

# Mountain Bike Technical Regulations: National Level Events

Effective 1 July 2018



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## Effective Date

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## 1. Mountain Bike Competition Levels

### 1.1. Club-level competition (Category 1)

Club-level competition 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.

### 1.2. State-level Events (Category 2)

State-level competition 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-level will typically attract up to 300 entrants and will have a greater emphasis on competition than club-level events.

### 1.3. National-level Events (Category 3)

National-level events are the highest level of competition managed by MTBA in Australia. These events include the National Series and Championships for; Cross-Country (XCO), Downhill (DHI), Observed Trials (OT), Cross-Country Marathon (XCM), Gravity Enduro (GE) and Cyclo-Cross (CX). Events may include Cross-Country Eliminator (XCE), Short Course Cross-Country (XCC), and Four Cross (4X), and the National Championships for Cross-Country Marathon (XCM) and Solo 24 Hour disciplines. 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.



## 2. Mountain Bike Competition Types

### 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 using the venue in the form of a cloverleaf 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 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 Enduro (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 Technical Delegate or Chief Commissaire.

### 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 (DHI)

DHI 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.

## 3. General Regulations

### 3.1. General

- 3.1.1. These General Regulations are applicable for all MTB disciplines at a National level of competition unless specifically noted within these rules and regulations.
- 3.1.2. Rules and regulations stated for specific MTB disciplines will take precedence over rules and regulations that appear under this chapter if any conflict exists.
- 3.1.3. Where any ambiguity or lack of a clear ruling exists, the current UCI rules will take precedence.
- 3.1.4. Only MTBA has the right to conduct and/or award nationally recognised and championship mountain bike events in Australia.
- 3.1.5. The organisation of National Series and Championships may be awarded to a third party at the discretion of MTBA.

### 3.2. Eligibility

- 3.2.1. All competitors in any MTBA sanctioned event must be a member of MTBA, or hold a valid day permit.
- 3.2.2. Day permits are only valid for the duration of the activity at which they are sold.
- 3.2.3. Day permits are only valid for continuous days to a maximum of 3 days.
- 3.2.4. 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.

#### ***National Series***

- 3.2.5. National Series races are open to all eligible MTBA Race Licence members, Race Day Licence holders and all international riders holding a UCI Licence.
- 3.2.6. All International riders participating must hold either a valid UCI licence or a MTBA Race Day Licence except New Zealand riders who may compete under a valid New Zealand MTB or Cycling licence.

#### ***National Championships***

- 3.2.7. 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 are permitted to compete in the Australian Championships, receive awards and any applicable UCI points. Any rider claiming a podium position without satisfying this criteria will be automatically disqualified.

### 3.3. Junior Participation in MTB events

- 3.3.1. **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.**

**3.4. Age Classification and event categories**

- 3.4.1. National level events will recognise a competitor's age as at December 31st on the year of the final competition round, or the National Championships, whichever is the latter.
- 3.4.2. 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

**3.5. Racing Outside of Class**

- 3.5.1. Riders may choose to race outside of their age category at National Series events so long as there is no advantage- please see the below table for more information.
- 3.5.2. The Chief Commissaire has the final ruling in any rider category movement.
- 3.5.3. Riders must race in their own allocated category at National Championships and Continental Championship (Oceania) events.
- 3.5.4. A derogation may be applied to a rider who would like to ride up a category.
- 3.5.5. If a rider moves up a category they have to stay in the age group for the rest of the season.

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					✓											✓

## 3.6. Series Ranking Allocation

- 3.6.1. Riders are allocated points based on season guidelines by discipline published on the MTBA website.
- 3.6.2. Riders can only contest a single category within an event.
- 3.6.3. Riders allocated points are not transferrable between race categories.

## 3.7. Clothing Requirements

### 3.7.1. *General Clothing requirements*

- 3.7.1.1. 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 Championship and World Championship jerseys that must comply with the relevant UCI regulations.
- 3.7.1.2. Bicycle helmets that satisfy the current Australian or equivalent international standards are compulsory in all MTBA sanctioned events. See Appendix A & B.
- 3.7.1.3. Helmets must be fastened at all times whilst on a bicycle.
- 3.7.1.4. Helmets must be in good condition and fit for purpose.
- 3.7.1.5. Helmets used in MTB events that use public roads must be approved by Australian Standards only.
- 3.7.1.6. All helmets used will be inspected for compliance as determined by the presence of an appropriate compliance sticker.
- 3.7.1.7. Closed toe footwear must be worn at all times while practicing and competing in MTBA sanctioned events.
- 3.7.1.8. Singlets must not be worn while practicing or competing at MTBA sanctioned events.
- 3.7.1.9. Helmet, chest and similarly mounted cameras are permitted if they do not compromise the riders 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 Chief Commissaire.
- 3.7.1.10. Riders are not permitted to wear headphones or other similar music/communication devices during practice and competition.

## 3.8. Cross-Country and Related Events Clothing Requirements

MTBA strongly recommends the use of the following protective equipment;

- 3.8.1. Sunglasses/protective eyewear;
- 3.8.2. Full-fingered gloves;
- 3.8.3. Sunscreen.

## 3.9. Downhill and Four Cross Clothing Requirements

- 3.9.1. Full-face helmets with a fixed non-detachable mouth-piece are mandatory at all MTBA sanctioned events.
- 3.9.2. A jersey or shirt covering the elbows must be worn as a minimum. 3/4 length jerseys are acceptable.
- 3.9.3. Knees must be covered by full-length trousers and/or self-fastening knee or knee/shin guards expressly designed for off-road cycling.
- 3.9.4. Under 15 and Under 17 categories, the following equipment is mandatory at all times while on track:
  - 3.9.4.1. Full-finger gloves must be worn;
  - 3.9.4.2. Full length jersey – jersey must cover elbows at all times
  - 3.9.4.3. Knee pads and elbow pads must be worn.
- 3.9.5. MTBA strongly recommends the use of the following;
  - 3.9.5.1. Neck brace expressly designed for off-road cycling;
  - 3.9.5.2. Back and shoulder protection expressly designed for the purpose;
  - 3.9.5.3. Full finger gloves;
  - 3.9.5.4. Elbow protectors and/or long sleeve jersey to the wrist;
  - 3.9.5.5. Goggles expressly designed for the purpose.

## 3.10. Bicycle Requirements

### 3.10.1. General Equipment Requirements

- 3.10.1.1. All bikes must be presented upon registration and riders will not be given a start plate until their competition bike fulfils the requirements as stated below.
- 3.10.1.2. All bikes must have two working brakes, one front and one rear.
- 3.10.1.3. All bikes must be fitted with handlebar plugs.
- 3.10.1.4. All bikes must have a maximum wheel diameter size of 29 inches.
- 3.10.1.5. 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.

### 3.10.2. General Requirements for Cyclo-Cross Bicycle

- 3.10.2.1. Refer to the MTBA / CA Cyclo-Cross regulations and / or the UCI Cyclo-Cross Regulations.

## 3.11. Four Cross Equipment Standards

- 3.11.1. Additional to the standard MTBA equipment requirements all bikes used in four cross competition must have at least two of the following characteristics;
  - 3.11.1.1. Minimum size of 26" wheels front and rear;
  - 3.11.1.2. Functional front suspension;
  - 3.11.1.3. More than one working rear gear.

## 3.12. Race Entries and programs

- 3.12.2. 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.
- 3.12.3. 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.
- 3.12.4. Complete registration details, including the membership status of all participants will be prepared and made available to MTBA upon request.

