationary for the duration of the feed.

Contact between mechanic/feeder and the rider is only permitted in the technical zone.

The feeder may only pass items via the hand and may not throw items or place items into/onto the rider's bicycle.

Support personnel must not pour or spray water or any other liquid on riders in the tech/feed zone.

Riders may be handed a bottle (optionally with the lid removed) for the purposes of tipping on themselves for cooling purposes.

No storage of technical equipment is to take place in the feed zone.

Technical assistance must take place only in the designated technical zone.

Eyewear may only be exchanged in the technical zone.

Failure to comply with the above rules will result in relegation or disqualification of the rider.

5.6.3 Cross-Country Olympic (XCO) rider removal

The 80% Rule is applied at the discretion of the Technical Delegate or the President of the Commissaire Panel (PCP). Riders will be informed at the rider briefing prior to the start of the race if the 80% rule is applied.

If 80% Rule is enforced at National Level XCO Events- any rider falling outside of 80% of the leading time will be removed from the course

Lapped riders must remove themselves from the course upon the instruction of a commissaire.

Riders that withdraw from their event prior to being verified by the Commissaires as a lapped rider or an official finisher, are classed as "Did Not Finish", and will lose all benefits, such as a placing, competition points and ranking points. Such riders presenting to the finish commissaire upon withdrawal will not lose these benefits.

Riders who pull out of the event due to injury, mechanical failure or otherwise must inform the Race Officials.

5.6.4 Cross-Country Short Course (XCC)

There should be a minimum of 4 hours of rest between an XCO and XCC event.

Race times will be:

Open Men: 20 minutes + 3 laps (Maximum total time 25 minutes)

Open Women: 15 minutes + 3 laps (Maximum total time 20 minutes)

Junior Men/Women: 15 minutes + 3 laps (Maximum total time 20 minutes)

Alterations to these race times are permitted at the discretion of the President of the Commissaire Panel (PCP).

Lapped riders and riders who in high likelihood will soon be lapped must be removed from the course.

The decision to remove these riders rests with the President of the Commissaire Panel (PCP) and/or their delegate.

At the conclusion of the time part of the race the timers will blow a whistle and display a race lap board for "3" laps to go. Each lap after this will have the race board displayed with "2" laps and then "1" lap to go. The timers will also ring a bell when there is "1" lap to go.

The race ends when the race leader crosses the finish line at the end of the + 3 laps.

All riders who are still left in the race when the winner crosses the finish line will be recorded in the order they cross the finish line.

Riders who are lapped or pulled out of the race will have their lap number recorded at the time of their withdrawal.

5.6.5 General cross-country events

XCO and other general cross-country related events will be run to the standard guidelines as contained in these regulations.

6 Down Hill Racing

6.1 Downhill Clothing Requirements

6.1.1 Full-face helmets with a fixed non-detachable mouthpiece are mandatory at all MTBA sanctioned events.

6.1.2 A jersey or shirt covering the elbows must be worn as a minimum. 3/4 length jerseys are acceptable.

6.1.3 Knees must be covered by full-length trousers and/or self-fastening knee or knee/shin guards expressly designed for off-road cycling.

6.1.4 For all riders who are eligible to compete in Under 15 and Under 17 categories, the following equipment is mandatory at all times while on track regardless of registered category:

- Full-finger gloves must be worn;
- Full length jersey – jersey must cover elbows at all times;
- Knee pads and elbow pads must be worn.

- 6.1.5** MTBA strongly recommends the use of the following for all competitors;
- Neck brace expressly designed for off-road cycling;
 - Back and shoulder protection expressly designed for the purpose;
 - Full finger gloves;
 - Elbow protectors and/or long sleeve jersey to the wrist;
 - Goggles expressly designed for the purpose.

6.2 Start and Finish

6.2.1 DH events (National)

The downhill start must be at least 2 metres wide for the first 20 metres of the course.

The course start must be flat or on a slight decline.

A covered structure of at least 3 x 3 metres in size must be provided at the course start.

The finish must be a minimum of 6 metres wide for at least 30 metres before and 35 metres after the finish line.

The area after the finish line must be free from obstacles and conducive to safe slowing of riders.

Barriers or a similar form of hard fencing must be erected at least 25 metres before and 50 metres after the finish line, or greater as required by the Technical Delegate or President of the Commissaire Panel (PCP).

The finish area must be hard fenced in a 'bowl' or similar form, restricting general access to the area.

The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length

6.2.2 DH events (Club and Regional)

The finish must be a minimum of 4 metres wide for at least 20 metres before and 20 metres after the finish line.

The area after the finish line must be free from obstacles and conducive to safe slowing of riders.

Course markings must be placed at least 20 metres before and 20 metres after the finish line, or greater as required by the Event Commissaire.

The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length

6.3 Course Requirements

6.3.1 General

The course must be between two and five minutes for the winning elite male time or the fastest time of the day, whichever is lower.

A course of between 1.5-3.5km must be utilised.

The course should follow a descending route. Short uphill sections are permitted if they have a fast entry.

The course should comprise varied terrain sections: narrow and broad tracks, woodland roads and paths, field paths and rocky tracks. There should be a mixture of fast and technical sections. The emphasis of the course is to test the riders' technical skills and their physical ability.

The course must contain no more than 3% sealed or paved roads or paths.

6.3.2 Course Marking

The course must be marked on both sides over its entire length; any variations to this rule must be approved by the Technical Delegate or President of the Commissaire Panel (PCP).

Warning signs such as double and triple down arrows should only be used where an obstacle does not have an easier route around and/or where an obstacle has a fast and/or blind approach. Sign templates can be found at Appendix C.

Course marking tape/bunting should be 1.5m off the ground.

Stakes must not be metallic or wooden, with PVC plastic conduit (without metal inserts) being the preferred option.

Secondary marked 'fall zones' should be provided in areas of high spectator interest, or where there is a high likelihood of riders crashing and/or unintentionally leaving the course.

6.4 Practice

6.4.1 General

All riders on the course during an event must be registered participants.

All riders on course during an event must have an event number plate specific to the event attached at all times.

No practicing is permitted on a course while a race is being conducted.

Practice must be made available at least 24 hours prior to the event start.

Riders must have access to at least 4 hours of practice time.

Vehicle or chairlift transport to the course start must be provided.

Opportunity prior to practice and competition for an on-foot inspection must be provided.

A compulsory practice run must be provided which all riders must complete before the qualifying run.

A mark or sticker is to be placed on the rider's number plate after the completion of a run during compulsory practice.

The course and gate placement can be adjusted during practice up until the last 30 minutes of practice.

6.5 Running the Competition

6.5.1 Seeding/qualifying

National level events will hold a seeding round for all downhill classes. Riders will start in number order per category. Category order will be decided by the Technical Delegate or President of the Commissaire Panel (PCP).

Number allocation will be as per the Downhill National Season Guidelines which are available on the MTBA website.

6.5.2 Start Procedure

Downhill and related events

The start procedure should include a 30 second warning followed by a ten second and five second warning.

Electronic starting and timing must be used.

There must be at least a 30 second gap between individual riders starts.

The seeding and final runs must use a single course/single run format.

A minimum of 30 seconds must be left between rider race starts.

Riders are started from slowest to fastest.

The decision to grant a re-run is solely at the discretion of the President of the Commissaire Panel (PCP).

Riders will begin at the direction of the Starter.

6.6 The Race

6.6.1 General

Riders must complete the entire distance of the race or as directed by Race Officials.

Riders must finish with their bicycle at hand.

