



# MOUNTAIN BIKING HANDBOOK 2023

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<b>INDEX .....</b>	<b>1</b>
<b>GENERAL .....</b>	<b>4</b>
1. PREAMBLE .....	4
2. RACING LICENSE AND IDENTIFICATION .....	4
3. COMPETITION TYPES.....	5
4. EVENT CATEGORIES .....	6
<b>AGE AND RACING CATEGORIES.....</b>	<b>7</b>
5. PREAMBLE .....	7
6. NATIONAL CHAMPIONSHIP SERIES XCO .....	7
7. PROVINCIAL LEVEL XCO .....	8
8. NATIONAL CHAMPIONSHIP SERIES DHI.....	8
9. MASTERS CATEGORIES .....	8
10. CROSS-COUNTRY MARATHON XCM.....	8
11. ENDURO .....	9
12. STAGE RACES.....	9
13. SOUTH AFRICAN NATIONAL MTB TEAM AGE CATEGORIES .....	10
<b>EQUIPMENT – CLOTHING – PROTECTIVE GEAR.....</b>	<b>11</b>
14. BICYCLE.....	11
15. CLOTHING .....	11
16. FORBIDDEN DEVICES.....	12
<b>OFFICIALS / TECHNICAL DELEGATES .....</b>	<b>13</b>
17. TECHNICAL DELEGATE APPOINTMENT .....	13
18. DESCRIPTION OF OFFICIAL DUTIES .....	13
19. THE COMMISSAIRES PANEL .....	13
20. RACE OFFICIAL [ORGANIZING] .....	15
<b>PENALTIES, PROTESTS AND APPEALS .....</b>	<b>16</b>
21. OFFENCES, BREACHES AND INFRINGEMENTS.....	16
22. TYPES OF PENALTIES.....	16
23. FORMS AND PROCEDURES.....	17
24. PROTESTS.....	17
25. APPEALS .....	17
<b>COMPETITION VENUES.....</b>	<b>18</b>
26. START AND FINISH .....	18
27. THE COURSE .....	19
28. FACILITIES.....	19
<b>COMPETITIONS .....</b>	<b>21</b>
29. IDENTIFICATION OF RIDERS DURING COMPETITION .....	21
30. RUNNING THE COMPETITION .....	22
31. THE RACE.....	23
<b>REGULATIONS APPLICABLE TO CROSS COUNTRY COMPETITION .....</b>	<b>25</b>
32. COURSE DESIGN PARAMETERS.....	25
33. COURSE MARKING.....	25

34.	ASSISTANCE DURING COMPETITIONS .....	27
35.	TECHNICAL ASSISTANCE .....	27
36.	FEED ZONES.....	28
37.	FEEDING.....	29
38.	COMMUNICATION .....	29
39.	MARSHALS .....	29
40.	MEDICAL AND FIRST AID – MINIMUM REQUIREMENTS .....	30
41.	MINIMUM TRAINING PERIODS.....	30
<b>REGULATIONS APPLICABLE TO DOWNHILL COMPETITION – DHI .....</b>		<b>31</b>
42.	FORMAT FOR RACING .....	31
43.	COURSE DESIGN PARAMETERS.....	31
44.	COURSE MARKING.....	31
45.	CLOTHING/PROTECTION .....	31
46.	COMMUNICATION .....	32
47.	MARSHALS .....	32
48.	RACE HALT PROCEDURE .....	32
49.	MEDICAL AND FIRST AID – MINIMUM REQUIREMENTS .....	33
50.	MINIMUM TRAINING PERIODS.....	33
51.	TRANSPORTATION TO TOP OF COURSE .....	33
<b>REGULATIONS APPLICABLE TO 4X COMPETITION – 4X .....</b>		<b>34</b>
52.	RULES APPLICABLE .....	34
53.	CLOTHING / PROTECTION.....	34
<b>REGULATIONS APPLICABLE TO CROSS COUNTRY ELIMNATOR – XCE .....</b>		<b>34</b>
54.	RULES APPLICABLE .....	34
<b>REGULATIONS APPLICABLE TO CROSS COUNTRY MARATHON – XCM .....</b>		<b>35</b>
55.	DEFINITIONS .....	35
56.	MINIMUM AGES.....	35
57.	TIMING .....	35
58.	COURSE DESIGN PARAMETERS.....	35
59.	TECHNICAL ASSISTANCE .....	35
60.	TOWING.....	36
61.	DRAFTING .....	36
62.	COURSE MARKING .....	36
63.	FEED ZONES.....	36
64.	SECURITY .....	36
65.	COMMUNICATION .....	36
66.	MARSHALS .....	36
67.	MEDICAL AND FIRST AID – MINIMUM REQUIREMENTS .....	37
<b>REGULATIONS APPLICABLE TO STAGE RACES – XCS .....</b>		<b>37</b>
68.	DEFINITION.....	37
69.	RACE REGULATIONS .....	37
70.	CLASSIFICATIONS .....	37
71.	DURATION.....	37
72.	INDIVIDUAL GENERAL CLASSIFICATION (INDIVIDUAL GC) .....	38
73.	TEAM GENERAL CLASSIFICATION (TEAM GC) .....	38
74.	THE COMPETITION.....	38
<b>REGULATIONS APPLICABLE TO ENDURO EVENTS .....</b>		<b>39</b>
75.1	RACE CHARACTERISTICS .....	39

75.2. COURSE .....	ERROR! BOOKMARK NOT DEFINED.
75.3 TRAINING .....	40
75.4 SHUTTLLING .....	41
75.5 RACING .....	41
75.6 STAGE START AND FINISHES .....	ERROR! BOOKMARK NOT DEFINED.
75.7 TIMING PODS .....	ERROR! BOOKMARK NOT DEFINED.
75.8 COURSE SAFETY .....	ERROR! BOOKMARK NOT DEFINED.
75.9 OUTSIDE ASSISTANCE .....	ERROR! BOOKMARK NOT DEFINED.
75.10 SAFETY EQUIPMENT REQUIRMENTS .....	ERROR! BOOKMARK NOT DEFINED.
75.11 RESULTS .....	ERROR! BOOKMARK NOT DEFINED.
75.12 OUTSIDE ASSISTANCE .....	ERROR! BOOKMARK NOT DEFINED.
75.13 OUTSIDE ASSISTANCE .....	ERROR! BOOKMARK NOT DEFINED.
<b>REGULATIONS APPLICABLE TO E-MOUNTAIN BIKE EVENT - E-BIKE .....</b>	<b>46</b>
76. DEFINITION .....	46
77. E-MOUNTAIN BIKE EVENTS .....	46
78. E-MOUNTAIN BIKE CATEGORIES .....	46
79. BATTERIES .....	46
<b>REGULATIONS APPLICABLE TO GRAVEL BIKE COMPETITION - XCG .....</b>	<b>47</b>
80. DEFINITION: .....	47
81. GRAVEL BIKES: .....	47
82. AGE CATEGORIES AND DISTANCES: .....	47
83. THE COURSE .....	47
84. THE START .....	47
85. THE FINISH .....	47
<b>SOUTH AFRICAN CUP AND PROVINCIAL CUP SERIES .....</b>	<b>48</b>
86. CUP RANKINGS AND CHAMPIONS .....	48
<b>NATIONAL CHAMPIONSHIPS AND NATIONAL SERIES .....</b>	<b>ERROR! BOOKMARK NOT DEFINED.</b>
87. NATIONAL OR PROVINCIAL CHAMPION .....	ERROR! BOOKMARK NOT DEFINED.
89. POINTS SYSTEM .....	50
<b>PARTICIPATION IN INTERNATIONAL RACES .....</b>	<b>51</b>
97. WORLD CUP EVENTS .....	51
<b>ANNEXURE 1 : MINIMUM MEDICAL AND FIRST AID REQUIREMENTS .....</b>	<b>52</b>
<b>ANNEXURE 2 : POINTS SCALE FOR NATIONAL, REGIONAL AND PROVINCIAL RACES .....</b>	<b>54</b>
<b>ANNEXURE 3 : NATIONAL CHAMPIONSHIPS UCI POINTS .....</b>	<b>54</b>
<b>ANNEXURE 4 : MTB RACE INCIDENTS TABLE .....</b>	<b>55</b>
<b>ANNEXURE 5 : NATIONAL CHAMPION JERSEY .....</b>	<b>58</b>

## 1. Preamble

- 1.1. These regulations are based mainly on the UCI Mountain Bike Regulations. Revision of the regulations is the responsibility of the Technical Commissioner in collaboration with the Commissaire Panel. These Regulations are the property of Cycling SA MTB and any race organizer applying them must state in event information that Cycling SA MTB Regulations are applicable. These rules are also applicable to all associate members and affiliates of Cycling SA, and for all MTB disciplines covered in these regulations.
- 1.2. Where these rules may be inconsistent with UCI regulations for whatever reason, the UCI rules will hold precedence.
- 1.3. The anti-doping rules of the UCI, World Anti Doping Agency and of Drug-Free Sport SA will apply, and the drug testing and anti-doping measures will be conducted according to the rules of both these organizations, and as they pertain to mountain biking.

## 2. Racing License and Identification

- 2.1 A valid Cycling South Africa membership/-license or foreign license is required for participation in all Cycling SA MTB sanctioned events, including, but not limited to Cross Country, Marathons, Enduro, Downhill, Gravel, Time Trial, Observed Trials, 4X, Stage Races, MTB relays and endurance events. The licensing requirements for all cycling events are determined by Cycling SA and may vary from season to season.
- 2.2 All sanctioned MTB events require the participant to carry a membership/license. Exemptions may be granted, after due application to Cycling SA, AND to the relevant Cycling SA commission, and are therefore never implied. Cycling SA reserves the right to query and revoke such status at any time prior to such an event.
- 2.3 Events will be sanctioned by the governing body of the sport and licensed riders may not compete in non-sanctioned events. (15/11/21)
- 2.4 A rider must present his/her membership/license at registration in order to compete. Any rider who cannot present an annual membership/license must purchase a Day License for each day of that event. Lost licenses may be replaced on payment of the required fee to the licensing department of Cycling SA. UCI category riders are to ensure they have their UCI ID for National Championships.
- 2.5 A Day License allows participation in any event, the winning of prize money and event medals. For Provincial Series and Championship events, however, day license riders will do so in Sports Classes and are not eligible for series points.

- 2.6 In order to compete in National Series & National Championships events riders must have a valid membership and domestic racing license (17+ Age Categories). No day licenses at these events.