## 3.13. Race Program/Technical Guide

- 3.13.1. The organiser must establish a program guide each time he/she holds a race.
- 3.13.2. The program shall include at least the following details of the event organisation:
  - 3.13.2.1. That the event will be run under MTBA rules and regulations.
  - 3.13.2.2. The age calculation date for the event.
  - 3.13.2.3. The specific regulations for the event if variations are present from the MTBA regulations.
  - 3.13.2.4. Directions to the venue, including accommodation options where possible.
  - 3.13.2.5. The place and time of registration.
  - 3.13.2.6. The categories and starting time for each category.
  - 3.13.2.7. The program for any awards ceremonies.
  - 3.13.2.8. The name, address and telephone number of the event race director.
  - 3.13.2.9. The time and place of the awards ceremony and who must attend.
  - 3.13.2.10. The prize/s or prize pool.
  - 3.13.2.11. Any drug test regulations that may apply.

## 3.14. Race Categories

- 3.14.1. The race categories that are recognised at National level mountain bike events are in [3.4.2.](#)
- 3.14.2. The competitor's age is as determined in [3.4.1.](#)
- 3.14.3. With limited race entries in a category at the entry deadline, the Chief Commissaire may merge the category with another category as near to possible to that category as deemed necessary. Merging categories must not exclude the recognition of their performance in their original entered category.
- 3.14.4. The Chief Commissaire has the right to disallow a competitor to enter a category when the competitor is considered to be of a higher standard or when the competitor wishes to ride in an age class different to what he/she is entitled to.

## 3.15. Identification of Riders during Competition

- 3.15.1. Competitors must securely fasten a number plate supplied by the race organisation on the front of the bike.
- 3.15.2. Organisers may additionally provide other race numbers (such as body numbers). In such cases the design of the numbers must be at least the specification noted below.
- 3.15.2. The figures on the front number plate must have a minimum height of 8cm and a minimum width of 1.5cm.
- 3.15.4. All figures must be block figures in a high contrast colour compared to the race plate colour.
- 3.15.3. All race numbers will be waterproof.
- 3.15.4. The outside dimensions of all numbers must not exceed 21cm (wide) by 18cm (high).
- 3.15.5. Riders are not allowed to cut, bend, fold or otherwise modify the race plate without the express permission of the Chief Commissaire.
- 3.15.6. No stickers, written text or other forms of advertising are to be placed on the number plate without the express permission of the Chief Commissaire.

## 3.16. Protests

- 3.16.1. Individual riders or their team management must first approach the Chief Commissaire concerning any incident in an event.
- 3.16.2. A protest arising out of the conduct of a race or an incident must be made in writing to the Chief Commissaire 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.
- 3.16.3. This fee is refundable only if the protest is upheld.

## 3.17. Penalties

- 3.17.1 Penalties can be imposed according to the nature of the offense and one or more of the following can be used:
  - 3.17.1.1. Verbal Warning.
  - 3.17.1.2. Fine (minimum \$50 AUD).
  - 3.17.1.3. Relegation of position (by one or more positions)
  - 3.17.1.4. Time or points penalty
  - 3.17.1.5. Disqualification
  - 3.17.1.6. Suspension
- 3.17.2. Disregard of these rules and regulations may result in any of the above penalties being made.
- 3.17.3. 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.
- 3.17.4. An MTBA licensed member may be penalised or suspended under these rules and regulations for, but not limited to, any of the following reasons:
- 3.17.5. 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.
- 3.17.6. Deliberate and Repeated violation of the MTBA code of conduct.
- 3.17.7. Negligence in regard to personal, competitor, spectator, Commissaire, Technical Delegate, MTBA official or volunteer safety and proven jeopardy of MTBA insurance eligibility.
- 3.17.8. 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.
- 3.17.9. Failure to pay any fees or other financial obligations owed to MTBA.
- 3.17.10. 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.
- 3.17.11. Negligence with respect to the land upon which a race is being conducted.
- 3.17.12. Proven disregard of land use policies set by landowners and land managers.
- 3.17.13. Deliberate or repeated violation of the MTBA code of conduct for MTB access.
- 3.17.14. Misrepresentation of information on license application.

- 3.17.15. 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.
- 3.17.16. 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.

### **3.18. Application of Penalties**

- 3.18.1. Penalties relating to the rules and regulations should be administered and distributed by the Chief Commissaire.
- 3.18.2. The MTBA penalty form will be used by the Chief Commissaire for all penalties.
- 3.18.3. Ignorance of the rules is not admitted as an excuse.

### **3.19. Appeal of Penalties**

- 3.19.1. The cost of lodging an appeal is \$50 AUD. This is refundable only if the appeal is upheld.
- 3.19.2. Penalties of monetary value less than \$200 are not appealable.
- 3.19.3. The Chief Commissaires decision is final and not appealable, except in the following circumstances;
  - 3.19.3.1. Penalties applied at more than \$200
  - 3.19.3.2. Disqualification
  - 3.19.3.3. Suspension
- 3.19.4. At UCI listed events, the Chief Commissaires decision is final and not appealable.

### **3.20. Appeal Jury**

- 3.20.1. **The CEO shall appoint to the appeal panel**, three MTBA members with an in depth understanding of the MTBA rules and regulations.
- 3.20.1. **The appeal must be lodged in writing, preferably in electronic form by email within 48 hours of the incident.**
- 3.20.2. The jury shall hear all appeals against the decision of the Chief Commissaire occurring during an event or otherwise. The jury shall have the power to:
  - 3.20.2.1. Uphold the appeal
  - 3.20.2.2. Dismiss the appeal
  - 3.20.2.3. Confirm the decision appealed against and confirm the penalty imposed.
  - 3.20.2.4. 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.
  - 3.20.2.5. Take into account the previous conduct of the appellant.
- 3.20.3. 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.
- 3.20.4. The rider will not take part in any sanctioned event until that fine has been paid.



## 4. The Venue

### 4.1. Start and Finish

#### 4.1.1. XCO and other mass start events

- 4.2.1.1. The start and/or finish lines must be clearly marked by a gantry or flag structure. Inflatable arches must not be used on any race course. Any such structure must be appropriately weighted and or secured and must be approved by the Technical Delegate or Chief Commissaire prior to the commencement of official practice.
- 4.2.1.2. The structure for marking the start/finish must be approved by the Technical Delegate or Chief Commissaire prior to the commencement of official practice.
- 4.2.1.3. The start of the course must be at least 8m wide for a minimum of 100m after the line, after which the riding area may narrow.
- 4.2.1.4. The start of the course must be either flat or gentle climbing for a minimum of 750m, or 3 minutes after the start line.
- 4.2.1.5. The finish area must be at least 6m wide for a minimum distance of 50m before the finish line.
- 4.2.1.6. A clear exit must be marked before the start/finish to allow for rider removal when implementing the 80% rule.
- 4.2.1.7. Barriers or a similar form of hard fencing must be erected at least 100 metres before and 50 metres after the finish line.
- 4.2.1.8. The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length.