The riders finish is defined by the moment the leading edge of the front wheel crosses an imaginary plane rising vertically from the finish line drawn on the course surface.

The responsibility for following the official course lies with the rider.

A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.

If a rider exits the intended course for any reason, he must return to the course at the same point from which he/she exited. The President of the Commissaire Panel (PCP) will however, decide if any advantage was gained if the return to the course is different from the exit.

Riders must act in a sporting manner at all times and shall permit any faster rider to overtake without obstruction at the earliest opportunity.

Any walking or running of the course is carried out in deference to any riders still riding their bicycles.

A rider may only change his/her bike between races.

A rider must not use offensive or abusive language, act in an un-sportsman like manner, be disrespectful to the officials or ignore the race regulations.

Riders must respect the countryside and ride only on the official course. The rider must avoid polluting the area and must not leave any waste or litter.

No glass containers of any kind are permitted on or near the racecourse.

6.6.2 Transportation

Vehicle or chairlift transport must be provided.

Transportation must not interfere with the course in any way.

Transport must be capable of transporting at least 120 riders per hour.

If utilising vehicle transport all riders must have a fixed seat inside the vehicle. No transportation is to take place in the back of utes or via similar means.

Competitors must not use their own transportation to the course start.

7 Four Cross Racing

Refer UCI website for regulations.

8 Gravity Enduro Racing

8.1 Description

Gravity Enduro mountain bike racing is designed to be the definitive test for the mountain biker, with the focus of each event on creating a great atmosphere, community, competition and adventure for the competitor, including the best riding on the best terrain available in the host region.

The racing platform detailed below outlines a format that allows riders to compete against each other, starting individually, on special stages which are designed to challenge the rider's technical ability and physical capacity.

The following rules aim to define the Gravity Enduro mountain bike discipline while still allowing space for each event on the MTBA Gravity Enduro calendar to add their own individual characteristics to each event.

8.2 Course

8.2.1 General

Enduro racing is about best use of the trails and terrain available to the organiser. Rider experience and enjoyment should be the focus for any course designer. It is expected that, in order to achieve the best riding on the best trails possible, some climbs will feature within Special Stages.

8.2.2 Liaison Stages

The composition of each Liaison Stage is at the discretion of the organiser. Mechanical uplift (chairlift, truck etc), rider power (pedalling) or a combination of both is acceptable.

As a guideline, at least one Liaison Stage per event should be pedal powered (not chairlift etc).

8.2.3 Special Stages

All Special Stages (Abbreviated to SP in results/communications) must follow a predominantly descending route and focus on testing the rider's technical skills. Special exceptions can be made for prologue stages.

The General Classification (GC) of each race will be calculated by adding all Special Stage times together.

The start and finish of each Special Stage will be clearly marked on the map supplied by the organiser.

A Special Stage will be designed to test the rider's technical and physical abilities. There is no minimum or maximum duration for a Special Stage.

As a guideline for course designers, Special Stages should aim to contain a maximum of 20% climbing and at least 80% descending. (Example: 4 vertical meters ascent for every 20 vertical meters descent).

8.2.4 Directions and Course Markings

A course map must be produced by the organiser and displayed at registration and in Race Headquarters. This map may also be published on the event website. Riders are encouraged to study the map and understand the race route before leaving the start.

Where two pieces of course tape, on opposite sides of the course, are installed, the riders must pass between them. In these areas, missing, crossing or passing the course tape on the wrong side will be deemed as course cutting.

8.3 Gates

Gates can be used to clearly mark sections of the course that a rider must pass through. Missing a gate will be deemed as course cutting (Article 5.6). See Figure 1 for an example of course taping.

8.4 Direction Markers

In areas of open mountainside, an organiser can use a single pole to mark the direction of the route.

Riders can pass either side of a single pole. On long road or single-track sections, an organiser may place small single piece of course tape. These single pieces of tape act purely as directional markers.

8.5 Competition Requirements

8.5.1 Race Format

Individual start on all Special Stages

Minimum of 4 Special Stages per event

Minimum of 20 minutes total competition time for the fastest rider in the General Classification (accumulation of all Special Stages)

Minimum of 3 different courses must be used per event

Individual start times for each Special Stage must be provided by the organiser

Minimum of two Special Stages must be held in one day

An identical course (Special Stage) cannot be raced (not including training) more than two times during one race except in exceptional circumstances (example: extreme weather).

8.5.2 Practice

On bike practice must be scheduled by the organiser on all Special Stages before timed competition begins.

The course map must be released no earlier than 5 days before each National level event starts (not including practice).

8.5.3 Shuttling

The transport of riders between Special Stages by private/team transport (shuttling) is strictly limited to public, open roads during official training. A rider found using a private or team vehicle on a closed/private road or track will be disqualified.

During the race, no private/team transport can be used at any time.

Any specific details regarding shuttling will be outlined during the rider briefing.

8.5.4 Seeding and Start Order

Riders will be seeded based on a combination of MTBA rankings and the Race Organisers own data.

8.5.4.1 Seeding

With highest ranked at the top:

Current year National Cup ranking

Local Organiser rankings

Riders moving from Junior to Senior age categories may be seeded by the PCP for the first round of the current year.

8.5.4.2 Start Order

The start order – fastest first or fastest last will be determined by the President of the Commissaire Panel and communicated in the Race Briefing.

In races that follow a fastest first starting order, the Elite women category will be the first category to start the day and will start in order of the lowest to the highest ranking. Therefore, the highest ranked woman will start immediately before the highest rank male rider. A 10 Minute interval must be given between women's and men's categories.

8.5.4.3 Start Intervals

Start intervals between riders for the top 30 Men and 15 Women must be a minimum of 30 seconds.

A 1-minute interval should be added every 10 – 20 riders to allow a clear gap to start riders who have missed their start.

All late riders must start, under instructions from the official starter, within each 1-minute gap.

There is no fixed start interval between late starters as the goal is to keep late riders racing, without affecting other riders on course. Late starters will receive a fixed penalty (see Section 8.7.5).

8.5.4.4 Result

The General Classification (GC) will be calculated by adding all Special Stage times together for each rider. In the event of unforeseen or extreme circumstances, the race organiser can decide to withdraw a Special Stage (s) from the General Classification.

In the case where Special Stages have had to be cancelled, an event must have a minimum of two complete Special Stages in order for the result to be deemed valid for the MTBA ranking.

In the event of a tie in the General Classification, the highest placed rider in the final stage will be awarded the higher final placing.

8.5.4.5 Rider Equipment

Each rider must be self-sufficient during the entire duration of the race (Food stashes are not permitted – see Section 8.6). Personal responsibility and self-sufficiency are a large part of the spirit of Enduro racing and riders are encouraged to carry adequate equipment for operating in

mountainous environments. Each rider should remember that they are solely responsible for themselves but are urged help other competitors on course.

It is strongly recommended that all competitors carry:

- Suitable backpack
- Waterproof jacket
- Emergency blanket
- Innertubes/ puncture repair kit
- Multi tool
- Basic, well maintained first aid kit
- Map
- Food and fluids
- Eye protection (glasses or goggles)
- Emergency contacts supplied by organiser

8.5.4.6 Equipment marking stickers

Only one frame, fork and one pair of wheels can be used by a competitor during a race. Organisers may elect to mark one or more of the below components with an official seal or marker:

- Fork Crown
- Swingarm / Rear triangle
- Front triangle
- Both wheel rims

Competitor's bikes may be checked for marking at the start of the race and at the finish of every Special Stage. Other random checks of stickered equipment will be carried out throughout the race. A rider can use unmarked equipment during training unless otherwise stated by the organiser. Only upon approval of the commissaires, a rider may a rider replace a frame, fork or wheel. Following the repair, the rider must return to the commissaires to have the replacement part(s) re-marked before re-joining the race.