### 3. Competition Types

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- 3.1. Cross Country Olympic: XCO [circuit lap racing]  
A course should be between 4km and 6km around. The duration of the race, and thus the number of laps, varies from category to category [see 32.2 for optimum times per category].
- 3.2. Cross Country Point to point racing: XCP  
The course should be between 25km and 60km and have appreciable height variations. Group or single (time trial) starts are possible. The course will normally start in one location and finish in another, though the same start and finish area of a large loop will be permitted.
- 3.3. Cross Country Short Track racing: XCC  
The course should be a maximum of 2 kilometres per lap. The start and finish should be in the same area. Natural and/or artificial obstacles will only be allowed if they are safe. Depending on the course, a maximum of 80 riders should be on it at one time. (01/01/17, 01/01/20)
- 3.4. Cross Country Marathon: XCM  
The course shall be a minimum distance of 60 Kilometres and no more than 160 kilometres, optimal distance is 75km but depends on terrain. It must provide a challenge to the athletic performance and skill of each participant. The course must include an adequate number of sections where competitors can pass each other. The use of repeated circuits is forbidden for national level events. (01/01/21)
- 3.5. Cross Country Eliminator: XCE  
Cross-country Eliminator events are open to all riders aged 17 or over. No Separate results must be submitted for the junior, Under 23 or elite categories.
- 3.6. Enduro: END  
An Enduro course comprises varied terrain. Uphill pedalling sections are acceptable. The emphasis should be on the rider enjoyment, technical and physical ability.
- 3.7. Cross Country Time Trial: XCT  
A point to point course. Group or single (time trial) starts are possible. The course can start and finish at the same location, or at different locations.
- 3.8. Downhill: DHI  
A downhill course will contain a maximum of 3% paved and/or tarred/asphalt surface and should be all downhill. The course should be a mixture of single track, jeep road, field tracks, forest tracks, and rocky tracks. There should be a mixture of rapid and slower technical sections. There should be little emphasis on pedalling, but rather the technical skills of the riders should be tested.
- 3.9. Observed Trials: OT
- 3.10. Four Cross: 4X  
Four Cross is an elimination event where three or four riders (called a heat) compete side by side on the same downhill course. The nature of this competition is such that there may be some unintentional contact between the riders. This is tolerated if the president of the

Commissaires' panel considers that it remains within the spirit of the event, fair play and a sporting attitude to other competitors.

### 3.11. Stage Race or XCS

An event judged on total time/points resulting from several races of the same or differing disciplines of racing over two or more days.

#### 3.11.1. Major Stage Races

Major Stage Races will be a minimum of 5 days and a maximum of 8 days duration including one rest day (and including any prologue).

#### 3.11.2. Minor Stage Races

Minor Stage Races will be a minimum of 2 days and a maximum of 4 days (including any prologue).

#### 3.11.3. UCI Registered Stage Races

UCI Registered Stage Races will be a minimum of 4 days and a maximum of 9 days (including any prologue).

Only one stage per day may be run.

In addition, the organizer of the stage race must implement at least one long distance stage that meets the minimum distance of a XCM Marathon UCI article 4.2.4 (UCI 1/01/.19)

### 3.12. E-Bikes

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 peddling.

### 3.13. Gravel Bikes - XCG

Gravel biking is riding a bike on gravel, natural, jeep track or any unpaved surface using any type of bike including cyclo-cross, mountain bike or hybrid. (01/01/21)

## 4. Event Categories

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### 4.1. UCI Events

Events on the official UCI Calendar are categorised by the UCI. Events will carry UCI category status, if such an event is registered on the UCI calendar.

### 4.2. National Events

For purposes of these rules, the National Cup Series & the National Championship will be regarded as Category A events.

### 4.3. Regional and Local Events

Local one day events and multi day events (stage races) are sanctioned by the provincial commission.

## 5. Preamble

- 5.1. Each rider is classified according to his or her age on December 31<sup>st</sup> of the current year. The age class and category to which a rider belongs is identified on the Cycling SA license. NOTE: No rider younger than 8 years may compete in a mountain bike event in excess of 10 Km or DHI.
- 5.2. Tandems age classification is based on the age of the youngest rider. Normal age/distance restriction apply. See rule 10.
- 5.3. Any rider who holds an Elite Racing License, can only participate in the Elite/Senior Category, and cannot switch between Elite and Age Groups during that year. (01/01/16)
- 5.4. XCO: Riders holding an Elite Racing License can only participate in the Pro Elite/Elite Category, at XCO events (Including provincial events). (01/01/16)
- 5.5. Elite licensed riders are free to compete in all sanctioned events, and can only participate as an Elite/Senior, in the Elite Category; if the event does not have a specified Elite Category, Elites can only compete for Overall and Senior and not age categories by virtue of their age. (01/01/16)
- 5.6. Master XCO & DHI age category riders wanting to be eligible for selection for Master World Champs need to be 35+ Riders must not earn any ELITE points in the preceding 12 months. (01/01/20)

## 6. National Championship Series XCO

- 6.1. The following age and racing classes may be run in the National Championship series if at least 5 riders register in a category: [Masters categories will be split into 10-year age groups] (01/01/16)

Code	Category	Age yrs.	Code	Category	Age yrs.
<i>National entry level:</i>					
JG	Sub Junior Girls	13 -14	JB	Sub Junior Boys	13 -14
YW	Youth Women	15 – 16	YM	Youth Men	15 – 16
<i>UCI Categories:</i>					
JW	Junior Women	17 – 18	JM	Junior Men	17 – 18
UW	Under 23 Women	19 – 22	UM	Under 23 Men	19 – 22
EW	Elite Women	23 +	EM	Elite Men	23+
<i>UCI Masters Categories:</i>					
SX	Sub Vet Women	30 – 39	SV	Sub Vet Men	30 – 39
VW	Veteran Women	40 – 49	VM	Veteran Men	40 – 49
MW	Masters Women	50 – 59	MM	Masters Men	50 – 59
GW	Grand Masters Women	60+	GM	Grand Masters Men	60+

(01/01/2020)



## 7. Provincial level XCO

- 7.1. At Provincial level, age category winners may also be recognized in the following age classes, if at least **5** riders register in each age group:

Code	Category	Age yrs.	Notes
NG	Nipper Girls	8 – 10	Girls and Boys may race together
NB	Nipper Boys	8 – 10	Girls and Boys may race together
SG	Sprog Girls	11 – 12	Girls only
SB	Sprog Boys	11 – 12	Boys only
JG	Sub Junior Girls	13 – 14	Girls only
JB	Sub Junior Boys	13 – 14	Boys only

## 8. National Championship Series DHI

- 8.1. The following age and racing classes may be run if **the riders per category are as per section 86.2.2 (31/11/22)**

Code	Category	Age yrs.	Code	Category	Age yrs.
<i>National entry level:</i>					
JG	Sub Junior Girls	13 -14	JB	Sub Junior Boys	13 -14
YW	Youth Women	15 – 16	YM	Youth Men	15 – 16
<i>UCI Categories:</i>					
JW	Junior Women	17 – 18	JM	Junior Men	17 – 18
EW	Elite Women	19 +	EM	Elite Men	19 +

**Note:** The UCI recognizes DHI “Elite” as being from age 17 yrs. +, other than at World Championships, where Juniors 17 – 18 are recognized. Please refer to the UCI rules regarding DHI age categories.

## 9. Masters Categories

UCI Masters Categories					
SX	Sub Vet Women	30 – 39	SV	Sub Vet Men	30 – 39
VW	Veteran Women	40 – 49	VM	Veteran Men	40 – 49
MW	Masters Women	50 – 59	MM	Masters Men	50 – 59
GW	Grand Master Women	60+	GM	Grand Masters Men	60+

## 10. Cross-Country Marathon XCM

### 10.1. Marathon

Distance: 61 – 160 Km (01/01/21)  
 Target Race Time: 03:00 – 04:00  
 Age Restriction: Both Male and Female 19+

**10.2. Half Marathon Short**

Distance: 11 – 25km  
 Target Race Time: 00:30 – 01:15  
 Age Restriction: Both Male and Female 8 – 12 (24/11/16)

**10.3. Half Marathon Short**

Distance: 26 – 35km (08/09/21)  
 Target Race Time: 00:30 – 01:30  
 Age Restriction: Both Male and Female 13 – 14 (24/11/16)

**10.4. Half Marathon Long**

Distance: 36 – 60km  
 Target Race Time: 02:00 – 02:30  
 Age Restriction: Both Male and Female 15+

**10.5. Team Events**

Age category is based on the age of the youngest rider and age distance rules apply. (24/11/16)

**10.6. Tandems**

Age category is based on the age of the youngest rider and age distance rules apply. (24/11/16)

**11. Enduro**

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Distance: 15 – 35-km  
 Target Race Time: 01:00 – 01:30  
 Age Restriction: Both Male and Female 8+  
 11 – 25Km Lite Both male and Female 8 – 12

Half Marathon age restrictions apply to the total course distance for Enduro events.

**12. Stage Races**

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**12.1. Stage Race - Mini**

Distance: 35 – 60km per day  
 Days: 3 days or less  
 Age Restriction: Both Male and Female 15+

**12.2. Stage Race – Full**

Distance: >60km per day  
 Days: 2 days or more  
 Age Restriction: Both Male and Female 19+

**12.3. Racing outside of age categories**

Riders under 19 years may not compete in categories outside their age class. Riders of 19 years and older may only compete in categories outside their age class with written permission from Cycling SA MTB.

### **13. South African National MTB Team Age Categories**

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The South African National MTB team will be chosen according to the UCI age and racing categories as follows on condition that the riders meet the specified selection and qualifying criteria, which are published from time to time. Both Women and Men in the following ages:

#### 13.1. XCO

Junior:	17 – 18 years
U-23:	19 – 22 years
Elite:	23+ years

#### 13.2. DHI

In accordance with UCI rules for the MTB World Championships, for the SA MTB Team, Juniors 17 – 18 will be recognized.

#### 13.3. Marathon:

Riders 19yrs and older are eligible for MTB Marathon Team selection.

## 14. Bicycle

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The bicycle is a vehicle with two wheels. The front wheel shall be steerable, the rear wheel shall be driven through a system comprising pedals and a chain. (21/05/16) (11/11/21)

- 14.1. It is forbidden to use metal screws or spikes in the tyres of the bicycle.
- 14.2. Bicycles must use a wheel on both front and back of the same size for all disciplines of Mountain Bike competition. Wheel size difference is only allowed in Enduro and DH. (4/11/18)
- 14.3. Bicycles shall have at least two brakes which are in good working condition.
- 14.4. Handlebar ends and Handlebar extensions shall be plugged and must not have sharp or jagged edges.
- 14.5. The use of Tri bars, or Time Trial handlebars, is not permitted.
- 14.6. The use of drop-type handle bars is not permitted, and only traditional MTB handle bars may be used. (11/11/21)
- 14.7. All bicycles used in all forms of mountain bike competition/events must be powered by human power alone.
- 14.8. Uni Cycles are not permitted. (01/01/16)
- 14.9. Tandems do not form part of mountain bike competition and cannot be included in prize categories unless a specific category is provided by the race organizer. (01/01/16)
- 14.10. The use of electronic E- Bikes are not permitted in any form of mountain bike events. Which are run on the same course at the same time. (01/10/17)
- 14.11. **The rider shall normally assume a sitting position on the bicycle. This position requires that the rider only points of support are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle. (13/07/22)**

## 15. Clothing

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- 15.1. Footwear shall be fully enclosed.
- 15.2. A competitor must wear appropriate riding attire, including a shirt with sleeves of a minimum short sleeve standard which reaches half way from shoulder to elbow.
- 15.3. Eye protection is strongly recommended.
- 15.4. Wearing of a helmet which meets minimum ANSI/European standards is mandatory during training and racing, and should be able to absorb severe shock.