#### 4.1.2. DHI events

- 4.2.2.1. The downhill start must be at least 2 metres wide for the first 20 metres of the course.
- 4.2.2.2. The course start must be flat or on a slight decline.
- 4.2.2.3. A covered structure of at least 3 x 3 metres in size must be provided at the course start.
- 4.2.2.4. The finish must be a minimum of 6 metres wide for at least 30 metres before and 35 metres after the finish line.
- 4.2.2.5. The area after the finish line must be free from obstacles and conducive to safe slowing of riders.
- 4.2.2.6. 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 Chief Commissaire.
- 4.2.2.7. The finish area must be hard fenced in a 'bowl' or similar form, restricting general access to the area.
- 4.2.2.8. The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length

### 4.2. General Facilities/amenities

- 4.3.1. 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.
- 4.3.2. The communication system must be tested at least 24hrs prior to the event start.
- 4.3.3. The radio system must have a private commissaire channel that is not disclosed to general event staff and/or the general public.
- 4.3.4. An undercover area away from the general event activity must be provided for commissaires and race officials to conduct their business.
- 4.3.5. Warm up areas must be provided at course starts for all cross country and downhill events.
- 4.3.6. Toilets must be provided in line with the venue managers requirements.

## 4.3. Course Requirements

### 4.3.1. XCO

#### 4.3.1.1. General

- 4.3.1.1.1. The course must be 99% rideable regardless of the terrain and weather conditions.
- 4.3.1.1.2. The course must be between 4km and 6km in length.
- 4.3.1.1.3. No more than 15% of the course shall be sealed or paved road.
- 4.3.1.1.4. Extended sections of single track must have passing bays included in appropriate places.
- 4.3.1.1.5. The target winning time for a cross country circuit race should be within the range shown below.
- 4.3.1.1.6. 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 Chief Commissaire.
- 4.3.1.1.7. 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

#### 4.3.1.2. Course marking

- 4.3.1.2.1. 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.
- 4.3.1.2.2. Any course signage or marking used will not hinder the rider.
- 4.3.1.2.3. Course marking should involve a combination of arrows and tape/bunting.
- 4.3.1.2.4. All intersections or junctions must be clearly marked.
- 4.3.1.2.5. 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.
- 4.3.1.2.6. Arrows should be placed on the riders right hand side, except for right hand turns where arrows should be placed on the riders left hand side.
- 4.3.1.2.7. Each intersection will be marked by an arrow placed 10m before the intersection. Another arrow will be placed at the intersection.
- 4.3.1.2.8. A sign "X" will be positioned within easy eyesight to mark the wrong direction.
- 4.3.1.2.9. 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.
- 4.3.1.2.10. Two upside down arrows mean a more dangerous situation.
- 4.3.1.2.11. Three upside down arrows means a most dangerous situation, proceed with caution.
- 4.3.1.2.12. Water crossings and bridges must be marked appropriately.
- 4.3.1.2.13. Signage examples can be found at Appendix C.

- 4.3.1.2.14. Stakes must not be metallic or wooden, with PVC plastic conduit being the preferred option.
- 4.3.1.2.15. Distance markers must be placed at 1km intervals along the course.

#### **4.3.1.3. Feed and Technical Zones**

- 4.3.1.3.1. National level events require the use of a formal, managed feed zone.
- 4.3.1.3.2. The final location and design of the feed zone must be approved by the Technical Delegate or Chief Commissaire.
- 4.3.1.3.3. Where possible the feed and technical zones should be on the right of the course.
- 4.3.1.3.4. The feed zone must be a minimum of 40 metres in length. Variations to this rule must be approved by the Technical Delegate or Chief Commissaire.
- 4.3.1.3.5. The feed zone should be on a slight incline or on flat ground, with a slow, clear entry and exit.
- 4.3.1.3.6. The technical zone will ideally be on the same side as the feed zone.
- 4.3.1.3.7. The technical zone must be a minimum of 20 metres in length. Variations to this rule must be approved by the Technical Delegate or Chief Commissaire.
- 4.3.1.3.8. Feed/Technical Assistance Zone - See Appendix D.

#### **4.3.2. Cross-Country Short Course (XCC)**

##### **4.3.2.1. General Course Requirements**

- 4.3.2.1.1. An XCC course should be between a 1:00 and 1:30 minute lap.
- 4.3.2.1.2. The final 100m of the course should be straight and devoid of obstacles.
- 4.3.2.1.3. The entire course should allow for passing and riders to travel at least two abreast.
- 4.3.2.1.4. Short climbs and descents are preferred, with no sections that will significantly slow the field down.
- 4.3.2.1.5. Basic technical features are permissible at the discretion of the Technical Delegate or Chief Commissaire.
- 4.3.2.1.6. A clear exit must be marked where riders may be removed from the course, this must be before the start/finish line.

##### **4.3.2.2. Course marking**

- 4.3.2.2.1. The entire course should be marked both sides. Modification to this rule is at the discretion of the Technical Delegate or Chief Commissaire.
- 4.3.2.2.2. Additional requirements can be found at Appendix C.

#### **4.3.3. Cross-Country Marathon (XCM)**

##### **4.3.3.1. General**

- 4.3.3.1.1. An XCM course must be between 60-160 km in length with a preferred length of 100km.
- 4.3.3.1.2. The course may involve a lapped format of a maximum of three laps.
- 4.3.3.1.3. The course may involve a point-to-point format where no section of the course is repeated in either direction.
- 4.3.3.1.4. Extended single track sections should be avoided, where necessary these sections should allow for regular passing.
- 4.3.3.1.5. The course may involve a single lap format where no section of the course is to be repeated in either direction.

##### **4.3.3.2. Course Marking**

- 4.3.3.2.1. See Appendix C plus the following;
- 4.3.3.2.2. The course must be marked every 10km with distance markers.

### 4.3.3.3. Feed and technical zones

- 4.3.3.3.1. Marathon events run in a multi lap format must utilise a feed zone as described in 8.3.3 These events may also include a second feed zone, which may be a neutral feed zone.
- 4.3.3.3.2. Single loop or point to point events must provide a feed station at a minimum of every 30km.

### 4.3.4. Cross-Country Eliminator (XCE)

#### 4.3.4.1. General

- 4.3.4.1.1. An XCE course should be approximately 1km in length.
- 4.3.4.1.2. The course should include a variety of terrain features, allowing for a 'showcase' event for the sport.
- 4.3.4.1.3. The entire course should be wide enough to allow multiple passing opportunities.

#### 4.3.4.2. Course marking

- 4.3.4.2.1. See Appendix C.

### 4.3.5. Super D (SD)

#### 4.3.5.1. General

- 4.3.5.1.1. A SD course should be between 2- 20km in length.
- 4.3.5.1.2. The course should follow an essentially descending route.
- 4.3.5.1.3. The course should allow for various passing opportunities.
- 4.3.5.1.4. The course should include a wide variety of terrain, including short uphill and flat sections.

#### 4.3.5.2. Course marking

- 4.3.5.2.1. See Appendix C.

### 4.3.6. Cross-Country Enduro (XCEN)

#### 4.3.6.1. General Requirements

- 4.3.6.1.1. An XCEN course should be between 8-15km in length.
- 4.3.6.1.2. The course should follow the basic course characteristics outlined in 8.3.3.

#### 4.3.6.2. Course Marking

- 4.3.6.2.1. See Appendix C.

### 4.3.7. Cross-Country point to point (XCP)

#### 4.3.7.1. General

- 4.3.7.1.1. An XCP course must utilise a point-to-point course of between 20-60km in length.
- 4.3.7.1.2. No part of the course may be repeated in either direction.
- 4.3.7.1.3. Aside from differing length and a point-to-point format the course will follow the same guidelines as an XCO event course as detailed in 4.3.1.2.