A 5-minute penalty will be awarded to every rider who, having received approval by the commissaires, replaces the equipment listed above.

Any rider found to have replaced a named/marked part without consent from the commissaires will be disqualified (DSQ).

8.5.5 Mechanical failures

Should a rider suffer a mechanical failure such as a flat tyre or broken chain during a special stage, the President of the Commissaire Panel may at their discretion permit a re-run of that stage for the affected rider. This may incur a time penalty relevant to the length of the stage. All riders granted this dispensation will incur the same time penalty for that stage.

8.5.6 Rendering of assistance

It is expected that riders participating in Gravity Enduro events will continue to participate in a way that places the safety of riders above other considerations. As such no person should ever feel penalised or discouraged from stopping to assist another injured rider.

Any rider who comes across an injured rider must stop to render assistance, unless directly indicated by the injured rider that they do not require assistance. They should instruct the next rider to pass to notify the next marshal point of the incident, location, and perceived severity.

All riders who stop to render assistance will either:

be given the opportunity to re-start their timed run of that special stage or

be awarded a time for that special stage equal to no more than 10% more than the winning time of that stage in the category they are entered.

The decision to permit a re-run as per option a is at the discretion of the President of the Commissaire Panel and must be requested by the competitor. If they do not elect to take this re-run, option b will be used.

8.6 Environmental Rules

Enduro mountain bike racing allows us to ride into remote, backcountry areas of natural beauty. It is of the utmost importance that all racers respect their environment and consider the impact they leave behind for the local riding community. The below rules have been put in place to protect our trails and our riding environments.

No disposable goggle tear offs can be used.

The disposal of food packaging on the trail is strictly prohibited. This will result in disqualification. Repeat offences may warrant a license suspension.

Event organisers reserve the right to penalise any rider whose actions are deemed to seriously damage the local environment.

Riders must not store food and drinks on the trail (Food Stashes). Packaging left behind and uncontrolled food supplies may have a serious impact on local wildlife and the local environment. Any rider found to be hiding or retrieving foods from unofficial feed stations will be penalised.

8.7 Rule Violations

The organisers of individual events throughout the series may define more severe penalties for offences. These must be clearly published prior to the start of the event.

8.7.1 Course Cutting

Taking short cuts on course in order to gain an advantage can both damage the environment and brings the sport and spirit of Enduro mountain biking racing into disrepute. Therefore, any rider trying to save time by choosing a line that lies outside of the defined trail will be disqualified.

The race organiser may choose, in exceptional circumstances, to apply a time penalty, not a DSQ to a rider found to have cut the course without intention. However, any rider leaving the obvious line must be aware that they risk a DSQ.

8.7.2 Liaison Stage delay/missed start

Riders arriving late to the start must follow the starter's orders and join the course when instructed to do so.

Failure to follow starter's orders will result in a time penalty (See recommended penalties Section 8.7.5).

Any riders arriving at the start of a Special Stage later than 30 minutes after their specified start time will be disqualified from the race.

8.7.3 Illegal outside assistance

Racers are encouraged to help fellow competitors on course.

Any competitor receiving outside assistance from a non-racer without prior agreement from the commissaires will be disqualified. This includes using team staff/outside help to carry equipment around the course or perform repairs during the race.

8.7.4 Rule Violation Recording

The MTBA event organiser is responsible for the application of the rules and has the final say.

The organiser can appoint special 'roving marshals' to travel around the course at their own discretion to undisclosed points. These roving marshals can report rule violations to the commissaires.

Any rule violations must be registered with the commissaires within 30 minutes of the last competitor finishing the final stage.

8.7.5 Penalties

Violation	Penalty
Missed Start	Up to 5 minutes late = 1 minute penalty 5+ minutes late = 5 minute penalty 30+ minutes late = DSQ
Other start violation (example: pushing into queue, delaying start, jumping start etc.)	5 seconds
Not obeying course marking/course cutting	Disqualification
Unintentional course cutting	30 seconds
Illegal Outside Assistance	Disqualification
Environmental Disrespect	From 1 minute to disqualification
Illegal shuttling	Disqualification
Training outside official times	Disqualification
Training outside official times	Disqualification
Changing a marked piece of equipment with authorisation	5 minutes
Changing a marked piece of equipment without authorisation	Disqualification
Disposal of a goggle Tear Off on the trail	Disqualification
Altering the course	Disqualification
Missing back or helmet number (where given)	30 seconds
Food stashing / using unauthorised food supplies	5 minutes

8.7.6 Technical Guide

A Technical Guide should be made available from the date of race entries opening and will outline the basic format, provisional timetable and protection rules for each event.

8.7.7 Rider Briefing

A rider briefing must take place prior to the race commencing and attendance is compulsory. Changes to the rules, course, timetable etc and details of course marking, feed stations and assistance locations will be communicated at this briefing. Non-attendance of the rider briefing will not be accepted as an excuse for any rule violation by any rider. Failure to attend the rider briefing may result in not being permitted to start the event.

9 Cyclo-Cross (CX)

9.1 General

These regulations apply to Cyclo-cross events conducted in Australia.

Events on the UCI calendar shall be conducted following UCI regulations only.

Events which do not adhere to these technical regulations shall not be considered Cyclo-cross races, even if they include race categories or competitions for Cyclo-cross bicycles.

9.2 Calendar

The Australian Cyclo-cross Season shall take place from April to September, and organisers should hold the majority of their Cyclo-cross races and race series in this period.

The schedule of National level Cyclo-cross races and National Cyclo-cross Championships will be recommended by the Management Advisory Commission – Sport & Technical (MAC – SPT/TECH) to Mountain Bike Australia (MTBA).

9.3 Organisation

Cyclo-cross events may be organised under Cycling Australia (CA) or MTBA affiliation, and competition licences or permits issued by either organisation may be accepted reciprocally upon application to CA/MTBA.

For National level events and National Championships, a technical delegate may be appointed by MTBA to supervise the preparation of technical aspects of the event, particularly at a new venue. The delegate will conduct an inspection of the course with the organiser and the President of the Commissaire Panel. At other events or if a delegate has not been appointed this responsibility will fall to the President of the Commissaire Panel.

9.4 Equipment

The Cyclo-cross bicycle should conform to the UCI and Cycling Australia/MTBA regulations for bicycles generally and Cyclo-cross bicycles specifically, notwithstanding that:

The Cyclo-cross bicycle tyre shall have a maximum width of 35mm and may not incorporate any form of spike or stud. Note that in UCI events the maximum width permitted is 33mm.

The Cyclo-cross bicycle must have drop bars and two functioning brakes.

In open bicycle and children's races there are no restrictions on tire width and any handlebar style suitable for mass start bicycle races is permitted.

Clothing and helmets approved for mass start road, track or mountain bike racing in Australia are permitted in Cyclo-cross races. Non-standard racing attire including costumes may be tolerated in lower race categories so long as such costumes are not offensive.