## 16. Forbidden devices

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In all forms of mountain bike competition:

- 16.1. Radio links: The use of radio links or other remote means of communication with riders during a race is forbidden.
- 16.2. Music players: The use by any rider of any form of music player, audio device or other similar device (e.g., iPod, MP3 Player, Walkman, mobile phone, loudspeaker) is forbidden during all events and competition as these devices restrict hearing and are considered dangerous to the rider and other riders. (01/01/20)
- 16.3. Cameras: The use of cameras is permitted with the following restrictions.
- 16.4. The start commissaire shall have the authority to refuse any rider to take the start should in their opinion the device and or fixing poses any dangers. (14/11/18)
- 16.5. Each license holder shall ensure that his equipment (bicycle with accessories and other devices fitted, headgear, clothing, etc.) does not, by virtue of its quality, materials or design, constitute any danger to himself or to others.
- 16.6. A license holder is not authorized to modify in any way the equipment given by the manufacturer used in competition. (01/04/07 – 01/10/11).
- 16.7. Cameras may not be used in XCO and DHI finals. This may be unthorised by the PCP for media purpose. (15/11/21)

## 17. Technical Delegate Appointment

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- 17.1. For Category A events this person will be appointed by Cycling SA MTB.
- 17.2. All other events will be appointed by the host province.

## 18. Description of Official Duties

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- 18.1. Currently in most cases the Chief Commissaire will effectively perform the function of Technical Delegate.
- 18.2. He/she is responsible for the technical aspects of the event and is the liaison between Cycling SA MTB, and/or the province, and the organizers.
- 18.3. Must make an advance inspection of the site, meet with the organizers, and immediately make a site inspection report to Cycling SA MTB for Category A events, and to the host province for all other events. A copy must be provided to the organizer.
- 18.4. Oversee and follow up with the organizer in the lead up to the event to ensure the recommendations from the site inspection report have been implemented as appropriate.
- 18.5. Be on site prior to the first official training session and carry out an inspection of the venue and courses in conjunction with the Chief Commissaire and the organizer. The final determination for the course and any changes will be the responsibility of the Technical Delegate.

## 19. The Commissaires Panel

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- 19.1. The Commissaires Panel will be managed and chaired by the Cycling SA MTB Technical Commissioner, who will be elected by the Commissaire Panel.
- 19.2. Chief Commissaire
  - 19.2.1. For Category A events the Chief Commissaire will be appointed by the Cycling SA MTB Technical Commissioner and must be at least a National Commissaire.
  - 19.2.2. For all other events the appointment is made by the Regional Commissaire Coordinator. (01/01/21)
  - 19.2.3. S/he is responsible for the overall competition.
  - 19.2.4. Supervises the start arrangements, the officials, the Commissaires and the results service.
  - 19.2.5. Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the completion of his/her duties.
  - 19.2.6. Will discuss any penalties with the appropriate officials. Receives complaints from competitors.

- 19.2.7. Oversee the work of the Commissaires Panel and make a confidential report back to Cycling SA MTB or the province depending on the event category.
- 19.2.8. Once the first official training session has commenced, allocate the responsibility for the conduct of the competition to the Commissaire Panel.
- 19.3. Assistant Chief Commissaire
- 19.3.1. For Category A events the appointment will be made by the Cycling SA MTB Technical Commissioner and must be at least a National Commissaire.
- 19.3.2. For all other events the appointed is made by the Regional Commissaire Coordinator. (24/11/16)
- 19.3.3. He/she is directly responsible to the Chief Commissaire and will act as the Chief Commissaire's representative when he/she is not available
- 19.3.4. Will assist the Chief Commissaire in the completion of his/her duties.
- 19.4. Secretary Commissaire
- 19.4.1. For Category A must be at least a Regional Commissaire and will note the name, age, category, and country, validity of the license, license number and race number of competitors who have entered the race. (01/01/21)
- 19.4.2. After signing-on formalities are completed, the start order will be announced in the riders' quarters and one copy supplied to the Race Announcer and one copy supplied for the purpose of the call to the start line.
- 19.4.3. The Secretary Commissaire collaborates with the Race Director or his/her representative in the completion of his/her duties.
- 19.5. Finish Commissaire
- 19.5.1. Must be at least a Regional Commissaire and will decide the order of finish of the riders at the end of the race.
- 19.5.2. The finish will be judged by a perpendicular line drawn from the front of the tyre of the front wheel to the finish line.
- 19.6. Start Commissaire
- 19.6.1. The Commissaire must be at least a Regional Commissaire
- 19.6.2. Will check that the competitors are present, that event number boards are fitted to their bikes and that they wear appropriate, and authorized clothing.
- 19.7. Marathon Commissaire
- 19.7.1. Sanctioned XCM events should have at least one National Commissaire and an additional assistant Commissaire.

- 19.7.2. Their duties include liaison with event organizers, a review of the start and finish areas, the course (if possible, physical inspection of at least sections of the course to access course, marking and terrain).
- 19.7.3. Oversee the results and verify the accuracy of such results.
- 19.7.4. Address any protests or penalties and assist with queries regarding the results.

## **20. Race Official [Organizing]**

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- 20.1. Race Director
  - 20.1.1. Co-ordinates the organization of the race and ensures that adequate personnel for each duty are available.
  - 20.1.2. Ensure that training and competition can be safely held.
  - 20.1.3. Must be available at all times during the event and may not participate in the event themselves.
- 20.2. Marshals
  - 20.2.1. The race organization must provide enough marshals to ensure the safety of the riders and spectators.
  - 20.2.2. Marshals must be properly briefed and issued with course maps which provide simple reference points for locating accidents. They should be instructed carefully regarding the race format, course and possible problems that may occur.
  - 20.2.3. Marshals must be positioned to provide sufficient radio control points along the course.
  - 20.2.4. Marshalls should each have food, drink, appropriate clothing, a whistle, a radio.
  - 20.2.5. Marshalls should be easily identifiable with a distinct mark or uniform.
  - 20.2.6. All spectator crossings must have at least two marshals - one on each side of the course – to ensure that spectators can safely cross the course.
- 20.3. Timekeepers
  - 20.3.1. Will time each competitor and collaborate with the Commissaires at the start and the finish in the completion of their duties.
  - 20.3.2. The Commissaries must liaise closely with the timing crews at all times.



## 21. Offences, breaches and infringements

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### 21.1. Anti-doping infringement

The penalties applicable to anti-doping infractions are dealt with in the Anti-Doping Regulations.

### 21.2. Outside technical assistance

Illegal repairs to the bike, change to the bike, unauthorised feeding or any assistance received from any external source or receiving seconding from some-one illegally or not in accordance with the Technical Assistance rules detailed in these regulations - **will result in disqualification.**

### 21.3. Unsporting Behaviour

Jersey pulling, pushing or pulling another competitor [whether given or received], leaning on another competitor, object or structure, irregular assistance between riders of different teams, - may lead to relegation in the results and repeated occurrences **may result in disqualification. (01/01/16)**

### 21.4. Obstruction

Obstruction of any rider in the final sprint, unsporting conduct towards another rider with the intention of restricting movement, taking a short cut, substitution for another rider, taking both hands off the handlebars in the final sprint, -may result in **relegation or disqualification.**

### 21.5. Indecency

Indecent conduct or foul language, disrespect to officials and/or to the public will be penalised. **Repeated occurrences may lead to disqualification and a severe offence may justify a recommendation for suspension.**

### 21.6. Fighting

Fighting between competitors or with an official or member of the organisation or public will be penalised by **disqualification and exclusion from the result. Severe offence can justify a recommendation for suspension.**

### 21.7. Littering

Pollution or discarding of wrappers packaging or containers. Warning followed by a fine for repeated offences. Recommended that disqualification be considered.

### 21.8. Suspensions

Affiliated Federations, Provinces and Clubs are obliged to respect suspensions imposed on riders by other affiliated Federations, Provinces or Clubs.

### 21.9. Ignorance of the regulations is not admitted as an excuse.

## 22. Types of Penalties

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Penalties can be imposed according to the nature of the offence and one or more of the following can be used: Refer to Annexure 4.

### 22.1. Verbal warning.

### 22.2. Fine (Minimum R 200-00)

### 22.3. Relegation of position (by one or more positions)

22.4. Time or points penalty.

22.5. Disqualification.

22.6. Suspension.

### **23. Forms and Procedures**

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23.1. The Cycling SA MTB penalty form will be used by Commissaires for all penalties.

23.2. When an offence is committed, the Chief Commissaire will inform the rider of the penalty. If he cannot inform the rider, he will inform an official representative of his/her Province or team.

### **24. Protests**

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24.1. Any rider who considers he/she has been prejudiced by any action during the competition may submit a protest to the Chief Commissaire after he/she has crossed the finish line or posting of the results. The rider must submit a protest in writing, and it must be signed and presented within 15 minutes of the end of his/her race along with the minimum fee of R200.00 to the chief Commissaire. The Chief Commissaire will send any funds collected in the form of fines and protests to the Cycling SA MTB Office together with their race report.

24.2. Any appeals against penalties imposed by the Commissaire panel must be received within 15 minutes of the communication of the penalty by the Commissaire Panel. A fee of R200.00 must accompany the appeal.

24.3. If a protest involves one of the top five finishers: the awards ceremony will be delayed until a decision is reached.

24.4. The Commissaries Panel, in conjunction with the Technical Delegate, or, in his absence any other National Commissaire will deliberate. Any decision made will be final.

### **25. Appeals**

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25.1. All appeals shall be in line with general Cycling SA policy.

## 26. Start and Finish

### 26.1. Start/Finish Banners and Inflatable arches

The start and/or finish banners must be placed immediately above the start and riding surface. **Inflatable arches** crossing or straddling the circuit are **not** permitted unless held up by a solid structure. (01/01/16)

### 26.2. Width of start area: Cross-Country (XCO)

26.2.1. The riding area at the **start** for events where riders start in groups must be:

26.2.2. XCO: At least 6 meters wide for a minimum distance of 50 meters before the line. **(8 meters for UCI events)**

26.2.3. XCO: At least 6 meters wide for a minimum of 100 meters after the line. **(8 meters for UCI events)**

26.2.4. XCO: Either on the flat or climbing for a minimum of 750m, or 3 minutes after which the riding area may narrow.

### 26.3. Width of start area: Marathon (XCM)

26.3.1. Course must be at least 6 meters wide for at least one kilometer when it can then narrow but must not cause a bottleneck.

26.3.2. The start line shall be at least 6 meters wide. The first few kilometers must allow the field to stretch out and allow easy passing. A wave or group start may be permitted if passing is difficult. There must be 5 to 15 minutes between the group start times. The time for each competitor will be calculated on the exact start time of his or her group start. (01/01/16)

26.3.3. Finish area will be the same as for the XCO.

### 26.4. Width of finish area: XCO and XCM

The riding area at the **finish** for events where riders may finish in groups must be:

26.4.1. At least 4 meters wide for a minimum distance of 50 meters before the finish line.

26.4.2. At least 4 meters wide for a minimum distance of 20 meters after the finish line

26.4.3. Either on the flat or climbing.

### 26.5. Width of start and finish area: Downhill

For Downhill events the start area must be at least 2 meters wide, and the finish area must be at least 6 meters wide. For Downhill events, there must be an additional braking area of a minimum 50m after the finish line. This area must be free of bumps.