#### 4.3.7.2. Course marking

- 4.3.7.2.1. See Appendix C.

## 4.3.8. Cross-Country Stage Race (XCS)

### 4.3.8.1. General Course Requirements

4.3.8.1.1. See individual discipline/stage requirements above.

### 4.3.8.2. Course Marking

4.3.8.2.1. See Appendix C.

## 4.3.9. Downhill (DHI)

### 4.3.9.1. General

4.3.9.1.1. 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.

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

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

4.3.9.1.4. 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.

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

### 4.3.9.2. Course Marking

4.3.9.2.1. 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 Chief Commissaire.

4.3.9.2.2. 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.

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

4.3.9.2.4. Stakes must not be metallic or wooden, with PVC plastic conduit being the preferred option.

4.3.9.2.5. 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.

## 4.3.10. Four Cross (4X)

### 4.3.10.1. General

4.3.10.1.1. The course must cater for all skill levels.

4.3.10.1.2. The course must produce multiple options and guarantee passing for riders.

4.3.10.1.3. Race time must be within 30 and 60 seconds with a target time of 45-60 seconds.

4.3.10.1.4. The first 10 metres of the race must be free of any obstacles.

4.3.10.1.5. The start straight should be at least 30 metres long.

4.3.10.1.6. Obstacles in the first 30 metres must be uniform across the entire course width.

### 4.3.10.2. Course Marking

4.3.10.2.1. The first 5m of the course must have lines marking the four distinct lanes. Marking methods may include; biodegradable paint or flour.

4.3.10.2.2. Each corner and trail feature (such as jump or rock feature) must be gated with a PVC post on each side of the course.

4.3.10.2.3. The final feature/gate must be at least 10m from the finish line.

## 5. Running the Event

### 5.1. Preliminaries

- 5.1.1. The Technical Delegate or Chief Commissaire 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 Chief Commissaire.
- 5.1.2. Any required changes will be the responsibility of the Race Director or their delegate/s.

### 5.2. General Safety Requirements

- 5.2.1. A safety system will be implemented to give assistance to all riders at all points of the course at all times, with the least possible delay.
- 5.2.2. 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 Chief Commissaire or Technical Delegate.
- 5.2.3. The course may only be ridden by the riders (with race numbers displayed) during the event, which includes official practice and competition.
- 5.2.4. Spectators, including those on bikes, must be kept off the course at all official training and racing times.
- 5.2.5. Once a race starts the only riders on the course will be those competing in that race.

### 5.3. Course Safety

- 5.3.1. 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 make contact with spectators.
- 5.3.2. 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.
- 5.3.3. 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.

### 5.4. Communication

- 5.4.1. A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
- 5.4.2. Where necessary a radio repeater should be used.
- 5.4.3. A rider information board should be utilised in a prominent location for the display of important event information.

### 5.5. First Aid and First Aid Infrastructure

- 5.5.1. Minimum staff/infrastructure requirements
- 5.5.2. National-level events require the following at a minimum;
  - 5.5.2.1. 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.
  - 5.5.2.2. 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 Chief Commissaire.
- 5.5.3. There must be a clearly defined first aid area in the main event village.
- 5.5.4. 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.
- 5.5.5. Minimum First Aid Infrastructure requirements:
  - 5.5.5.1. Maps that define access arrangements must be distributed to the first aid person/medical crew.
  - 5.5.5.2. All first aid/rescue personnel must be easily identifiable with an appropriate mark or uniform which is unique.

- 5.5.5.3. 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.
- 5.5.5.4. Ideally, motorbikes or quad bikes could be used to quickly access awkward areas. Where possible, paramedics should be ready to ride as a pillion passenger and drivers must be skilled and experienced.
- 5.5.5.5. Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary).
- 5.6.6. First Aid Accident Reporting
  - 5.6.1.1. 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.

## 6. Description of Official Duties

### 6.1. Technical Delegate

#### 6.1.1. General

- 6.1.1.1. All National Level events must have a Technical Delegate.
- 6.1.1.2. The Technical Delegate will be provided by MTBA.
- 6.1.1.3. The Technical Delegate must not be an event participant.

#### 6.1.2. Responsibilities

- 6.1.2.1. Overall responsibility for the race courses and race village design.
- 6.1.2.2. 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.
- 6.1.2.3. Conduct a pre-event inspection, a minimum of 24hrs before the start of official practice.
- 6.1.2.4. Provide a report of this inspection to the race organisers and the Chief Commissaire.
- 6.1.2.5. Oversee any changes required as detailed in the report.
- 6.1.2.6. Liaison between the event organisers and MTBA.
- 6.1.2.7. Assist the Chief Commissaire in their duties.
- 6.1.2.8. Provide a confidential post-race report.

### 6.2. Event Manager

#### 6.2.1. General

- 6.2.1.1. The Event Manager will be approved by MTBA for all National Series Events.
- 6.2.1.2. The host organisation must provide an Event Manager for XCM, and Solo 24 Hour Championships Events.

#### 6.2.2. Responsibilities

- 6.2.2.1. Overall responsibility for the event preparation including the event bump in and bump out.
- 6.2.2.2. The organisation and provision of all event infrastructure including but not limited to; crowd control barriers, tents and shelters, food providers and downhill transportation.
- 6.2.2.3. Liaise with the Technical Delegate or Chief Commissaire in the set-up of the event village area.
- 6.2.2.4. Liaise with the Technical Delegate or Chief Commissaire in the set-up of the course start and finishes and their interaction with the race village.

### 6.3. Chief Commissaire

#### 6.3.1. General

- 6.3.1.1. All National-level events must have a Chief Commissaire.
- 6.3.1.2. The appointment of the Chief Commissaire is the responsibility of MTBA.
- 6.3.1.3. The Chief Commissaire must not be a race participant.

#### 6.3.2. Responsibilities

- 6.3.2.1. Responsible for overall competition.
- 6.3.2.2. Supervises the start arrangements, other commissaires, the officials and the results service.
- 6.3.2.3. Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the conducting of his/her duties.
- 6.3.2.4. Will discuss any penalties with the appropriate officials.
- 6.3.2.5. Receives complaints/protests from competitors.

### 6.4. Assistant Chief Commissaire

#### 6.4.1. General

- 6.4.1.5. The appointment of the Assistant Chief Commissaire is the responsibility of MTBA.



- 6.4.2. Responsibilities**
  - 6.4.2.1. The Assistant Chief Commissaire is directly responsible to the Chief Commissaire and will relieve them in their absence.
  - 6.4.2.2. Will assist the Chief Commissaire in their duties.
  
- 6.5. Secretary Commissaire**
  - 6.5.1. General**
    - 6.5.1.1. The appointment of the Secretary Commissaire is the responsibility of MTBA.
  - 6.5.2. Responsibilities**
    - 6.5.2.1. Will take responsibility for ensuring accuracy and validity of the entry process.
    - 6.5.2.2. Ensure the timing system/providers are informed of any entrant/ schedule changes.
    - 6.5.2.3. Collaborate with the Race Director and their team in the delivery of the event.
  
- 6.6. Start Commissaire**
  - 6.6.1. General**
    - 6.6.1.1. The appointment of the Start Commissaire is the responsibility of MTBA.
  - 6.6.2. Responsibilities**
    - 6.6.2.1. Control of the start line and start area.
    - 6.6.2.2. Give full start instructions and carry out the start procedure.
  