The equipment listed below should be provided/arranged by the organiser:

- Tent or covered stand for judges at the finish line
- Flags

- Lap numbers
- Bell
- Whiteboard and marker
- Pistol and/or Whistle
- Stopwatch
- Measuring tape
- Vernier callipers, or a metal/plastic device with a 35mm aperture to verify tire width
- Broom, rake and shovel for course repairs

9.5 Technical Guide

A technical guide shall be produced by the organiser providing the following information:

- The program of events and awards ceremonies.
- The race categories, including the starting time for each category, including the number of laps or expected duration, and prizes.
- Registration information, times and procedures and fees.
- Warm-up and practice procedures and areas, if applicable.
- Any special regulations for the race or race series, including start order.
- A description of, directions to and a detailed map of the circuit, indicating circuit length, the registration area; the start and finish, the pit area, the location of obstacles, the parking area, and the nearest toilet facilities, a diagram of preferred number orientation if this differs from standard, and instructions for mounting any transponders for electronic timing systems
- Contact information for the event race director.
- At least one qualified first aid officer must be in attendance and a first aid kit must be on site at all times. It is recommended that an emergency action plan be prepared and available.
- The organiser should endeavour to provide a water supply for cleaning of equipment and toilet facilities if there are none at the venue.

9.6 Inclement Weather Protocol

An event should be cancelled or modified in inclement weather in the following circumstances or conditions:

Where conducting the event will cause an unacceptable level of damage to the venue.

Where conducting the event will pose a significant risk to the participants, race officials, medical staff and/or the general public.

Where fire danger protocols prohibit or are likely to prohibit the running of the event.

In any other situation that gives rise for the land owner/manager to prohibit the running of the event.

The decision to cancel an event shall be made with as much notice as possible prior to the event start.

Where possible, competitors should be notified by email or phone prior to the day of the event. Any refund or reimbursement to the competitor is entirely at the discretion of the race organiser.

An event may be cancelled during the event by the race organiser, the President of the Commissaire Panel (PCP) and/or the land manager in consultation. The recommended protocol for during-event cancellation is to place riders in their order at the time of cancellation.

9.7 Race Categories and Event Durations

The membership category of the licence holder shall be applied for Cyclo-cross as in other disciplines.

Categories may be applied as per CA or MTBA guidelines at the discretion of the organiser.

Categories may be combined into single fields to create appropriate field sizes. Organisers may choose their own categories to meet their local needs.

The following combined/graded fields are in common use:

- Elite, Junior, and Master Men (A-Grade Men)
- Elite, Junior, and Master Women (Women)

- Elite, Junior and Master Men (B-Grade Men)

It is permitted at the discretion of the organiser and President of the Commissaire Panel (PCP) to run more than one race on the course at the same time, with a short interval separating the start of each field.

Support races in which a Cyclo-cross bicycle is not required may be run on the same course or a modified course to encourage entry into the sport. Examples include Under 13 races, children’s races on balance or pedal bikes, and Open races.

Handicapping, grading, or otherwise assigning riders to combined fields or categories shall be the responsibility of the organiser.

Riders may request permission to compete in a race or category other than that assigned to them.

The duration of events should be guided by the following maximum predicted winning times. Races may be shorter than indicated for fields with low numbers or quality.

Category	Maximum Predicted Winning Time
Fields by Grade	
A Grade Men/Women	40-60 minutes
B Grade Men/Women	30 minutes
Open Bicycle Men/Women	30 minutes
Children	15 minutes
Fields By Category	
Elite Men/Women Masters 1 & 2 Men/Women	40-60 minutes
Junior U19 Men/Women Masters 3 & 4 Men/Women	45 minutes
Junior U17 Men/Women Junior U15 Men/Women Masters 5+ Men/Women	30 minutes
Junior U13 Men/Women	15 minutes

9.8 Course

9.8.1 Design

A Cyclo-cross course should include roads, paths and meadowland alternating in such a way as to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections.

The course should form a closed circuit of minimum length 2.5 and maximum length 3.5 km, of which at least 90% should be rideable.

The course should be at least 3 meters wide and be clearly defined and protected over the entire circuit by tape, barriers or safety netting. It is acceptable to use cones, flags, arrows or other markers where the course is well defined, and fields are small. The use of dangerous elements such as sharp or uncapped metal stakes or wires of any kind is forbidden, and the course must be routed away from any object which presents danger to the riders or the object must be made safe.

The course should be usable in all circumstances, whatever the weather conditions. The organiser should avoid areas that may be flooded or easily damaged.

If the course intersects any road, shared use path or footpath that cannot be adequately controlled through warning signage, barriers and tape, the organiser should provide a marshal at that point.

The President of the Commissaire Panel (PCP) shall ultimately determine the safety precautions required at all points of the course. Exceptions to minimum length and width requirements may be approved by the President of the Commissaire Panel (PCP) where appropriate and safe.

9.8.2 Call Up Zone

A staging area (call-up zone) shall be designated behind the start line. In National Championships and major races, eight lanes with a width of 75cm shall be marked out on the ground to facilitate organising riders into the starting order, as illustrated in Appendix D.

9.8.3 Start Zone

The start section of the course should be on firm level ground, preferably a surfaced road, free of obstacles or technical features, as straight as possible, and at least 5 metres wide for at least 200 meters. The first narrowing, corner or obstacle after the start should be gradual and allow the riders to pass easily. If a start banner is used it should be at least 2.5 meters above the ground and should cover the width of the start section.

9.8.4 Finish Zone

The finish section should be as straight as possible for at least 100 meters, be free of obstacles and be flat or uphill. The width should be at least 5 meters and be able to safely accommodate a group of riders finishing together. The area after the finish line must be free from obstacles and allow for safe slowing of riders. If a finish banner is used it should be at least 2.5 meters above the ground and cover the width of the finish section. A finish line should be painted or otherwise marked on the ground and cover the entire width of the course.

9.8.5 Practice

The course should be open to competitors for training one hour before the first competition of the day. It is permissible for competitors to train on the course during any breaks in the racing program; however, they must exit the course prior to the commencement of the following event.

9.9 Obstacles

The course should not include more than 6 obstacles, meaning a difficult section of the course where the riders are likely (but not required) to dismount. The length of an obstacle should not exceed 80 metres and the height of discrete features such as logs or steps should not exceed 40 cm. The total length of obstacles should not exceed 10% of the course. Sand pits require a level entrance and exit. Descents of flights of steps may not be used.

The course may include a single section of barriers, consisting of two planks placed a minimum of 4 meters and a maximum of 6 meters apart. The planks must be solid for their entire height, without sharp edges, and they may not be constructed of metal. The height of the planks shall not exceed 40cm and they must extend the entire width of the course. If the course becomes abnormally slippery such that safe dismounts cannot be achieved, a plank section may be removed for safety reasons by the technical director and/or President of the Commissaire Panel (PCP) in consultation with the organiser. A barrier section is considered to be a single obstacle.

Where a venue lacks suitable terrain to provide obstacles, a second barrier section may be used at the discretion of the technical director and/or President of the Commissaire Panel.

The course may pass over bridges or footbridges as long as they are at least 3 meters wide. Bridges should have protective rails on each side, and the surface should be non-slip.

9.10 Pit Areas

Riders may only receive technical assistance and/or change wheels or bicycles in the designated pit area(s). Technical assistance of any kind outside this area will result in disqualification. Changes of wheel or bicycle between riders other than in the pit area are forbidden.

The pit area should be straight and shall not include any obstacle, gravelled section or descent.

For the length of the pit area the racing lane and the pit lane should be separated using tape and/or barriers. There should be clear marking by way of yellow flags marking the beginning and the end of where the course is divided between the racing and the pit lane. Adjacent to the pit lane should be an area of at least two meters reserved for mechanics and stationing of bicycles and equipment.

A rider may only take the pit lane to change his bicycle or a wheel and may only travel in a forward direction in the pit lane.