### 26.6. Barriers

Barriers must be erected for a minimum of 50 metres before and 50 metres after the start and finish line on both sides of the course. There must not be any obstacles that might cause a crash or any chance of collision between the riders in the start and finish areas.

## 27. The Course

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### 27.1. General

27.1.1. The course for a mountain bike race should include, where possible, forest roads and tracks, fields, earth or gravel paths.

27.1.2. Paved or tarred/asphalt roads should not exceed 15% of the total course.

27.1.3. The course must be free of all significant obstacles which have not been planned and/or notified to the riders.

27.1.4. Extended single-track sections must also have periodic passing sections.

27.1.5. Most of the course should be wide enough for a skilled rider to squeeze past.

### 27.2. XCO and DHI courses

27.2.1. Individual Cross Country and Downhill courses must be apart and should not have common trail. If, however, they do share common trail, exclusive training periods must be allocated on each course.

### 27.3. Distance marking: XCO

The **XCO** course must be marked every kilometre by a sign indicating the distance yet to be raced. Furthermore, the last kilometre must be marked with a sign clearly indicating that only one kilometre of the course remains.

### 27.4. Distance marking: XCM

The **Marathon** course must be marked every 10 kilometres by a sign indicating the distance yet to be raced. Furthermore, the last kilometre must be marked with a sign clearly indicating that only one kilometre of the course remains.

## 28. Facilities

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### 28.1. Rider area

The race organiser must set aside an area near the course where riders may prepare themselves for the event.

### 28.2. Commissaires' facility

The Commissaires must be provided with suitable facilities for their work, close to the start line and the finish line.

### 28.3. Race Office

The race organisation and the secretariat will be situated in a closed and covered office.

### 28.4. Safety system

A safety system will be installed in order to give assistance to all riders at all points of the course with the least possible delay.

### 28.5. Vehicle access to course

Only essential vehicles of the organisation, security, safety and the media are permitted access to the course.

28.6. Spectator control

Spectators, including those on bikes, must be kept off the course at all official training and racing times.

28.7. Communication facilities

The race organisation must provide radios for the Commissaires Panel. At least 6 two-way radios are necessary to facilitate communication among the Commissaires. These radios must have one channel available for the exclusive use of the Commissaires Panel. The Commissaires must be able to reach the Race Director using a different channel on the same radio.

## 29. Identification of Riders during Competition

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### 29.1. Affixing of Race Numbers

29.1.1. Competitors must fasten numbers supplied by the Race Organization as follows. These numbers are applicable to all forms of Mountain Bike Competition.

#### 29.1.2. Front number Plate

One number to be placed on the front of the bike - the Front Number Plate.

#### 29.1.3. Body number

A body Number may be supplied - to be placed in the position indicated by the organizer. (08/09/2021)

### 29.2. Number Plate and Body Number specifications

#### 29.2.1. Outside dimensions of numbers

The outside dimensions of all number plates and body numbers must conform to the following minimum dimensions:

Front Number Plate: 150mm high x 140mm wide

Body Number: 150mm high x 140mm wide

(01/01/21)

#### 29.2.2. Dimensions and colour of digits and letters

29.2.3. The digits and any letters for the Front Number Plate and Body Numbers must meet the following minimum dimensions:

Height: 80mm

Width: 40mm

Thickness: 15mm

29.2.4. Digits and letters on number plates must be in black. Background colour-coding may be used to denote different categories and start groups but must not affect the visibility of the number.

29.2.5. The minimum space that must be available for the number must be 80mm high x 140mm wide.

### 29.3. Advertising and damage on Number plates

29.3.1. Only the organization may place advertising on the Front Number Plate and the Body Number.

29.3.2. No advertising is permitted within the space reserved for the number.

29.3.3. Race numbers must be waterproof.

29.3.4. Riders may not cut fold or mutilate race numbers.

## 30. Running the Competition

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### 30.1. Preliminaries

#### 30.1.1. Course inspection

One of the races Commissaires will check that the course is correctly marked and safe. A report of this check will be made to the Chief Commissaire and the Race Director (and Technical Delegate if applicable).

#### 30.1.2. License check

The checking and control of licenses and registration will take place in an office at the race venue.

#### 30.1.3. Training

Riders may have access to the route with the permission of the Race Director during signing on and if the rider wears a race number. However, no training is permitted on the route while a race is in progress.

#### 30.1.4. Start Lists

The list of competitors must be finalised before the race starts and will ensure the nation, team, category, type of race, distance, start time and, if appropriate, the start order.

#### 30.1.5. Route maps and pre-race briefing

The race route is fixed before the start and riders must have access to a map of the route when at registration at the event. Riders or Bonafede Team Managers must also attend a pre-race briefing, or will be briefed on the start line, which will contain any specific regulation changes.

#### 30.1.6. Changes to race procedure

Any last-minute changes to race procedures must be made known to the riders at the start line before the start of their race.

### 30.2. Start Procedure - Call up and Zoning

30.2.1. In mass start events, staging of the riders must commence no earlier than 20 minutes before the scheduled start of the race. At 5 minutes prior to staging an announcement over the public address system must be made to advise when staging will begin, and again at 3 minutes prior to staging.

30.2.2. Prior to the start of a mass start race a tape or ribbon will be held across the start line, behind which the riders will line up as they are called.

30.2.3. In mass start events, the tape or ribbon used at the start must be raised at the 30 seconds start announcement.

### 30.3. Seeding: Marathons

30.3.1. The riders will be seeded according to their rankings in the National MTB Seeding System /Index and in the specific discipline in which they are competing.

### 30.4. The Start

30.4.1. The Commissaire is in control of the public address system from three minutes prior to the start, until the start has been completed.

- 30.4.2. The start briefing will be given in English and, where necessary and appropriate, in any other official South African language.
- 30.4.3. As a minimum for mass start events, start announcements will be made at 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The 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.
- 30.4.4. Mass start competitions will be started by a starter's pistol or gun which will be fired by the Commissaire. Where a pistol is not available a whistle, siren, hooter, start lights can be used. (01/01/21)
- 30.4.5. False starts: The Commissaire can declare a false start if one or more riders will have been placed at a disadvantage. (01/01/21)
- 30.4.6. Riders who jump the start may receive a time penalty or be disqualified.
- 30.4.7. Riders must start stationary with one foot on the ground. (01/01/16)
- 30.4.8. The Start line should be clearly marked (24/11/16)
- 30.5. The Finish
  - 30.5.1. The finish line shall comprise a black line 4cm in width, painted in the center of a white 20cm wide strip thus leaving 8cm of white on each side of the black line. (01/01/16)
  - 30.5.2. Unless otherwise specified, the finish may also be observed using any appropriate technical means that is accepted by the commissaires panel. (21/05/16)
  - 30.5.3. The finish occurs at the instant that the tyre of the front wheel meets the vertical plane rising from the starting edge of the finish line. To this end, the verdict of the photo-finish shall be final. (21/05/16)
  - 30.5.4. Riders may finish on foot provided that they have their "bicycle" with them. (21/05/16)
- 30.6. Podium Protocol
  - 30.6.1. Unless otherwise stated, riders shall appear at official ceremonies wearing competition clothing, caps may be worn, sunglasses may be on the rider's head but not the face of the rider, until they leave the official ceremony area.
  - 30.6.2. Bicycles cannot be taken onto the podium. However, an area is provided in front of the podium to display the bicycle of the winner during the official ceremony. (01/01/21)

## 31. The Race

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- 31.1. Completion of the full route
  - 31.1.1. Riders must complete the entire distance of the race and the responsibility for following the official route lies with the rider.



- 31.1.2. A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.
  - 31.1.3. If a rider exits the route of the course for any reason, he/she must return to the course at the same point from which he/she exited.
  - 31.1.4. Any walking, running or riding by a rider which is carried out without the intention of directly re-joining the course, or other activity in breach of the regulations, which takes place outside of the marked course area, will result in disqualification.
- 31.2. Technical assistance
- 31.2.1. A rider may receive technical assistance along the course from a fellow competitor but not from anyone outside of the course. **(See Technical Assistance and Feeding for additional details)**
  - 31.2.2. A rider may only change his/her bike or receive any technical assistance between races or stages
- 31.3. Code of conduct for riders
- 31.3.1. A rider must always act in a polite manner and permit any faster rider to overtake without obstructing.
  - 31.3.2. Riders must respect the countryside and ride only on the official route. The rider must avoid polluting the area and not leave any waste or litter.
  - 31.3.3. No glass containers of any kind are permitted on or near the course.
  - 31.3.4. A rider must not use offensive or abusive language during the race, act in an anti-sporting manner, be disrespectful to the officials or ignore the race regulations.

## REGULATIONS APPLICABLE TO CROSS COUNTRY COMPETITION

### 32. Course Design Parameters

#### 32.1. 100% ride-able course

The course must be 100% ride-able regardless of the terrain and weather conditions. Brief and unavoidable dismounts may be approved by the Technical Delegate or in the absence of a Technical Delegate, the Chief Commissaire.

#### 32.2. Optimum winning time:

The optimum winning time for a Cross Country Circuit race should be within the following range (in hours and minutes):

Category	Females			Males		
	Minimum	Optimum	Maximum	Minimum	Optimum	Maximum
Nippers	00:25	00:33	00:40	00:25	00:33	00:40
Sprogs	00:40	00:48	00:55	00:40	00:48	00:55
Sub Junior	00:55	01:03	01:10	00:55	01:03	01:10
Youth	01:00	01:08	01:15	01:00	01:08	01:15
Junior	01:00	01:08	01:15	01:00	01:08	01:15
Under-23 Women	01:15	01:23	01:30	01:15	01:23	01:30
Elite	01:20	01:30	01:40	01:20	01:30	01:40
Sub Veteran	01:15	01:23	01:30	01:15	01:23	01:30
Veteran	01:15	01:23	01:30	01:15	01:23	01:30
Master	01:15	01:23	01:30	01:15	01:23	01:30
Grand Master	00:50	00:58	01:05	01:15	01:23	01:30

(01/12/16, 19/01/20)

Above times may vary in line with UCI regulations.

The quantity of laps to be ridden in each category, must be determined by the predicted fastest lap time in that specific category. This implies that the quantity of laps will be dependent on which riders have entered the race. If this is not known, it is advisable to ask some top riders to provide their approximate lap times at race-pace and insert those into the lap-calculator table to assist in determining the number of laps to be ridden.

#### 32.3. DNF Riders

Riders who 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.

### 33. Course Marking









The course must be marked and indicated according to the following system:

33.1. Directional Arrows: The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white or yellow or distinctive background.