- 6.7. Finish Commissaire**
  - 6.7.1. General**
    - 6.7.1.1. The appointment of the Finish Commissaire is the responsibility of MTBA.
  - 6.7.2. Responsibilities**
    - 6.7.2.1. Control of the finish line and finish area.
    - 6.7.2.2. Decide on the finish order of riders.
    - 6.7.2.3. Keep a running order of the event finishers.
  
- 6.8. Race Director**
  - 6.8.1. General**
    - 6.8.1.1. All events must have a race director.
    - 6.8.1.2. The Race Director must not be an event participant.
  - 6.8.2. Responsibilities**
    - 6.8.2.1. Responsible to the sanctioning authority and will coordinate the organisation of the race and ensure that adequate personnel for each duty are available.
    - 6.8.2.2. Responsible for setting up the venue and courses, or delegating these tasks appropriately.
    - 6.8.2.3. Will ensure that training and competition can be safely held.
    - 6.8.2.4. Will arrange provision of all necessary equipment and facilities for the timing of the event.
  
- 6.9. Time Keepers**
  - 6.9.1. General**
    - 6.9.1.1. All events must have a dedicated time keeper/s.
    - 6.9.1.2. MTBA must approve time keepers for all National level events.
    - 6.9.1.3. The timekeeper/s must not be event participants.
  - 6.9.2. Responsibilities**
    - 6.9.2.1. Time each competitor and collaborate with the commissaire at the start and the finish in the completion of their duties.

## 6.10. Course Managers

### 6.10.1. General

- 6.10.1.1. Each discipline must have an individual Course Manager.
- 6.10.1.2. Course Managers will be appointed by the host organisation.
- 6.10.1.3. Each course manager will answer directly to the Race Director and the Technical Delegate or Chief Commissaire.
- 6.10.1.4. The Course manager must not be an event participant.

### 6.10.2. Responsibilities

- 6.10.2.1. The provision, set up and marking of the race course.
- 6.10.2.2. Enact on any course changes as directed by the Technical Delegate or Chief Commissaire.
- 6.10.2.3. Conduct frequent course inspections throughout the event.
- 6.10.2.4. Undertake or delegate any repairs to the course and course marking during the event.
- 6.10.2.5. The Course Manager is responsible for setting and placing course marshals as directed by the Technical Delegate or Chief Commissaire.

## 6.11. Course Marshals

### 6.11.1. General

- 6.11.1.1. The number of course marshals required set by the Technical Delegate or Chief Commissaire.
- 6.11.1.2. Course marshals must be over the age of 18 unless approval is given by the Chief Commissaire for an alteration to this rule.

### 6.11.2. Responsibilities

- 6.11.2.1. Stationed on course to assist in rider navigation, injury, course closure and course marking repair.
- 6.11.2.2. Liaises with the commissaire and race director in any injury or emergency situation.
- 6.11.2.3. Closes the course with the approval of the Chief Commissaire and or Technical Delegate.

## 6.12. Protocol Officer

### 6.12.1. General

- 6.12.1.1. The Protocol Officer will be appointed by the host organisation.

### 6.12.2. Responsibilities

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

## 7. Practice

### 7.1. General

- 7.1.1. All riders on the course during an event must be registered participants.
- 7.1.2. All riders on course during an event must have an event number plate specific to the event attached at all times.
- 7.1.3. No practicing is permitted on a course while a race is being conducted.

### 7.2. Cross-Country Olympic (XCO)

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

### 7.3. Cross-Country Marathon (XCM)

- 7.3.1. The organisation should where possible make the courses available for practice at least 12 hours prior to the event.
- 7.3.2. For XCM events it is appropriate to offer no practice on the race course.

### 7.4. Short Course Cross-Country (XCC) and Cross-Country Eliminator (XCE)

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

### 7.5. Cross-Country Enduro (XCEN) and Super D (SD)

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

### 7.6. Cross-Country point-to-point (XCP) and Cross -Country stage race (XCS)

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

### 7.7. Downhill (DHI)

- 7.7.1. Practice must be made available at least 24 hours prior to the event start.
- 7.7.2. Riders must have access to at least 4 hours of practice time.
- 7.7.3. Vehicle or chairlift transport to the course start must be provided.
- 7.7.4. Opportunity prior to practice and competition for an on foot inspection must be provided.
- 7.7.5. A compulsory practice run must be provided which all riders must complete before the qualifying run.
- 7.7.6. A mark or sticker is to be placed on the rider's number plate after the completion of a run during compulsory practice.

### 7.8. Four Cross (4X)

- 7.8.1. Practice must be made available at least 4 hours before the event start.
- 7.8.2. Riders must have access to at least 4 hours of practice time.
- 7.8.3. Gate starts must be available for at least the last 30 minutes of practice.
- 7.8.4. The course and gate placement can be adjusted during practice up until the last 30 minutes of practice.

## 8. Running the Competition

### 8.1. Race Seeding/start grid

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

#### 8.1.1. Cross-Country Olympic (XCO)

- 8.1.1.1. The seeding order will be calculated as follows:
  - 8.3.1.2.1. The defending format class National Champion;
  - 8.3.1.2.2. Recognised UCI World Champion in the format;
  - 8.3.1.2.3. Any rider ranked in the top 200 UCI World Rankings in ranking order;
  - 8.3.1.2.4. Riders ranked in the top 30 of the current National Series Ranking;
  - 8.3.1.2.5. All other riders.

#### 8.1.2. Cross-Country Marathon (XCM)

- 8.1.2.1. The first 40 grid spaces will be reserved for ranked riders. Riders will be called as follows:
  - 8.3.2.2.1. The reigning Elite National Champion;
  - 8.3.2.2.2. The Elite Marathon National Series Leader, if such a series is held;
  - 8.3.2.2.3. The current MTBA National XCO Champion;
  - 8.3.2.2.4. The current XCO National Series Leader;
  - 8.3.2.2.5. All former Elite XCO Champions will be allocated the next grid spaces;
  - 8.3.2.2.6. The remaining spaces up to the 40th grid space will be allocated to the current MTBA series leading ranked riders;

#### 8.1.3. Cross-Country Short Course (XCC)

- 8.1.3.1. Riders will be assembled on the grid utilising a ranking from their fastest lap in the preceding XCO event.
- 8.1.3.2. 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 8.1.1

#### 8.1.4. Downhill seeding/qualifying

- 8.1.4.1. 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 Chief Commissaire.
- 8.1.4.2. Number allocation will be as per the Downhill National Season Guides which are available on the MTBA website.

#### 8.1.5. Four Cross (4X) seeding/qualifying

##### 8.1.5.1. Qualifying

- 8.1.5.2. The qualifying round must take place the same day as the finals.
- 8.1.5.3. The qualifying session shall take the form of either:
  - 8.1.5.2.1. A timed run over the course by each rider, or
  - 8.1.5.2.2. Three or more heats of riders at a time with riders of each heat drawn at random.
- 8.1.5.4. If there are four or less riders in a category they will proceed straight to finals.
- 8.1.5.5. When multiple heats are used points are awarded for the place gained in each heat, for example 1st - 22 points, 2nd - 16 points, 3rd - 11 points and 4th - 9 point.
- 8.1.5.6. A list of participants (called the ranking list) will be drawn up based on the following:
  - 8.1.5.7. Times achieved for an individual timed run.
  - 8.1.5.8. The total points gained in the qualifying heats.
  - 8.1.5.9. When multiple heats are used in qualifying the riders in each group of four may choose their starting position in order of their number plate number. The highest placed rider (the lowest number) shall get first choice and so on.