A rider who has passed the end of the pit area must continue onward to the following pit area for any bicycle or wheel change. A rider who is still in the racing lane but has not passed the end of the pit area may enter the pit lane as long as they dismount and retrace their route safely in the racing lane and enter the pit lane at its beginning without obstructing other competitors.

Where possible organisers should design a double pit area, such that two separate sections of the course run adjacent to the double pit, and that the distance along the course between successive pits is approximately equal. If this is not possible two single pit areas should be located at equal distances around the course. Refer to Appendix 2 for guidelines of pit design.

At major events a water supply should be present at the venue and water supply in the pit area via a hose is recommended. It is acceptable for the water source to be remote and for mechanics to use their buckets to bring water to the pits. If hoses or high-pressure cleaning equipment are provided in the pit area, they shall be made freely available.

In the event of warm weather conditions (above 20°) the President of the Commissaire Panel (PCP) may permit feeding from the pit lane. Under those conditions feeding will not be allowed in the first or the final lap or at any other location on the course.

9.11 Start Procedure

Before the start of each race the organiser shall check the condition of the course and carry out any repairs required.

Riders shall assemble in the staging area behind the start line 10 minutes before the scheduled start time.

Five minutes before the start of race, riders should be called up in order from the staging area to take their choice of lane in the starting grid or position on the start line.

If more than one field is starting, all fields should be called up and placed in order before the first field is started.

Riders shall wait for the start with at least one foot on the ground or be penalized by being sent to the last place on the starting grid.

A rider briefing shall be given on the start line after staging is complete. This briefing must be audible by all riders.

Start announcements will be made at 1 minute, 30 seconds and 15 seconds before the start. The start can be announced at any time after the 15 second warning by pistol shot or whistle.

In the event of a false start the race will be stopped by a double pistol shot or whistle and a new call up procedure, gridding and restart will be done. The offending rider(s) will be called up last.

An event or series of events may set their own regulations for determining start order, which should be clearly indicated by the organisers on their website.

9.12 Race in Progress

The organiser may determine an expected number of laps beforehand, or the appropriate number of laps may be calculated after the leader has completed their first lap. In longer races an average of the first two laps may also be used for this calculation.

Once determined, the number of laps remaining should be displayed to the riders as they cross the finish line each lap.

The responsibility for following the official course lies with the rider.

A rider is not permitted to take any shortcuts, omit a circuit or take other advantage of a similar nature against opponents.

If a rider exits the intended course for any reason, he/she must return to the course at the same point from which he/she exited. A commissaire shall determine if any advantage was gained if the point of return to the course is different from the exit.

Lapped riders shall permit faster riders to overtake without obstruction at the earliest opportunity and must not assist or hinder riders who are lapping them.

The use of radio links or other means of remote communication with or between riders is forbidden.

9.13 Finish Procedure

The last lap of the race shall be announced by the bell.

All riders who cross the finish line after the winner shall be considered to have finished the race and will be given a placing on the basis of their position.

The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line. The placing's are determined during the final sprint. Should two riders dead heat for first they shall be joint winners and the next position will be third. Should two riders' dead heat for second, they will be joint second place getters and the next position will be fourth, and so on.

Lapped riders must complete the lap during which they were overtaken. A decision should be taken by the organiser and President of the Commissaire Panel (PCP) and announced at the start line briefing as to whether lapped riders will then be removed from the race:

Where fields are small, lapped riders may be permitted to continue racing at the direction of the President of the Commissaire Panel. At the end of the race these riders will be classified in the order in which they finished, plus the number of laps which have not been completed.

Where lapped riders are to be removed, they should be directed to leave the course by an official at an exit provided for this purpose just before or just after the finish section. At the end of the race these riders will be classified in the order in which they were removed from the race, plus the number of laps which have not been completed.

In situations where the fields are large and interference with the race by lapped riders is likely, the '80% rule' may also be applied by the President of the Commissaire Panel (PCP) in consultation with the organiser. Under the 80% rule, any rider whose time is 80% slower than that of the race leader will be removed from the course by an official at an exit provided for this purpose just before or just after the finish section, and an official shall record the finishing position of riders removed at this location. The number of 80% is an approximation based on a typical course; the intent is that all riders should be pulled before they are lapped. Riders must be advised at the start line briefing if the 80% rule is to be applied.

Riders should not be removed on their final lap but should be classified as they cross the finish line.

Riders that withdraw from their event prior to being verified by the commissaires as a lapped or 80% rider or an official finisher will be classified as "Did Not Finish", and will lose all benefits, such as a placing, competition points, awards, and ranking points.

Riders who pull out of the event due to injury, mechanical failure or otherwise should inform the race officials.

The awards ceremony should begin as soon as possible after the final race of the day. Riders should present for the ceremony in their race kit or in neat attire representing their clubs, teams or sponsors (if applicable). The organiser may determine the format of the presentations.

10 Pump Track (PUM)

Refer UCI website for regulations.

11 Alpine Snow Bike (ALP)

Refer UCI website for regulations.

12 E Mountain Bike (E-MTB)

12.1 The events

An E-Mountain Bike is a bike operated with two energy sources, human pedal power and an electric engine, which only provides assistance when the rider is pedalling.

E-Mountain bike events must be organised in accordance with the following bike standards:

- Engine of maximum 250 watts
- Engine assistance up to 25km/h
- Pedalling assistance only, although a start-up assistance not exceeding 6km/h without pedalling is allowed
- Wheel sizes shall be a minimum of 26 inches
- Gearing roll out distance: maximum is 9.0 m
- Bikes must be commercially available and of mid (crank) motor format only

12.2 Age category

E-Mountain Bike events are open to all riders aged 19 and over and include Masters categories. No separate results must be submitted for the Under 23, Elite or Masters categories.

12.3 Events format and characteristics

E-Mountain Bike events will be organised in the cross-country and Enduro formats only. The characteristics and format of each event will be determined in the technical guide for each event.

12.4 Battery

Riders can only use the battery in place on their bike and cannot carry an additional battery during the competition.

13 Protests and Penalties

13.1 Protests

Individual riders or their team management must first approach the President of the Commissaire Panel (PCP) or Race Director concerning any incident in an event.

A protest arising out of the conduct of a race or an incident must be made in writing to the President of the Commissaire Panel (PCP) or Race Director within fifteen (15) minutes after the completion of the event or within 15 minutes of the provisional results being posted (whichever is the later), together with the fee of \$50 AUD.

This fee is refundable only if the protest is upheld.

13.2 Penalties

Penalties can be imposed according to the nature of the offense and one or more of the following can be used:

- Verbal Warning.
- Fine (minimum \$50 AUD).
- Relegation of position (by one or more positions)
- Time or points penalty
- Disqualification
- Suspension

Disregard of these rules and regulations may result in any of the above penalties being made.

MTBA retains the right to suspend any of its licensed members from participating in events for which MTBA has issued a permit, for any period of time with regard to any violation of these regulations.

An MTBA licensed member may be penalised or suspended under these rules and regulations for, but not limited to, any of the following reasons:

Flagrant or persistent violation of the rules and regulations of MTBA as set forth in the MTBA technical regulations or of the race specific rules as set forth by a Race Director.

Deliberate and Repeated violation of the MTBA code of conduct.

Negligence in regard to personal, competitor, spectator, Commissaire, Technical Delegate, MTBA official or volunteer safety and proven jeopardy of MTBA insurance eligibility.

Un-sportsman like conduct and/or conduct that may bring MTBA, and/or other agencies/persons associated with the event into disrepute. These infractions may include behaviour such as overly aggressive pushing, shoving and physical abuse.