33.2. Minimum standard: A4 size with the Arrow covering 80% of the sign.

- 33.3. Material: any durable, weatherproof, firm, yet safe substance such as Corex, PVC, laminated paper/cardboard.
- 33.4. NO METAL signs allowed
- 33.5. Arrows will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations.
- 33.6. Arrows must be placed at frequent intervals along the course to confirm to the rider that he/she is following the correct course.
- 33.7. Arrows and other markers used should be placed on the riders' **left-hand side** of the course in all instances where practical.
- 33.8. Each intersection will be marked by an arrow placed 30 meters before the intersection.
- 33.9. Another arrow will be placed at the intersection.
- 33.10. Another arrow will be placed 30 meters after the intersection to confirm the correct route.
- 33.11. A sign "X" will be positioned within easy eyesight to mark the wrong direction.
- 33.12. Danger Arrows:
- 33.12.1. In all potentially dangerous situations, 1 or more arrows will be placed upside down 30 meters before the obstacle, and also at the obstacle; Two or more upside down arrows mean a more dangerous situation; Three or more upside down arrows means a most dangerous situation, proceed with caution.

33.13. Replicas of the following signs must be used:

 Straight Ahead	 Right Turn	 Left Turn	 Straight Ahead Slow	x Wrong Way
 Danger Slow	 Danger Very Slow	 Bridge	 Water Crossing	

33.14. Additional marking

In areas where there are steep and/or potentially dangerous downhill sections cross country courses must be additionally marked as follows:

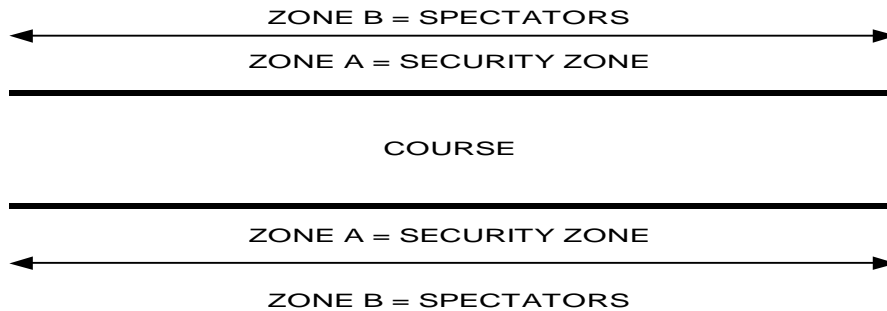
With bamboo or ski slalom gates (PVC piping) with a height between 1.5 and 2 metres.

33.15. NO exposed steel pegs or droppers are allowed

33.16. In high-speed sections of the course, as deemed appropriate by the Technical Delegate and the Chief Commissaire:

The course should be taped off as below. (The tape should be positioned on the ski gates/piping at a height which does not interfere with television shots - usually at 50cm from the ground.)

Zone A sections must be a minimum 2m in width.



33.17. In appropriate areas, such as walls, on course tree stumps, on course tree trunks:

Hay bales or padding adequate to protect the riders must be used. Such protective measures must not restrict the ride-ability of the course.

33.17.1. In appropriate areas, such as along the edge of steep drops:

Catch nets which comply with ski federation norms must be used.

33.17.2. Any wooden bridges or ramps must be covered with non-slip surface (carpet, chicken wire, or special anti-slip paint)

33.18. Visual course reference

Fluorescent paint: Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint to give increased rider reference at speed. Only bio-degradable paint should be used; if this is not available, then no paint must be used.

Day-Glo stickers: The use of Day-Glo type stickers to confirm course is recommended

## 34. Assistance during competitions

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34.1. Number of zones

There must be at least one, but there may be two, Feed Zone / Technical Assistance Area on A XCO course. The number is dependent on the layout of the course and accessibility to the zones. No driving or walking on the course is permitted to access the Zones.

## 35. Technical Assistance

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Technical assistance during a race is permitted subject to the conditions below.

35.1. Authorized technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame.

- 35.2. Complete bike changes are not permitted, and the rider must cross the finishing line with the same handlebar number board that they had at the start.
- 35.3. Technical assistance shall only be given in the feed/technical assistance zones.
- 35.4. Spare equipment and tools for repairs must be kept in the zones. Repairs and equipment changes can be carried out by the rider himself or with the help of a team-mate, team mechanic, neutral technical assistance, or any other person within the zones.
- 35.5. In addition to technical assistance in feed zones, technical assistance is permitted outside these zones only between riders in the same race or a race that is being run at the same time on the same course. No assistance from spectators, seconds or any source outside the course is allowed.
- 35.6. Any rider receiving coaching **during a race event** will not be eligible for a podium. Caution to senior riders/**parents coaching** junior (8 – 18 Yrs) riders. This **could** disqualify the juniors from the race. (1/10/17, 01/01/20, **30/06/22**)
- 35.7. Riders may carry tools and spare parts provided that these do not involve any danger to the rider or the other competitors.
- 35.8. Organizers will not have to provide any equipment or additional facilities to accommodate technical assistance. It is the responsibility of the rider to have equipment and tools available in the Technical Assistance area.
- 35.9. Technical Assistance areas may be the same area as the Feed Zone area. Riders must ensure that they do not interfere with or restrict the movement of other competitors when in the feed / technical assistance zone.
- 35.10. A rider must follow the intended course at all times and may not back track or short cut to reach the Feed / Tech zone. They may not leave the course at any time during the race or the feed/technical zone unless withdrawing from the race. In other words, if a rider passed the zone, they cannot back track.
- 35.11. Only **within** the feed/technical assistance zone itself, a rider may turn back but may not obstruct other competitors in doing so.
- 35.12. The spraying of water on riders or bicycles by feeders, mechanics or any support crew is forbidden. (**13/07/22**)

## 36. Feed Zones

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- 36.1. Feeding or technical assistance is only allowed in designated feeding areas or zones.
- 36.2. The Technical Delegate and/or Chief Commissaire will determine with the collaboration of the Race Director the final layout and set-up of the feed zone(s).
- 36.3. The feed zone must be wide enough and long enough to allow passing of riders without interfering with those taking a feed.

- 36.4. No one is allowed access to the feed zone area without team, individual feeder, race staff or Commissaires credentials.
- 36.5. Feed Zones must be clearly marked, fenced off from the public and strictly controlled by Commissaires and/or marshals.
- 36.6. Location:  
Each feed zone must be located on flat or uphill sections which are slow and open enough to facilitate feeding. They should also accommodate three different groups:
- 36.6.1. Team - team sponsored riders. Team personnel must wear team identifiable clothing and show appropriate credentials
  - 36.6.2. Individual - riders without team support.
  - 36.6.3. Neutral - organizer provided, volunteer support. (This is at the discretion of the organizer only).
- 36.7. Eyewear Zone:  
Eye wear exchange will only be permitted in feed zones and a designated Eyewear Zone for credentialed eyewear company representatives, if provided.

### 37. Feeding

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- 37.1. During feeding ~~no~~ physical contact between feeders and riders is allowed. (30/06/22)
- 37.2. It is not permitted for a feeder to place water bottles on to the bike, and - or place food and water bottles in the rider's pockets. All food and bottles must be handed to the rider - considered illegal technical assistance.
- 37.3. Feeding or Technical Assistance is only permitted from one point in a particular feed zone and having a second or multiple feed points for any one rider is forbidden. The Chief Commissaire may however give permission for a second feed point to be established in a feed zone if the circumstances justify it e.g., exceedingly hot weather.
- 37.4. No rider may turn back on the course to reach a feeding/technical assistance zone. Once past the feed/tech zone a rider must follow the course until the next feed/tech zone before receiving external feeding or external technical assistance. NO BACK TRACKING IS PERMITTED.
- 37.5. It is forbidden for feeders to run beside their riders in the feed zone.
- 37.6. Water bottles being discarded by riders in the feed zone will be done so in a safe manner and the throwing or tossing of water bottles at any time is forbidden.

### 38. Communication

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A radio communications system must be installed which is capable of covering the entire course without dead spots from start finish.

### 39. Marshals

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- 39.1. **Flag system** - the marshals must be issued with flags, and a flag system must be applied as follows:

- 39.1.1. During official training and racing, every marshal must carry a yellow flag which must be waved in the event of a crash to warn other riders who must slow down.
  - 39.1.2. Some marshals specifically appointed by the organizer and the marshal coordinator must carry a red flag and the red flags are used in training and racing.
  - 39.1.3. If this flag is held outstretched, riders must slow down since an accident ahead is being indicated.
- 39.2. **Whistles:** All marshals must ideally have line of sight with each other and carry whistles which will be blown with a short sharp blast as the next rider approaches.
- 39.3. **Age:** Minimum age of 18 years for all Marshals.
- 39.4. **Welfare of marshals:** The safety, security and welfare of marshals must be properly addressed by Organizers.

#### **40. Medical and First Aid – Minimum Requirements**

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Refer to Annexure 1

#### **41. Minimum Training Periods**

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The organization must make courses available and fully marked for training at least 24 hours before the first race (qualification or other).

## 42. Format for racing

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42.1. National Series - A single run format must be used. This may involve one of the following:

42.1.1. A system in which a qualification and a semi-final lead to a final in which the fastest time wins - such as the World Cup system, or-

42.1.2. A seeding run, followed by a single run by all competitors based on the seeding run, with the fastest time winning - such as the World Championships system.

42.1.3 Should the final run be cancelled for any reason the results from the seeding run will determine the final event result.

42.2. Provincial Series – A two run format where each run earns points as an individual event. The fastest time of the two runs on the day will determine the prize giving results for the event. (01/01/21)

42.2.1. If a rider exits the course for any reason, s/he must return to the course at the same point between the same two course markers where from which s/he exited.

42.2.2. In case a rider fails to return to the course as provided for in this article, the commissaires' panel can disqualify the rider. (11/10/18).

42.2.3. For Mountain Bike downhill and enduro events, as opposed to the general rule defined in article 14.2, the two wheels can be of a different diameter. (11/10/18)

## 43. Course Design Parameters

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42.3. Course length and Race time

Parameter		Maximum
Course Length		3 500m
Race Time		5 min

(Modified 01/01/2016) (01/01.20)

## 44. Course Marking

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The entire downhill course must be marked and protected with tape or barriers; non-metallic poles must be used preferably PVC 1.2 to 2 meters high. (27/11/18)

## 45. Clothing/Protection

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45.1. Compulsory protective gear

45.1.1. An approved full-face helmet must be worn both when racing and when training on the course. Helmets must be fitted with a peak. (08/09/21)

45.1.2. Broad full-length trousers made from rip-resistant material incorporating protection.



- 45.1.3. For the knees and calves, or broad-cut shorts made from rip-resistant material plus
- 45.1.4. Knee and calf protectors with a rigid surface.
- 45.1.5. Long sleeved shirts
- 45.1.6. Full finger gloves
- 45.1.7. Goggles (08/09/21)

#### 45.2. Recommended protective gear

Based on current experience, Cycling SA strongly recommends that riders wear the following protection:

- 45.2.1. Back, Elbow, Knee and Shoulder protection with a rigid surface.
- 45.2.2. Thigh padding
- 45.2.3. Shin padding

### 46. Communication

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A two-way radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.