- 8.1.5.10. For the finals the riders in each group of four may choose their starting position based on their qualifying rank as listed in the finals list. The top qualifier shall get first choice and so on.
- 8.1.5.11. Riders entered who fail to start as prescribed shall be deemed not to have qualified or be relegated.
- 8.1.5.12. If the four riders fall or fail to cross the finish line in a preliminary round, the winner will be the rider who covered the largest part of the course.

## **8.2. Start Procedure**

### **8.2.1. Cross-Country and other mass start events**

- 8.2.1.1. Staging of the riders must commence no later than 10 minutes before the scheduled start of the race.
- 8.2.1.2. A rider briefing must be given on the start line, once all riders are staged. This briefing must be audible by all riders.
- 8.2.1.3. 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.
- 8.2.1.4. Mass start competitions will be started by an audible device such as starting gun or whistle.
- 8.2.1.5. All riders must have at least one foot on the ground and may not lean on fences/other infrastructure, or other competitors/by standers.

### **8.2.2. Downhill and related events**

- 8.2.2.1. The start procedure should include a 30 second warning followed by a ten second and five second warning.
- 8.2.2.2. Electronic starting and timing must be used.
- 8.2.2.3. There must be at least a 30 second gap between individual riders starts.

### **8.2.3. Four Cross Events**

- 8.2.3.1. Four cross starts should utilise a start gate expressly designed for the purpose. This gate should be electronic where possible.
- 8.2.3.2. The riders shall start when the order is given by the Start Judge. The sequence of start commands will be:
- 8.2.3.3. The start call for gated riders should be; 'OK riders random gate, riders ready watch the gate'.
- 8.2.3.4. If utilising a manual gate, the gate must be activated in a 7 second window from the call 'watch the gate'.
- 8.2.3.5. Riders must remain in their assigned start lane for 5 metres from the start gate.
- 8.2.3.6. Riders entered who fail to start as prescribed shall be deemed not to have qualified or be relegated.
- 8.2.3.7. Each heat/moto must not be started until all riders from the previous heat have exited the course.

## **8.3. The Race**

### **8.3.1. General**

- 8.3.1.1. Riders must complete the entire distance of the race or as directed by Race Officials.
- 8.3.1.2. Riders must finish with their bicycle at hand.
- 8.3.1.3. 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.
- 8.3.1.4. The responsibility for following the official course lies with the rider.
- 8.3.1.5. A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.

- 8.3.1.6. 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 Chief Commissaire will however, decide if any advantage was gained if the return to the course is different from the exit.
- 8.3.1.7. Riders must act in a sporting manner at all times and shall permit any faster rider to overtake without obstruction at the earliest opportunity.
- 8.3.1.8. Any walking or running of the course is carried out in deference to any riders still riding their bicycles.
- 8.3.1.9. A rider may only change his/her bike between races.
- 8.3.1.10. 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.
- 8.3.1.11. 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.
- 8.3.1.12. No glass containers of any kind are permitted on or near the race course.

### **8.3.2. Technical Assistance**

- 8.3.2.1. Riders may receive technical assistance only in the designated technical zone/s, provided in cross country and related events.
- 8.3.2.2. Riders may not receive technical assistance of any kind while on the race course.
- 8.3.2.3. Breach of the above rule will lead to disqualification or relegation.

### **8.3.3. Feed and Technical Zone regulations**

- 8.3.3.1. Only one allocated feeder per rider is allowed in the feed zone. Teams may also utilise one feeder per rider.
- 8.3.3.2. All feeders must have an allocated feed zone pass.
- 8.3.3.3. Feeders must remain behind the second line until their rider is within site of the feed zone.
- 8.3.3.4. Riders may only travel in a forward direction in the feed/technical areas.
- 8.3.3.5. Feeders must remain stationary for the duration of the feed.
- 8.3.3.6. Contact between mechanic/feeder and the rider is only permitted in the technical zone.
- 8.3.3.7. The feeder may only pass items via the hand and may not throw items or place items into/onto the riders bicycle.
- 8.3.3.8. Water/other liquids are not to be sprayed on the rider.
- 8.3.3.9. No storage of technical equipment is to take place in the feed zone.
- 8.3.3.10. Technical assistance must take place only in the designated technical zone.
- 8.3.3.11. Eyewear may only be exchanged in the technical zone.
- 8.3.3.12. Failure to comply with the above rules will result in relegation or disqualification of the rider.

### **8.3.4. Cross-Country Olympic (XCO) rider removal**

- 8.3.4.1. The 80% Rule is applied at the discretion of the Technical Delegate or the Chief Commissaire. Riders will be informed at the rider briefing prior to the start of the race if the 80% rule is applied.
- 8.3.4.2. 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
- 8.3.4.3. Lapped riders must remove themselves from the course upon the instruction of a commissaire.
- 8.3.4.4. 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.
- 8.3.4.5. Riders who pull out of the event due to injury, mechanical failure or otherwise must inform the Race Officials.

### **8.3.5. Cross-Country Short Course (XCC)**

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

- 8.3.5.2. Race times will be:
  - 8.3.5.2.1. Open Men: 20 minutes + 3 laps (Maximum total time 25 minutes)
  - 8.3.5.2.2. Open Women: 15 minutes + 3 laps (Maximum total time 20 minutes)
  - 8.3.5.2.3. Junior Men: 15 minutes + 3 laps (Maximum total time 20 minutes)
- 8.3.5.3. Alterations to these race times are permitted at the discretion of the Chief Commissaire.
- 8.3.5.4. 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 Chief Commissaire and/or their delegate.
- 8.3.5.5. 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.
- 8.3.5.6. The race ends when the race leader crosses the finish line at the end of the + 3 laps.
- 8.3.5.7. 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.
- 8.3.5.8. Riders who are lapped or pulled out of the race will have their lap number recorded at the time of their withdrawal.

### **8.3.6. General cross-country events**

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

### **8.3.7. Downhill**

#### **8.3.7.1. Transportation**

- 7.3.7.1.1. Vehicle or chairlift transport must be provided.
- 7.3.7.1.2. Transportation must not interfere with the course in any way.
- 7.3.7.1.3. Transport must be capable of transporting at least 120 riders per hour.
- 7.3.7.1.4. 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.
- 7.3.7.1.5. Competitors must not use their own transportation to the course start.

#### **8.3.7.2. The Race**

- 8.3.7.2.1. The seeding and final runs must use a single course/single run format.
- 8.3.7.2.2. A minimum of 30 seconds must be left between rider race starts.
- 8.3.7.2.3. Riders are started from slowest to fastest.
- 8.3.7.2.4. The decision to grant a re-run is solely at the discretion of the Chief Commissaire.
- 8.3.7.2.5. Riders will begin at the direction of the Starter.

### **8.3.8. Four Cross**

- 8.3.8.1. After the qualifying session, the fastest 64, 32, 16 or 8 riders shall qualify for the finals depending on the number of initial entries in each race category. This list of riders is called the finalist list.
- 8.3.8.2. When multiple heats are used to determine the ranking list and subsequently the finalist list riders on the same number of points will be resolved as follows:
  - 8.3.8.2.1. Riders finishing on the same points at the end of qualifying will be seeded on the basis of their overall ranking, Example: Rider number plate 4 would be higher than rider number plate 9.
  - 8.3.8.2.2. Riders who at the end of qualifying are of equal points and at the same number of points that will be used as the cut off point for the finalist list will be subject a "race off" with randomly drawn gates.
- 8.3.8.3. In addition to the final, a minor final shall be held for the four losers from the penultimate rounds, in order to determine the 5th to 8th placings.