Failure to pay any fees or other financial obligations owed to MTBA.

Failure to make good on invalid cheques presented as payment to MTBA or for MTBA events for such fees or financial obligations. Suspension may be lifted when appropriate payment to MTBA is made.

Negligence with respect to the land upon which a race is being conducted.

Proven disregard of land use policies set by landowners and land managers.

Deliberate or repeated violation of the MTBA code of conduct for MTB access.

Misrepresentation of information on license application.

The penalties applicable to anti-doping infractions are dealt with in the MTBA Anti-Doping Policy. The latest anti-doping regulations are available on the MTBA website.

Penalties applicable to harassment, discrimination and abuse infractions are dealt with in the MTBA Member Protection Policy. The latest Member Protection Policy is available on the MTBA website.

13.2.1 Application of Penalties

Penalties relating to the rules and regulations should be administered and distributed by the President of the Commissaire Panel (PCP) or Race Director.

The MTBA penalty form will be used by the President of the Commissaire Panel (PCP) or Race Director for all penalties.

Ignorance of the rules is not permitted as an excuse.

13.2.2 Appeal of Penalties

The cost of lodging an appeal is \$50 AUD. This is refundable only if the appeal is upheld.

Penalties of monetary value less than \$200 are not appealable.

The Commissaires decision is final and not appealable, except in the following circumstances;

- Penalties applied at more than \$200
- Disqualification
- Suspension

At UCI listed events, the President of the Commissaire Panel (PCP) decision is final and not appealable.

13.2.3 Appeal Panel

The CEO (MTBA) shall appoint the appeal panel, comprising of three MTBA members with an in depth understanding of the MTBA rules and regulations.

The appeal must be lodged in writing, preferably in electronic form by email within 48 hours of the incident.

The jury shall hear all appeals against the decision of the President of the Commissaire Panel (PCP) occurring during an event or otherwise. The jury shall have the power to:

- Uphold the appeal
- Dismiss the appeal
- Confirm the decision appealed against and confirm the penalty imposed.
- Confirm the decision appealed against but alter the penalty imposed by substituting additional fines, penalties or periods of disqualification or suspensions or by increasing or reducing any penalty, fine or period of disqualification or suspension.
- Take into account the previous conduct of the appellant.

In any situation regarding any rider receiving a fine for an offense at a sanctioned mountain bike event, the fine will be payable immediately the Appeal Jury adjudicates the appeal.

The rider will not take part in any sanctioned event until that fine has been paid.

14 Inclement Weather Protocol

14.1 General

An event should be cancelled or modified in inclement weather in the following circumstances:
Conducting the event will cause significant damage to and/or an unacceptable level of damage to the venue. Exemptions to this rule may be made at National Level events in conjunction with land managers and owners.

Conducting the event in the given conditions will pose a significant risk to the participants, race officials, medical staff and the general public.

In areas with strict fire danger protocols that may prohibit the running of the event in certain conditions.

In any other situation that gives rise for the land owner/ manager to prohibit the running of the event.

An event may be cancelled during the event by the race organisers, the commissaire and/or the land manager.

14.2 Procedure – Pre Event Cancellation

The decision to cancel the event must be made with as much notice as possible prior to the event start. Where possible, participants should be notified by email or phone prior to the day of the event. It is the responsibility of the race organiser to inform that the event has been cancelled or postponed. Any refund or reimbursement to the competitor is entirely at the discretion of the race organisers.

14.3 Procedure During Event Cancellation

14.3.1 Cross Country and Related Events

The recommended protocol for determining results is to place riders in order at the time of cancellation.

14.3.2 Downhill and Related Events

14.3.2.1 Organisers may elect to utilise one of the following protocols;

Revert to qualifying results for final standings.

Leave the results as they stand with some riders unable to complete the event.

Cancel the event entirely and omit the awarding of any individual titles or series points.

Postpone the finals to another day/time

14.3.3 Four Cross

Organisers may elect to utilise one of the following protocols;
Revert to qualifying results for final standings.
Cancel the event entirely and omit the awarding of any individual titles or series points.

14.3.4 Cyclo-Cross

Refer Section 9.6

15 Presentation Ceremonies

15.1 General

Presentation ceremonies must take place as soon as possible after the completion of an event. Presentation times must be publicised in the event program and over the public address system. The Protocol Officer will assemble the place getters for the presentation. Any podium competitor who fails to report to the time and place of the presentation will be penalised. All medal presenters will be appointed by the host organising committee (OC) in consultation with MTBA. The podium will be organised with the winner in the centre, second place on the left and third place on the right when looking at the podium.

15.2 Podium clothing and accessories

Riders should present for podiums in their race kit, or in neat attire. Hats and sunglasses may be worn but must be removed for photographs at the request of event officials. Riders may bring one item of personal sponsor material onto the podium. This may include items such as drink containers, helmets, goggles and flags. These items must be removed from the podium for photographs at the request of event officials. Modifications to the above rules may be made by the President of the Commissaire Panel (PCP) on a per- event basis.

16 Expected Behaviours

16.1 Conduct of Riders

A rider must act in a sporting manner at all times and must permit any faster rider to overtake without obstructing. If a rider exits the course for any reason, he/she must return to the course at the same point from which he/she exited. If the president of the commissaires' panel deems that the rider gained advantage, the rider is disqualified (DSQ). The riders must respect nature and must make sure that they do not pollute the course venue. Anyone who is found to have altered the course has his/her accreditation removed or, in case of a rider, is disqualified (DSQ).

All participants, including competitors, officials, volunteers and spectators are expected to comply with the following MTBA documents and policies when involved with MTBA sanctioned events;

MTBA Code of Conduct

National Members Protection Policy

MTBA Anti-Doping Policy

The latest versions of these policies are available on the MTBA website.

Glossary of Terms

Appeal - A request to the Technical Delegate of an event for a review of a decision of the Race Officials.

ASADA - The Australian Sports Anti-Drug Agency.

CA - Cycling Australia. Recognised by the Sport Australia and the UCI as the National Sporting Organisation for the sport of cycling.

Commissaire - An appointed qualified official conversant with the MTBA Technical Regulations, responsible to hear and make final judgement on all rule violations reported by Race Officials. Responsible for the application and adherence to the rules during an event.

Course - A forward line of progress from start to finish, which must be clearly marked and measured to prescribed specification.

Disqualification - A penalty, which the Technical Delegate has assigned as appropriate for the rule violation which has been reported or for which a protest has been upheld. As a result of this penalty the competitor will not be given finish times for the event, no account will be taken of the competitor when the places are assessed for any category or for the race as a whole, and the competitor's details will not be included in the published race results.

Event - The whole set of races that may encompass multiple days.

Finisher - A competitor who completes the entire race course within the rules and crosses the finish line, or a vertical extension of the finish line with any part of the bicycle wheel.

Format - The type of MTB race. For instance, XC or DHI etc.

MTBA - Mountain Bike Australia, recognised by Sport Australia as a National Sporting Organisation vested with responsibility for the sport of mountain biking in Australia.

Protest - A formal complaint against the conduct of another competitor or a race official, or against the conditions of the competition.

Race - Any one competition of a class within a format at an event.

Race Director - The person charged with the responsibility of organising the event, and the general running of the event on the day.

Race Official - Any person authorised to perform an operational, administrative or race judging task to enable the conduct of an event in accordance with the rules outlined in these Technical Regulations. The minimum age for a race official is 18.

Race Marshal - A race official who is responsible for maintaining the flow of the event, keeping control of spectators and traffic, or maintaining safety. The minimum age for a race marshal is 18.