### 47. Marshals

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The regulations as in Section **33** above will apply, including flag systems, age, training, whistles and welfare of marshals.

### 48. Race halt procedure

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- 48.1. All red flag holders must have radios tuned to the same frequency as the Chief Commissaire, Race Director, and Medical staff.
- 48.2. Red flag holders observing a serious accident must immediately report the accident on the radio to the Chief Commissaire and Race Director.
- 48.3. Red flag holders must immediately assess the situation of the crashed rider and continue reporting to the Chief Commissaire and Race Director.
- 48.4. Other red flag holders should be aware of any radio traffic concerning an accident and when observing a neighbour waving his/her flag must do the same.
- 48.5. Chief Commissaire: The Chief Commissaire may order that the race be stopped and that the red flag is waved vigorously.
- 48.6. Riders observing a waving red flag during the race must STOP immediately since a serious accident ahead is being reported.
- 48.7. A stopped rider should proceed calmly but promptly to the finish and request a re-start from the Finish Commissaire and wait for further instruction.

## **49. Medical and First Aid – Minimum Requirements**

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Refer to Annexure 1

## **50. Minimum Training Periods**

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- 50.1. On foot inspection: At least two days prior to competition, on foot inspection must be provided. No bikes are allowed on the course during the on foot downhill course inspection. (01/01/20)
- 50.2. Training days:
  - 50.2.1. A minimum of two days training must be provided.
  - 50.2.2. One day prior to competition a non-stop training session must be provided.
  - 50.2.3. On the morning of the race, an optional training period must be provided.
- 50.3. Sticker system: A bike sticker system must be used to confirm that riders have completed a minimum two training runs.
- 50.4. Training runs: Riders must commence all training runs at the beginning of the course at the official start gate.
- 50.5. On RACE DAY the course will be closed, at the Starting point, 30min before the official start. Any rider on the course 15min after official closure may be disqualified.

## **51. Transportation to top of course**

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- 51.1. Transport must be provided which is capable of moving 100 riders per hour with their bikes to the top of the course.
- 51.2. A suitable alternative access system must be planned should the primary access system fail.

## REGULATIONS APPLICABLE TO 4X COMPETITION – 4X

### 52. Rules applicable

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The rules as per UCI MTB Rules 4.4.1 to 4.4.27, inclusive, will apply.

### 53. Clothing / Protection

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53.1. Helmet: An approved full-face helmet must be worn both when racing and when training on the course. The helmet must be fitted with a visor.

53.2. Recommended protective gear

Cycling SA MTB strongly recommends that riders wear the following protection:

53.2.1. Long pants

53.2.2. Long sleeved shirts

53.2.3. Back, Elbow, Knee and Shoulder protection with a rigid surface

53.2.4. Thigh padding

53.2.5. Shin padding

## REGULATIONS APPLICABLE TO CROSS COUNTRY ELIMINATOR – XCE

### 54. Rules applicable

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The rules as per UCI MTB Regulations Annexure 5 will apply

## REGULATIONS APPLICABLE TO CROSS COUNTRY MARATHON – XCM

### 55. Definitions

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- 55.1. Marathon is any distance in excess of 60km on any 1-day event
- 55.2. Half Marathon is any distance in excess of 35km or approximately half the distance of the marathon event staged on the same day or same weekend.

### 56. Minimum Ages

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- 56.1. Each rider is classified according to his or her age on 31 December of the current year i.e., Current year minus date of birth (e.g., 2014 – 1996 = 18 years)
- 56.2. For Age Restrictions see separate section in this document and information published on [www.cyclingsa.com](http://www.cyclingsa.com) for further detailed information regarding age categories and championship categories.

### 57. Timing

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- 57.1. Event organizers may use any timing system that is appropriate for the event/race either manual or electronic or a combination of the two.
- 57.2. The rider's position is based on the riders final elapsed time irrespective of their start batch. Unless otherwise specified in the race organizers specific race rules. (01/12/16)

### 58. Course Design Parameters

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The course must be 100% rideable regardless of the terrain and weather conditions. Brief and unavoidable dismounts may be approved by the Technical Delegate or in the absence of a Technical Delegate, the Chief Commissaire.

### 59. Technical assistance

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- 59.1. Outside technical assistance and feeding is not permitted in marathon or half marathon events. With the exception see 58.3 below. (01/01/21)
- 59.2. Technical assistance is however allowed between competitors riding the same race and on the same route. No assistance from anybody else / outside assistance is permitted.
- 59.3. Technical assistance and feeding is permitted in Marathon events when the feed / technical zone is provided by the organizers. (01/01/20) (01/01/21)
- 59.4. A rider must complete the race on the same bicycle that he/she started the race on. The frame and front number board must at be the same; however, wheels, tyres chains etc. can be changed.

- 59.5. No assistance from spectators, parents, seconds or any source outside the course is allowed.
- 59.6. Any rider receiving assistance/coaching from a different sex / age category will not be eligible for a podium. Caution to senior riders assisting junior (8 – 18 Yrs) riders. This will disqualify the juniors from the race. (01/10/17, 01/01/20)

## **60. Towing**

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The physical pushing, pulling or towing of other riders is only permitted in stage races where riders ride as a team.

## **61. Drafting**

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- 61.1. Drafting by or between riders of the opposite gender is not permitted i.e. A male rider cannot allow a female rider to draft him during the race or via versa of obtain an unfair advantage over other competitors of the same gender.
- 61.2. Drafting in bunches is accepted cycling practice but drafting only to gain an individual advantage is unsporting and is not acceptable.

## **62. Course marking**

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The regulations as for XCO will apply.

## **63. Feed Zones**

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The regulations as for XCO will apply, and in addition the following:

- 63.1. Technical re-supply  
If permitted technical re-supply can only take place in pre-determined pit areas: Riders will be able either to stock up on spares or carry out repairs on the spot. Riders may accept manual assistance from another rider but not from any other person, (01/01/21)
- 63.2. Rider Safety
- 63.2.1. No following vehicle other than the organizational vehicle, ambulance and official TV crew will be allowed on the race route.
- 63.2.2. Riders may NOT be seconded by means of “leap frogging” Riders found to have been advantaged in this way may be disqualified.
- 63.2.3. Checkpoints may be set along the course to ensure that the rider completes the whole course. (01/01/20)

## **64. Security**

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The regulations as for XCO will apply

## **65. Communication**

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A radio communications system must be installed which is capable of covering the entire course without dead spots from start to the finish. Alternatively, cell phones may be used if there is cell phone reception.

## **66. Marshals**

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- 66.1. Must be at places where short cuts can be taken and at any area needing spectator control.
- 66.2. In addition, the requirements as for XCO must be met.

## 67. Medical and First Aid – Minimum Requirements

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Please refer to Annexure 1

## REGULATIONS APPLICABLE TO STAGE RACES – XCS

### 68. Definition

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A mountain bike stage race is a series of races, or events, in which there are normally individual and team competitions. Individuals must complete each stage according to the specific procedures for the event in order to be eligible for the next stage. A mountain bike stage race is held under the General International Mountain Bike Regulations of the UCI with the exception of these specific regulations that apply to mountain bike stage racing.

### 69. Race Regulations

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- 69.1. The organizer, under the supervision of the Chief Commissaire shall prepare a complete set of race regulations that specify how each stage will be conducted.
- 69.2. Riders of the same team need to ride together at all times.
- 69.3. Team riders who are separated from their riding partner for more than 2 minutes during any time of the stage will be penalized by 30 minutes.
  - 69.3.1. The checking of rider separation will be checked en-route or at the finish line or a combination of both places. (29/12/17)

### 70. Classifications

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For all Stage Races, the following classifications are to be used:

- 70.1. Minor Stage Races - Men's Individual General Classification  
 Women's Individual General Classification  
 Men's Team General Classification (Optional).  
 Women's Team General Classification (Optional).
- 70.2. Major Stage Races - Men's Individual General Classification  
 Women's Individual General Classification  
 Men's Team General Classification  
 Women's Team General Classification
- 70.3. Stage races are assimilated to XCM therefore XCM world champions, and the XCM national champions must wear their champion jersey. (01/01/21)

### 71. Duration

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- 71.1. Stage races shall be a minimum of 2 days.
- 71.2. Stage races registered with the UCI shall comply with the UCI Regulations Part IV article 4.2.071.and CSA 3.11.3 (27/11/18).

- 71.3. A Prologue Individual Time Trial may be conducted and is included in the count of competition days. Prologue results are included in Individual General Classification only.

## **72. Individual General Classification (Individual GC)**

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- 72.1. Based on an individual competitor's cumulative time for each stage including a prologue if this is run.
- 72.2. Bonuses or penalties shall be applied to Individual GC, but not to stages.
- 72.3. The individual with the lowest cumulative time at the end of all stages including the prologue is the winner.
- 72.4. Individual monetary fines may be levied as per Cycling SA MTB Regulations and shall be paid before the distribution of prize monies.

## **73. Team General Classification (Team GC)**

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- 73.1. Based on a team competitor's cumulative time for each stage including a prologue if this is run.
- 73.2. Bonuses or penalties shall be applied to Team GC, but not to stages.
- 73.3. The team with the lowest cumulative time at the end of all stages including the prologue is the winner.
- 73.4. Team monetary fines may be levied as per Cycling SA MTB Regulations and shall be paid before the distribution of prize monies.

## **74. The Competition**

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Until such time as separate regulations have been drafted, the general regulations applicable for XCM above will apply. (01/01/21)

## 75. Race Characteristics

(15/11/2021)

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.

### 75.1 Race and Racing Categories

Each rider is classified according to his or her age on December 31st of the current year. The age class and category to which a rider belongs is identified on the Cycling SA license.

AGE RESTRICTION NOTICE: No rider younger than 8 years may compete in an Enduro event.

At Provincial level, age category winners may also be recognized in the following age classes, if at least three (3) riders register in each age group:

Code	Category	Age yrs.	Notes
NG / NB	Nipper	8-10	Can race Lite only
SG / SB	Sprog	11-12	Can race Lite only
JG / JB	Sub Junior	13-14	
YW / YM	Youth	15-16	
JW / JM	Junior	17-18	
EW / EM	Elite	19-29	
SW / SV	Sub Veteran	30-39	
VW / VM	Veteran	40-49	
MW / MM	Master	50-59	
GW / GM	Grand Master	60+	

### 75.2 Course

#### 75.2.1 Distance and Minimum Stage Numbers

A minimum of 3 timed stages must be raced.

#### 75.2.2 Full Enduro



Distance: 15 – 35km

There is no minimum or maximum duration for a Special Stage however the minimum race time should be adhered to.

- Minimum Race Time (all combined Special Stages): Min of ten (10) minutes for the winner.
- Optimum Race Time (all combined Special Stages): Fifteen (15) to thirty (30) minutes for the event winner.
- Total Event Time: This is at the discretion of the event organiser, but a cut off of 4 hours is generally applied.

#### **75.2.3 Enduro Lite:**

Distance: 11 – 25Km

- Open to both Male and Female age categories 8 - 12
- Open to Fun Class

#### **75.2.4 Liaison Stages**

The composition of each Liaison Stage is at the discretion of the Event 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), and a minimum of 40-50% of the total liaison distance should be pedal powered.