- 8.3.8.4. The riders finishing below 8th place are ranked on the basis of the round which they reached followed by their qualifying time.
- 8.3.8.5. The formula used will be the automatic elimination of the last two riders placed in each group of four. The first and second placed riders shall qualify for the next round. Each group of four riders shall ride only once.

**8.4. Penalties and Disqualifications**

**8.4.1. Relegation offences**

- 8.4.1.1. Missing a gate, straddling a gate, or failure of the bicycle to pass the gate with both wheels.
- 8.4.1.2. If a part of the front wheel crosses the start line before the start order.
- 8.4.1.3. Crossing into another lane or onto the lane line within the first 5 metres of the course.
- 8.4.1.4. Disqualification offences
- 8.4.1.5. Endangering another rider.
- 8.4.1.6. Card procedure.
- 8.4.1.7. Officials will utilise a card procedure as follows;

Card	Offence	Code	Penalty
Yellow	<ul style="list-style-type: none"> <li>• Breach of regulations – No advantage gained</li> </ul>	WRN	No penalty first offence
Blue	<ul style="list-style-type: none"> <li>• Straddling a gate / missing a gate</li> <li>• Crossing or riding on the start lane lines</li> </ul>	REL	Relegated one or more finish positions
Red	<ul style="list-style-type: none"> <li>• Endangering another rider</li> </ul>	DSQ	Excluded from competition. No rank recorded.

**8.5. Inclement Weather Protocol**

**8.5.1. General**

- 8.5.1.1. An event should be cancelled or modified in inclement weather in the following circumstances;
- 8.5.1.2. 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.
- 8.5.1.3. Conducting the event in the given conditions will pose a significant risk to the participants, race officials, medical staff and the general public.
- 8.5.1.4. In areas with strict fire danger protocols that may prohibit the running of the event in certain conditions.
- 8.5.1.5. In any other situation that gives rise for the land owner/ manager to prohibit the running of the event.
- 8.5.1.6. An event may be cancelled during the event by the race organisers, the commissaire and/or the land manager.

**8.5.2. Procedure – pre event cancellation**

- 8.5.2.1. The decision to cancel the event must be made with as much notice as possible prior to the event start.
- 8.5.2.2. Where possible, participant should be notified by email or phone prior to the day of the event.
- 8.5.2.3. Any refund or reimbursement to the competitor is entirely at the discretion of the race organisers.



## **8.5.3. Procedure during event cancellation**

### **8.5.3.1. Cross Country and related events**

- 8.3.8.2.1. The recommended protocol is to place riders in their order at the time of cancellation.

### **8.5.3.2. Downhill and related events**

#### **8.5.3.2.1. Organisers may elect to utilise one of the following protocols;**

- 8.5.3.2.1.1. Revert to qualifying results for final standings.
- 8.5.3.2.1.2. Leave the results as they stand with some riders unable to complete the event.
- 8.5.3.2.1.3. Cancel the event entirely and omit the awarding of any individual titles or series points.
- 8.5.3.2.1.4. Postpone the finals to another day/time

### **8.5.3.3. Four Cross**

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

## 9. Presentation Ceremonies

### 9.1. General

- 9.1.1. Presentation ceremonies must take place as soon as possible after the completion of an event.
- 9.1.2. Presentation times must be publicised in the event program and over the public address system.
- 9.1.3. The Protocol Officer will assemble the place getters for the presentation.
- 9.1.4. Any podium competitor who fails to report to the time and place of the presentation will be penalised.
- 9.1.5. All medal presenters will be appointed by the host organisation in consultation with MTBA.
- 9.1.6. 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.

### 9.2. Podium clothing and accessories

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

## 10. Expected Behaviours

### 11.1. Conduct of Riders

- 11.1.1. A rider must act in a sporting manner at all times and must permit any faster rider to overtake without obstructing.
- 11.1.2. 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).
- 11.1.3. The riders must respect nature and must make sure that they do not pollute the course venue.
- 11.1.4. Anyone who is found to have altered the course has his/her accreditation removed or, in case of a rider, is disqualified (DSQ).

**11.2.** 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
- MTBA Member 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 Australian Sports Commission (ASC) and the UCI as the National Sporting Organisation (NSO) 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 the Australian Sports Commission (ASC) as a National Sporting Organisation (NSO)** 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 Jury** - The race jury consists of three persons as jury as described in these Technical Regulations. It is appointed by the race sanctioning authority and convened and chaired by a qualified Technical Delegate. It is responsible to the sanctioning authority to determine, hear and rule on all appeals against decisions handed down through the Technical Delegate including decisions on protests.

**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

All riders are required to wear a helmet meeting AS2063 or equivalent all times whiles on they are on a bike. Helmets must have a manufacturers 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.

### Appendix B

For all events in the GE National Season riders are required to wear a Full Face helmet whilst riding the special stages of the events. Helmets with a detachable mouthpiece are permitted subject to the below conditions. XC/Road style helmets which do not offer full face protection are prohibited in all special stages.

The race director may choose from helmet requirements from the below options. Unless specified by the event organisers, Standard A will be used. All National level events will use Standard B. Events which utilize courses commonly used for Downhill competition should use Standard B.

	2017 Gravity Standard A	2017 Gravity Standard B	XC Standard
	All Downhill Events and extreme Gravity Enduro events.	All other Gravity Enduro events.	All events not requiring Gravity Enduro Standards.
Special or race stages	Full faced helmet meeting AS2063 or equivalent standard.	Full faced helmet meeting AS2063 or equivalent standard. Or Helmets meeting AS2063 (only) with detachable mouthpieces will be permitted.	Any helmet meeting AS2063. Or Any helmet from 2017 Gravity Standard B.
Liaison or non-race stages	Full faced helmet meeting AS2063 or equivalent standard. Or Helmets meeting AS2063 (only) with detachable mouthpieces will be permitted. Or Any open face helmet meeting AS2063 will be permitted.  Any helmet not complying with AS2063 must be full faced.	Full faced helmet meeting AS2063 or equivalent standard. Or Helmets meeting AS2063 (only) with detachable mouthpieces will be permitted. Or Any open face helmet meeting AS2063 will be permitted.	Any helmet meeting AS2063. Or Any helmet from 2017 Gravity Standard B.

**Appendix C**

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.