Results - The timed finish or points awarded positions of all competitors after violation reports have been ruled on, protests and appeals have been heard, and penalties have been awarded.

Suspension - A competitor penalised by suspension will not be permitted during the stated suspension period, to take part in any MTBA sanctioned event or any UCI sanctioned event or any event sanctioned by a national governing body with the UCI.

UCI - The Union Cycliste Internationale, the international controlling body of cycling, including mountain biking.

Appendix

Appendix A - Helmets

All riders are required to wear a helmet meeting AS2063 or equivalent all times while they are on a bike. Helmets must have a manufacturer's mark stating its compliance with the Standard. Helmets may be inspected at any time by a commissaire.

The list of standards that MTBA will accept as an international equivalent to the Australian/New Zealand Standard 2063 are as follows:

1. NSI Z90.4;
2. Snell "B" or "N" series;
3. ASTM F1447.
4. Canadian CAN/CSAD113.2M;
5. U.S. CPSC standard for bicycle helmets;
6. European CEN standard for bicycle helmets (EN1078)

Other international standards may be added however if not explicitly listed above or in any supplementary regulations are not permitted for use.

The race director may choose from helmet requirements from the below options.

For all GE events riders must wear a helmet at all times during competition. In very technical terrain or on courses that feature steep mountainsides or very high-speed trails, the organiser can specify in their particular rules that competitors must wear a full-face helmet. MTBA strongly recommends that riders wear the protections as indicated in S 3.4.1.

	Downhill	Gravity Enduro – A Standard	Gravity Enduro – B Standard	Cross Country
	All Downhill Events	GE events incorporating very technical terrain OR steep mountainsides OR very high speed trails.	All other GE events.	All Cross Country events
Special or race stages / Race Course	Full faced helmet meeting AS2063 or equivalent standard.	Full faced helmet meeting AS2063 or equivalent standard with or without detachable mouthpiece.	Any helmet meeting AS2063 will be permitted (terrain dependent).	Any helmet meeting AS2063 will be permitted.
Liaison or non-race stages	N/A	Any helmet meeting AS2063 will be permitted.	Any helmet meeting AS2063 will be permitted.	N/A

Appendix B – Signage

The minimum dimensions of directions arrows must be 40 cm by 20 cm and they must not be sited more than 1.5m above the ground.

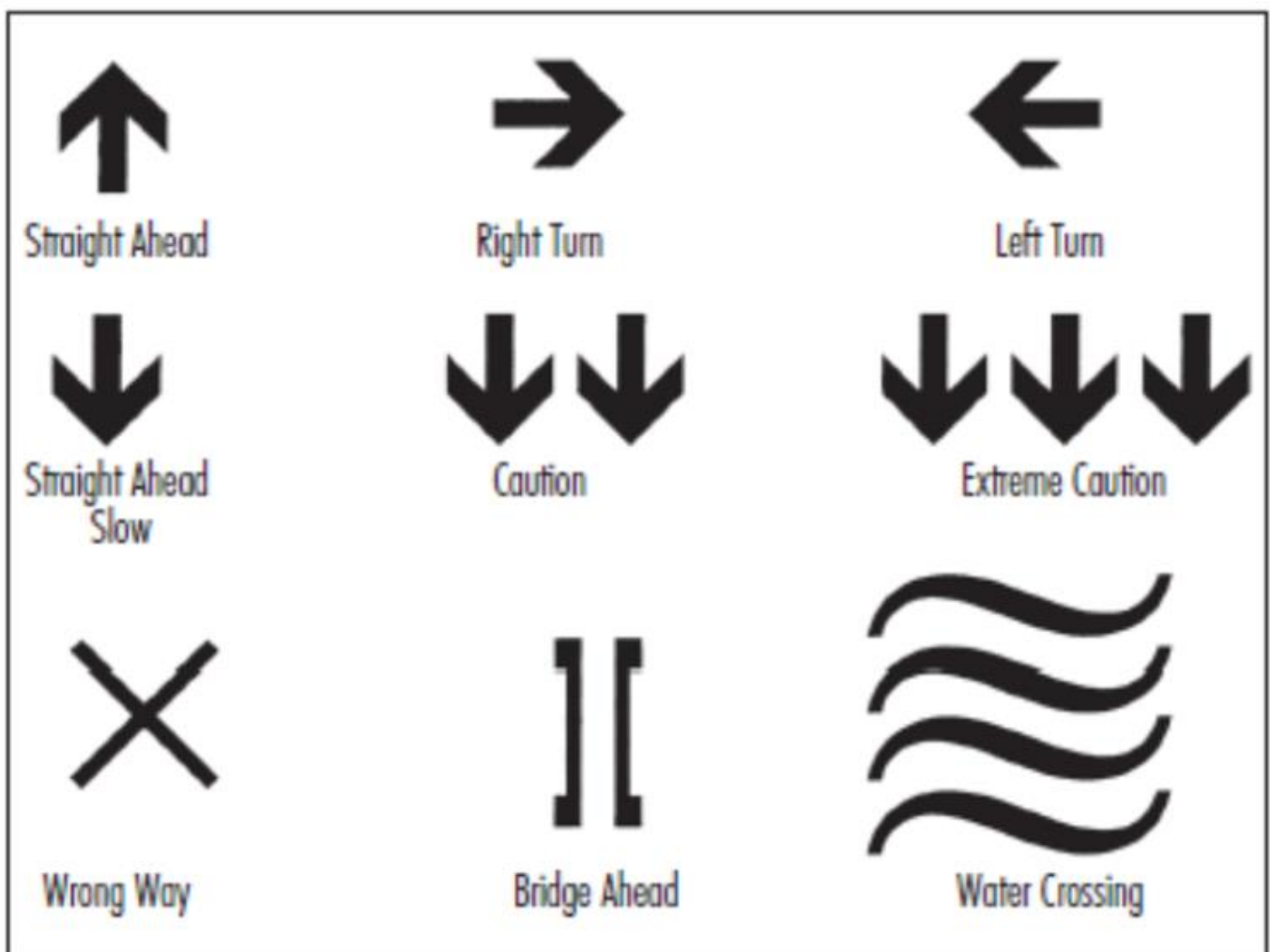
An arrow is located 10m before each junction, at the junction and 10m after the junction to confirm that the correct route has been followed.

In a potentially dangerous situation, one or more arrows pointing downward are placed 10m to 20m before the obstacle or potential danger, and also where the obstacle or potential danger is.

Two arrows pointing downwards are used for a more dangerous situation.

A serious hazard requiring great caution must be marked with three arrows pointing downwards.

The following signs must be used:



Signage templates can be downloaded from the Clubs section of the MTBA website.