#### **75.2.5 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. 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).

There is no minimum or maximum duration for a Special Stage.

### **75.3 Training**

The right to open the course and its stages for unofficial and official training sessions is at the discretion of the Event Organiser.

- Practice on all Special Stages is strongly recommended.

#### **75.3.1 Unofficial Training**

This occurs outside of the event window (IE - the weekend/s prior to the event). At the discretion of the Event Organiser, riders are allowed to ride the course and stages, however:

- Stages will likely not be marked
- The exact start and finish points of Special Stages will likely not be marked.
- No event-specific medical/marshal personnel will be on duty.
- The onus is solely on the rider to gain the correct entrance agreements with landowners (IE - bike park day pass, or approval from private landowners) **BEFORE** entering the property upon which the event will take place.
  - Any riders infringing upon this rule will be banned from entering the event.

#### **75.3.2 Official Training**

If an event organiser provides a window for official on-bike training the following must be adhered to:

##### **75.3.3 Rules for Official Training**

- Official on-bike training must be open on all Special Stages before timed competition begins.

- Details of training times are at the discretion of the Event Organiser.
- The day before the race event is generally demarcated as the Official Training day.
- In rare circumstances (e.g. weather), scheduled training times may be reduced or removed completely.
- The position of start and finish pods must be visible on each stage.
- a maximum of **ONE** training run is allowed per Special Stage, including repeated stages.
- Unless otherwise agreed - Official Training should not be held for more than one day prior to the race.
- During Official Training times, riders must only access a Special Stage from the Stage start and are **NOT** permitted to push up or create congestion on a Special Stage during Official Training.
- Any rider found to be accessing a stage by pushing or riding upwards against the direction of travel will be penalised. 'Sectioning' of a Special Stage is allowed unless otherwise stated.
- On foot inspection of the stages **without a bike** is allowed at any time unless stated in the event's Race Book.
- Unless entering in the E-bike category - Riders are **NOT** permitted to use an e-bike on any part of the course during Official Training. (Any rider found utilising an E-Bike for main event practice will be disqualified)

#### 75.4 Shuttling

- Unless indicated and approved by the Event Organiser (IE if the event is to have shuttle access in the race event - EG Harties) - **NO SHUTTLING IS ALLOWED DURING OFFICIAL PRACTICE**
- Shuttling during **UNOFFICIAL PRACTICE** is subject to the rules of the venue.
  - SAPPI Property - **NO SHUTTLING IS ALLOWED AT ANY TIME** at venues that access SAPPI Property. A rider found using a private or team vehicle on a closed/private SAPPI road or track will be subject to a penalty including disqualification.
  - In venues that allow private shuttling all regulations applied by the local venue must be adhered to. Riders and shuttle drivers must be aware of their surroundings and yield when crossing existing MTB trails.
  - 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 subject to a penalty including disqualification.
  - In certain circumstances, the use of public roads may be restricted for safety, medical access and/or to avoid excessive congestion on narrow roads. In such circumstances, official drop off zones will be marked on the course map and communicated to the riders prior to the event. Any racer found shuttling beyond the official drop off zone will be subject to a penalty including disqualification.

Any specific details regarding shuttling will be outlined in the individual Event Race Book.

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

#### 75.5 Racing

##### 75.5.1 Riders Briefing

A riders briefing must happen prior to the start of the Enduro Event at the Race Village.

During COVID Level events, a batched start from the Race Village needs to be applied with a maximum of 100 riders per batch.

#### **75.6 Stage Starts and Finishes**

Riders must start each stage from a stationary position with one (1) foot on the ground.

- The only time a rolling start can be implemented is if it is agreed upon by the Event Organiser based on the timing system utilised. In this instance the implementation of a rolling start will be conveyed to the riders at Riders Briefing.

#### **75.6 Timing Pods**

Timing pods must be placed on a secure (immovable) pole. The use of such immovable pod fixtures is deemed necessary to remove any human error on the part of the organiser in the facilitation of timing and places the onus solely on the rider.

#### **75.8 Course Cutting**

Taking shortcuts on course in order to gain an advantage can both damage the environment and bring 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 Commissaire or Race Director may choose, in exceptional circumstances, to apply a time penalty instead of 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.

#### **75.9 Outside Assistance**

All riders must be fully self-sufficient by carrying their own food and water. Riders must be prepared to carry sufficient water to last a minimum of 2 hours of racing between water stops.

Riders may only use feed/tech zones that are provided by the organizer.

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 to help other racers on course.

Unauthorised seconding or any assistance received from any external source (EG parents, or spectators) is not permitted.

Food or equipment stashes are not permitted.

Illegal repairs to the bike, and changes to the bike with the aid of any external source (EG parents, or spectators) is not permitted.

#### **75.10 Safety Equipment Requirements**

All riders must wear a helmet during competition, during both Liaison and Special Stages. The helmet should meet the regulations set by the Event Organiser. The correct fitting, condition and suitability of the rider's helmet is the sole responsibility of the rider.

A two-piece helmet (with removable jaw piece) will be accepted as a full-face helmet. However, due to national insurance and federation regulations any helmet used in an event must pass the standards of that territory's national regulations.

Specific body protection and helmet requirements may also be stipulated at each event, in accordance with that territory's national regulations. Any protection rules put in place by the Event Organiser must be followed by all racers. No exceptions will be permitted.

For safety reasons the Event Organiser of any event can make it mandatory that ALL racers carry a water/windproof jacket or whistle. In this case, no racer will be allowed to leave the start line without the prescribed equipment. Details of any mandatory equipment will be announced in the Event Notice section of the Race Book. All riders must attend a race prepared for this eventuality. It is strongly recommended that all racers carry:

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

## **75.11 Results**

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 Director can decide to withdraw a Special Stage(s) from the General Classification.

In the case where Special Stage(s) 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 Global or (if applicable) Series 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.

In the event of a rider being unable to complete their stage due to assisting another rider in a medical emergency or due to some other exceptional circumstance outside of the control of the racer, and a re-run being unable to be offered to the racer, the racer's average Special Stage positions (minus their worst stage) will be taken, and the appropriate time awarded to the racer on that given Special Stage.

A rider not finishing a Special Stage will NOT be allowed to re-join the race at any time.

A rider who fails to scan their timing chip at either the start or finish of a stage will get an overall DNF at the event.

## **75.12 Safety**

### **75.12.1 First Aid + Evacuation**

A Medical Plan and location of the First Aid Base will be available at race headquarters. Medical staff should carry a first aid qualification and meet the standards required in the given territory of the event.

The Event Organiser must supply each racer with the details of who to contact in the event of an accident on course.

It is best practice for the Event Organiser to include space for a rider's medical details and emergency contact information on the card situated in the rear of the number plate. It is the rider's responsibility to add any personal details accurately.

In remote events that include hard to access backcountry stages, the Race Director may ask all riders to carry a whistle, to be used to attract attention in the event of an emergency. It is the rider's responsibility to supply their own whistle.

It is strongly recommended that Event Organisers adopt a Safety Buddy system. A Buddy is a person who will know a racer's whereabouts at all times during Official Training. At least one Buddy should report to event HQ at the end of each training day to report that both parties are safely off the course. A Buddy can be a racer or team staff member riding with the rider on all stages throughout training.

Where a rider believes another competitor is injured on course, they should alert the next race official/marshal they see. The Special Stage result of any rider delayed due to voluntarily assisting another rider will be determined by the Commissaire or Race Director.

Race Directors and/or medical staff reserve the right to remove any racer from the course if they feel it is unsafe for the racer to proceed. Race Directors may also remove any racers from course if the racer exhibits disruptive or reckless behaviour that endangers themselves or others.

Race Director reserves the right to halt or cancel the event in case of emergency, adverse weather conditions or unforeseen circumstances.

#### **75.12 Concussion Protocol and Medical Records**

Any racer who fails a concussion assessment by a qualified medical practitioner, during that event, will be removed from the current practice session or race and will be prohibited from further participation in any practice session or race until cleared in writing by a doctor to resume such activity. Should a concussion be confirmed by a medical doctor, the athlete is responsible for completing a "graduated return to activity" plan.

During all events, medical staff may collect preliminary rider injury and illness data, in order to monitor the magnitude of issues that occur. As part of a rider's participation this will include a rider's medical data should any rider sustain an injury (or illness) during an event.

#### **75.13 Environmental Rules**

##### **75.13.1 Waste & the Environment**

- No disposable goggle tear offs are allowed to be used.

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## REGULATIONS APPLICABLE TO E-MOUNTAIN BIKE EVENT - E-BIKE

### 76. Definition

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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 peddling.

### 77. E-Mountain Bike Events

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- 77.1 E-Mountain bike events must be organized in accordance with the following bike standards:
  - 77.1.1 Only standard equipment as supplied by the original equipment manufacturer (OEM) may be used.
    - 79.1.1. No throttle device
    - 79.1.2. Peddling assistance only, although a start-up assistance not exceeding 6km/h without peddling is allowed. (01/01/21)
- 77.2 E-Mountain Bike events are open to all riders aged 19 and over and include master's categories.
- 77.3 E-Mountain Bike Events will be organized in the Cross-Country Olympic, Cross-Country Marathon and Enduro formats only.
- 77.4 **E-Mountain bike** competitors may only compete in E-Mountain Bike events. E-Mountain bike competitors may not enter and compete in standard MTB events for position or classification. (11/10/2018)

### 78. E-Mountain Bike Categories

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E Mountain bike categories must be run at a different time to ensure that E-bike and mountain bike categories are not raced together and affect the outcome of the other race.

### 79. Batteries

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Riders can only use the battery in place on their bike and cannot carry an additional battery during the event. The battery used to power the E- bike may not be Changed or replaced during the race or stage. (UCI 11/10/18, 01/01/20)

## REGULATIONS APPLICABLE TO GRAVEL BIKE COMPETITION - XCG

### 80. Definition:

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Gravel biking is riding a bike on gravel, natural, jeep track or any unpaved surface using any type of bike including cyclo-cross, mountain bike or hybrid. (01/01/21)

### 81. Gravel Bikes:

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- 81.1 Gravel bikes use drop handlebars, bikes must have two working brakes. Mountain bikes, Hybrid and other bikes with "straight" handlebars may use "bar ends" The use of "aerobar" extension or "Tri-Bars" s are not permitted on any bike. (01/01/21)
- 81.2 Gravel Bikes shall be powered by human power alone.

### 82. Age Categories and Distances:

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Refer to Cycling SA MTB Regulations for Cross Country Marathon Rules.

### 83. The Course

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- 83.1 Course must consist of 90% minimum gravel, natural, Jeep track or unpaved roads.
- 83.2 Single track should be kept to a minimum and should only be included when linking the course to other sections is required. (01/01/21) (15/11/2021)
- 83.3 The use or unprepared surfaces like sand, grass sections should be avoided. (01/01/20)
- 91.4 Course distances should be a minimum of 50 Km and a maximum of 200 Km. (15/11/2021)

### 84. The Start

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- 84.1 Riders start from a stationary position.