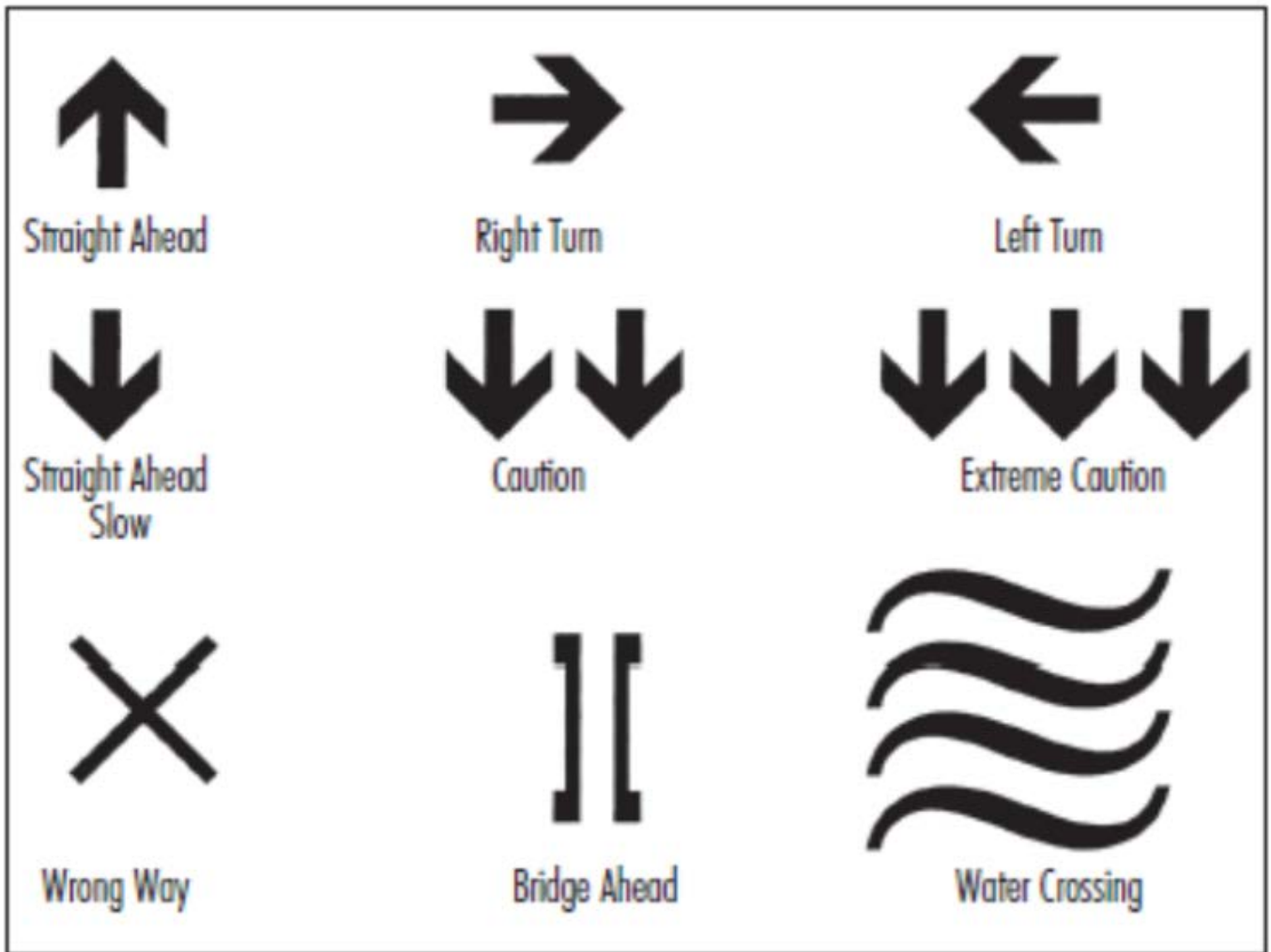
An arrow is located 10m before each junction, at the junction and 10m after the junction to confirm that the correct route has been followed.

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:*

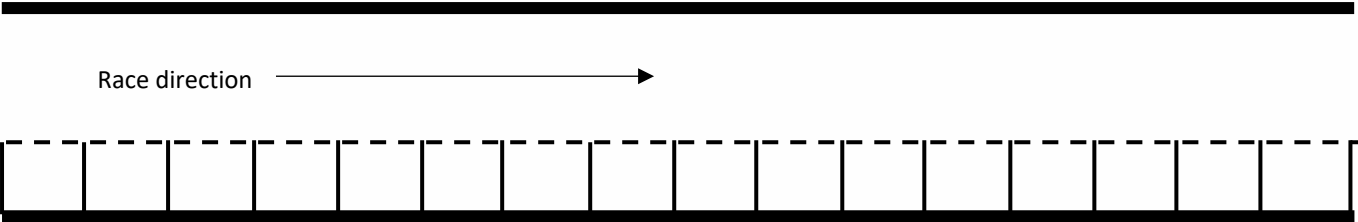


Signage templates can be downloaded from the Clubs section of the MTBA website.

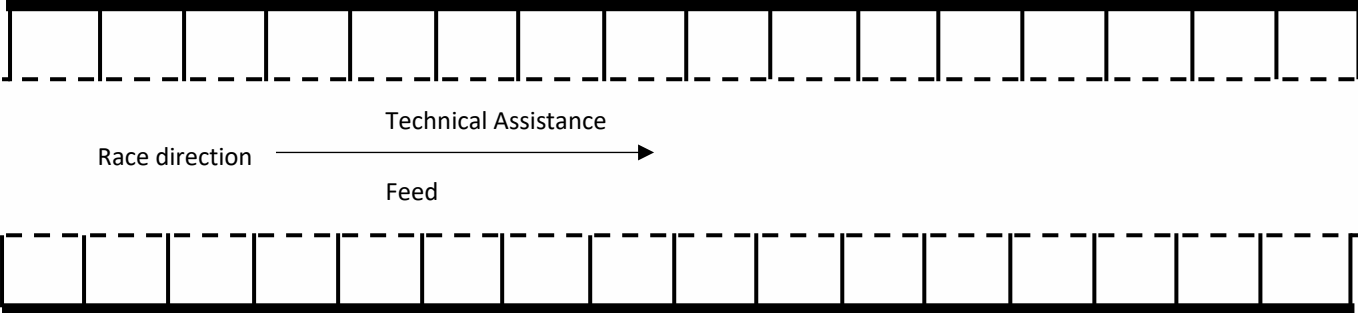
**Appendix D**

Feed and Technical Assistance Zones

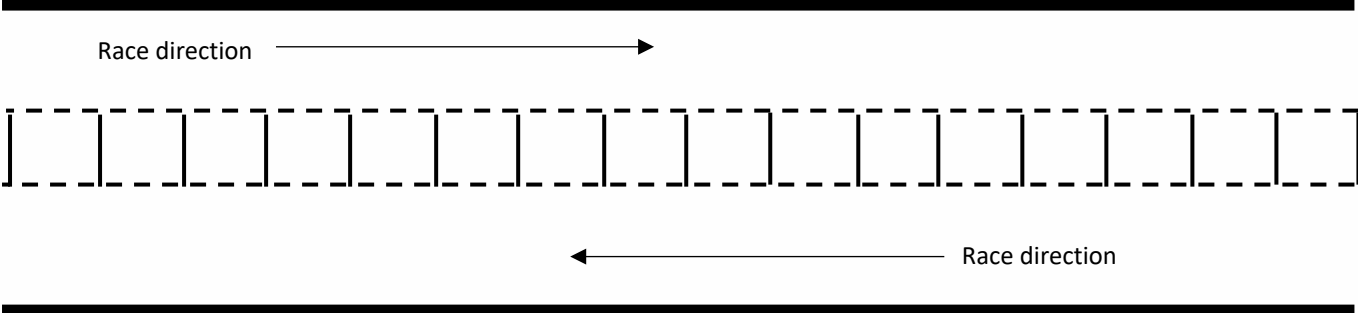
**DIAGRAM 1: FEED/TECHNICAL ASSISTANCE ZONE ONE SIDE**



**DIAGRAM 2: FEED/TECHNICAL ASSISTANCE ZONE OPPOSITE SIDES**



**DIAGRAM 3: DOUBLE FEED/TECHNICAL ASSISTANCE ZONE**



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