Appendix C - Feed and Technical Assistance Zones

DIAGRAM 1: FEED/TECHNICAL ASSISTANCE ZONE ONE SIDE

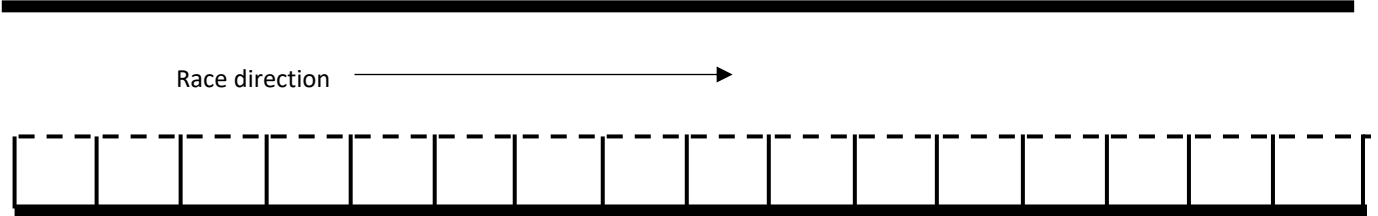


DIAGRAM 2: FEED/TECHNICAL ASSISTANCE ZONE OPPOSITE SIDES

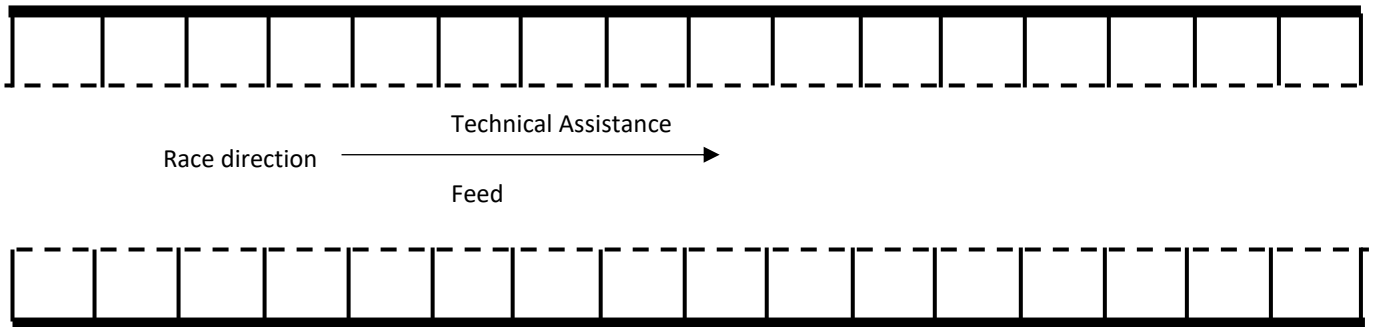
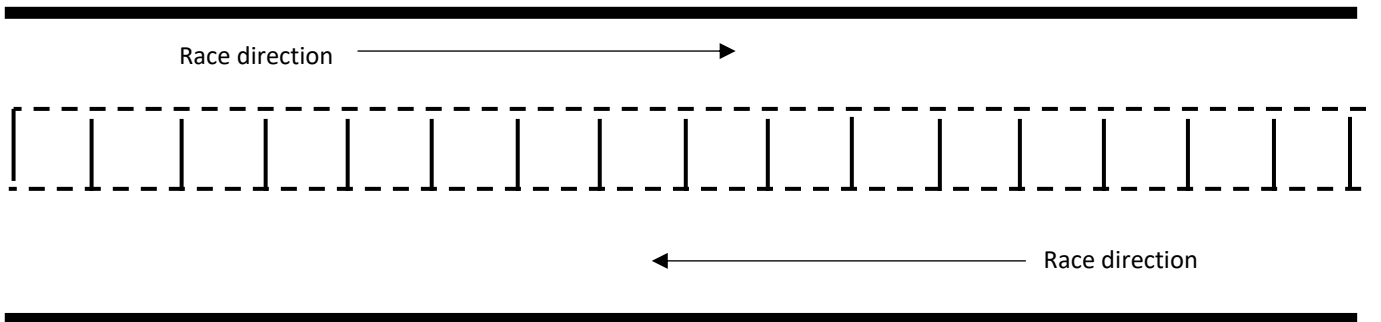
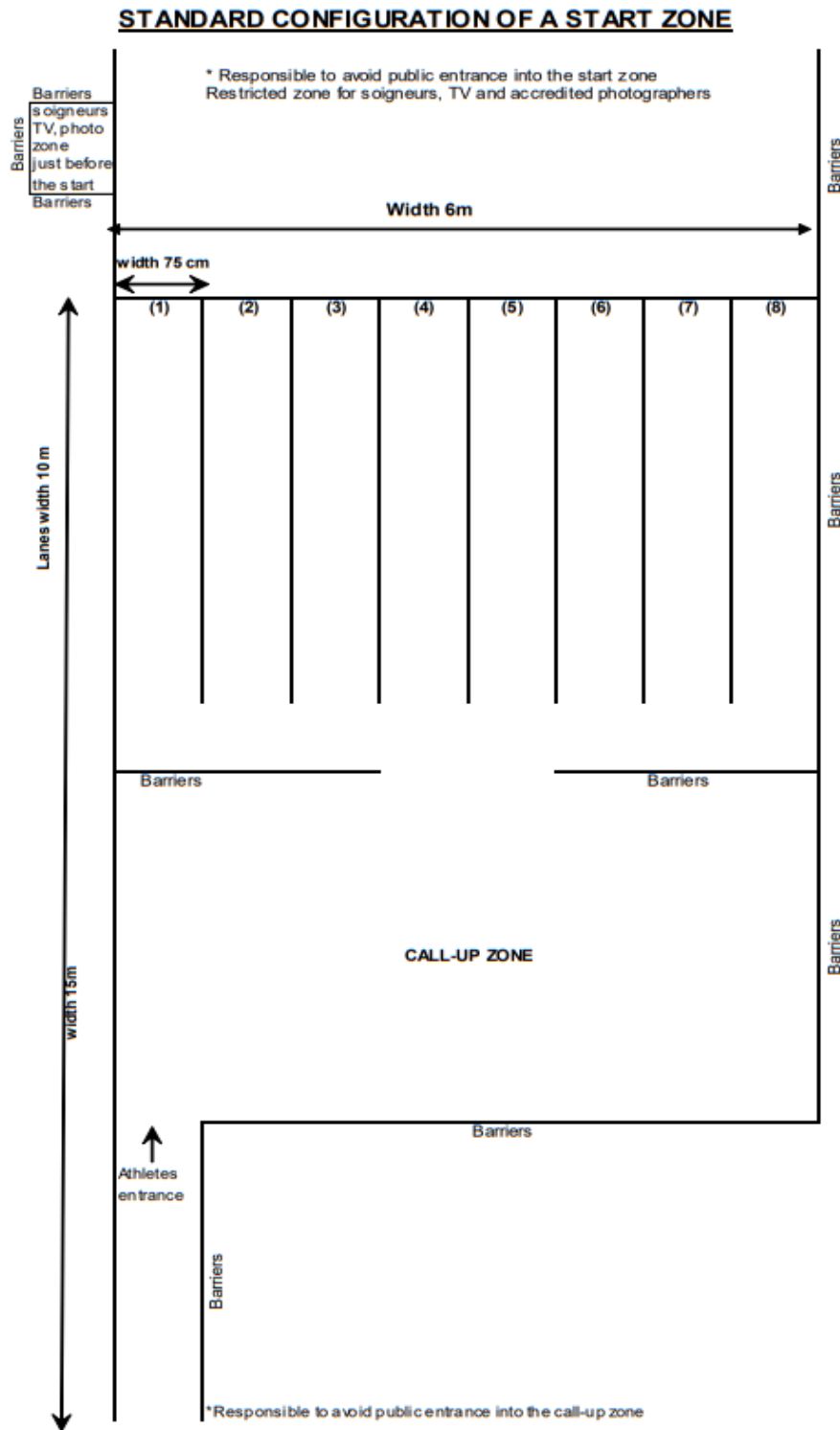


DIAGRAM 3: DOUBLE FEED/TECHNICAL ASSISTANCE ZONE



Appendix D - CX Call Up Zone



LIVE YOUR LIFE OFF-ROAD

MOUNTAIN BIKE AUSTRALIA