### 85. The Finish

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- 85.1 The finish will be at least 4 meters wide and should be on a flat or uphill. Barriers should be erected 35m before the finish line and 35m after the finish line. This should be on an area free of obstacles and bumps.
- 85.2 26.6.2 Riders may receive technical support (if provided) at the neutral support area. Riders may also assist each other during the event, however there will be no time credit for either rider. (Modified 14/11/2018)



## SOUTH AFRICAN CUP AND PROVINCIAL CUP SERIES

National MTB Commission will decide on annual basis

### 86 Cup Rankings and Champions

86.1 National & Provincial Cup Series Champions

86.1.1. The National & Provincial Cup rankings and champions in each category and discipline shall be determined by the National & Provincial Cup Series.

86.1.2 The rider with the greatest number of points in a specific category and discipline will be the National Cup or Provincial Cup champion in that category and discipline.

86.2 Age group categories, prizes and medals – National Series & Championships

86.2.1. To maintain the status and competition in national mountain biking events, the following will be applied when determining start lists for the various age groups. The lower requirement in some cases, especially in the young categories, is to encourage and reward participation.

86.2.2. Minimum no. of riders to make up an age group [but awards as in 4 below]:

Category	Number of Riders	
	XCO/XCM	END/DHI
Elite	5	3
Under 23	5	N/A
Junior	5	3
Youth (U16)	5	3
Master (30+)	3	3

(15/11/21)

86.2.3. If less than above, riders to move category step-by-step as below, until minimum is reached:

Age Group	
Youth	Junior
Junior	no move Possible (Commissaire to rule on minimum)
Under 23	Elite
Elite	no move Possible (Commissaire to rule on minimum)
Sub Vet	Elite
Veteran	Sub Vet

Master	Veteran
etc	Etc

Addendum: In the case of Enduro events, as Nipper and Sprog categories compete in a shortened Enduro Lite event (Clause 11), no move is possible between Sprog and Sub Junior categories in this discipline. (15/11/21)

86.3. Prize money for combined groups

86.3.1. From Sub Vet and older, prize money is allocated across the combined group, e.g., Sub Vet.

86.4 Medal winners and prize money allocation

86.4.1 Per number of riders prize money and medals should only be awarded as follows:

No. of starters	Positions for medals	Positions for prize money
5	1st - 2nd - 3rd	1st - 2nd - 3rd
4	1st - 2nd - 3rd	1st - 2nd - 3rd
3	1st - 2nd	1st - 2nd

86.4.2 If there are fewer than 3 riders in any category at National or Provincial Championships, then the Championship and any awards, trophies or jerseys may not be granted, and there will be no champion crowned. (15/11/21)

86.5 Earning points in your actual age group

Where riders are required to ride in a different age group due to insufficient numbers, they will still earn log points for their position in the age group in which they rode. These points will be allocated to them in their actual licence age group. This will reward commitment and consistency, but not penalize riders who have to ride younger/older age groups due to low numbers.

86.6 MTB Disciplines – National or Provincial Cup Series

The following mountain bike disciplines may count towards National or Provincial Cup Series titles, if run as a national or provincial series in any particular year. The Management Committee will decide before each annual series how many races in each discipline will constitute the national cup series and in what manner points will be accumulated. (01/01/21)

86.6.1. Cross Country

86.6.2. Downhill

86.6.3. Marathon

86.6.4. Enduro

## 87 National or Provincial Champion

87.1 To be a National or Provincial Champion a rider must be a citizen or permanent resident of South Africa (or the respective Province for Provincial events). Non-citizens/residents may compete in a National or Provincial Championship race and be eligible for cash or merchandise awards but are not eligible to become the National or Provincial Champion or receive Cycling South Africa championship medals. (15/11/21)

- 87.2 The National or Provincial Champion will be the person who wins the respective Championship event on a day which is determined from year to year by either CSA, or the respective Provincial MTB Commission. (15/11/21)

## 89 Points System

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- 89.1 The points system for National and Provincial races is as follows for all categories and age classes regardless of the number of riders in a category.
- 89.2 Cross Country and Downhill  
See Annexure 3
- 89.3 Lapped riders  
Lapped riders in Cross Country races are allocated points for the relative position in which they completed their last lap when pulled off at the finish after the winner has passed through.  
[Lapped riders in combined categories will be pulled off after the winner of the combined group has passed through.]
- 89.4 80% Rule **Removed (30/06/22)**
- 89.5 Overall points  
The overall points earned by each rider are determined by the total race results for XCO or DHI during the season.
- 89.6 Splitting a tie-on Points  
If there is a tie in the overall standings for the season, the result of the most recent race will count to split the tie. It is not mandatory to compete in the final race to gain an overall result for the season
- 89.7 All riders ranked after a rider DSQ are re-ranked one place higher within the affected phase only. No rider eliminated in an earlier phase can move up in the final classification. For example, in case of a DSQ in the big final, all riders ranked after the DSQ rider will be ranked one place higher and the rank four in the final classification will remain unallocated.  
(UCI 01/01/19)

**90 World Cup Events**

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- 91.1.1 Riders must have authorization from Cycling SA MTB to compete in World Cup races. This may be obtained for a full season if a UCI-registered trade team will be submitting their race entries.
  
- 91.1.2 Riders are personally responsible to request that they be entered in a World Cup event. Such request must be in writing with accommodation information and must specifically state that the rider accepts liability for payment of the full entry fee. This request must be received a minimum of 21 days before the event.
  
- 91.1.3 Riders who do not register for a race in which they have been entered by Cycling SA MTB will be liable for immediate payment of the full entry fee as well as all penalties incurred to Cycling SA MTB.

## ANNEXURE 1 : MINIMUM MEDICAL AND FIRST AID REQUIREMENTS

### **A. General**

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- a) Organiser to ensure that the medical personnel are appropriately qualified
- b) Organiser must have a safety file.
- c) A report must be submitted by the Organiser and/or the Host Province to CYCLING SA MTB within seven working days of the end of the race listing all injuries and treatments rendered with the rider's name and number.
- d) The commissaire may include a copy of this report a separate report is not required. (01/01/2020)

### **B. Ambulances – Base Units – Mobile**

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- a) Base Unit at Finish Line: A base unit, with paramedic personnel in attendance, must be set up near the finish **line at** all official training sessions and races.
- b) The first aid area must be centrally located and identified to all participants.
- c) At least one ambulance must be on site at all races during official training and racing.
- d) If the ambulance needs to leave the venue to transport an injured rider, there must be another ambulance in attendance, on site, before the race can continue.
- e) For marathon events, there must be an ambulance on the route, and a 2<sup>nd</sup> ambulance at the finish.
- f) Potential hazard areas must be clearly identified and should be accessible by ambulance (four-wheel drive if necessary). Maps must be distributed to the medical crew.
- g) Ideally motor bikes or quad bikes must 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.

### **C. Medical Personnel**

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- a) All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique
- b) Paramedics must be placed in key locations on the courses that will be in use for each day of competition and be positioned so that they may react within a reasonable time frame to an incident ideally without having to travel too far
- c) All rescue personnel must have access to radios or cell phones and must be in radio contact with each other, with Race Organisers, and with the Chief Commissaire in case of an emergency.
- d) For all events, at least 2 fully qualified paramedics should be in attendance, but this depends on the number of competitors and nature of the terrain. The minimum qualified at Intermediate Life Support [ILS] level; at bigger events ALS recommended.
- e) For all events at least 1 doctor must be on full standby, but this depends on the number of competitors and nature of the terrain.
- f) Medical crew must ensure that they understand the course map and all the emergency access routes.

## ANNEXURE 2 : POINTS SCALE FOR NATIONAL, REGIONAL AND PROVINCIAL RACES

Finish Position	Final		Seeding or Qualifier 25%
	Points	Split	
1	200	-	50
2	170	30	43
3	150	20	38
4	135	15	34
5	125	10	32
6	120	5	30
7	115	5	29
8	110	5	28
9	105	5	27
10	100	5	25
11	96	4	24
12	92	4	23
13	88	4	22
14	84	4	21
15	80	4	20
16	76	4	19
17	72	4	18
18	68	4	17
19	64	4	16
20	60	4	15
21	57	3	15
22	54	3	14
23	51	3	13
24	48	3	12
25	45	3	12
26	42	3	11
27	39	3	10
28	36	3	10
29	33	3	9
30	30	3	8
31	28	2	8
32	26	2	7
33	24	2	7
34	22	2	6
35	20	2	6
36	18	2	5
37	16	2	5
38	14	2	4
39	12	2	4
40	11	1	3
41	10	1	3
42	9	1	3
43	8	1	3
44	7	1	2
45	6	1	2
46	5	1	2
47	4	1	2
48	3	1	1
49	2	1	1
50	1	1	1

## ANNEXURE 3 : NATIONAL CHAMPIONSHIPS UCI POINTS

Finish Position	Elite	U23	Junior
1	100	50	40
2	90	35	30
3	70	25	20
4	60	15	10
5	50	5	5
6	40	x	x
7	30		
8	20		
9	10		
10	5		
11	X		
12			
13			

## ANNEXURE 4 : MTB RACE INCIDENTS TABLE

<b>Discipline</b>	<b>Event</b>
<b>Mountain Bike</b>	<b>Other events</b>
<b>Race incidents</b>	
1. Bicycle	
1.1. Appearance at the start of a race or stage with a bicycle that does not comply with the regulations	start refused
1.2. Use of a bicycle that does not comply with the regulations in a race	elimination or disqualification
1.3. Use or presence of a bicycle that does not comply with article 1.3.010 (cf. art. 12.4.003) CSA section 14	rider: disqualification
2. Clothing and helmet	
2.1.1. Presentation at the start with noncompliant clothing (art. 1.3.033) CSA section 15.	start refused
2.1.2. Use of non-compliant clothing during an event (art. 1.3.033) CSA section 15	elimination or disqualification
2.2. Rider at the start without mandatory helmet	start refused
2.3. Rider taking off mandatory helmet during the Race	elimination and 100CHF fine
3. Body number, shoulder number, bicycle number or frame number modified or not positioned in accordance with the regulations	
3.1. One-day race	rider: 30CHF fine
3.2. Stage race	1st offence: 30CHF fine 2nd offence: 50CHF fine 3rd offence: elimination
4. Deliberate deviation from the race route, attempting to be placed without having covered the entire race route by bicycle, resuming the race after getting into a vehicle or onto a motorbike.	Rider: 100CHF fine and elimination
5. Unintentional detour from the race route constituting an advantage	Time trial: 20'' penalty Stage race: relegation to last place in the group One-day event: elimination
6. Failure to respect the instructions of the race organization or commissaires	Rider: 100CHF fine Other license holder: 50 to 200CHF fine
7. Recrossing the finish line in the direction of the race while still wearing a body number	Rider: warning
<b>Mountain Bike Events</b>	



8. Irregular assistance	
<p>a) Feeding outside the Feed/Technical Assistance Zone ONE DAY RACE STAGE RACE</p> <p>b) Team Manager running in the Feed/Technical Assistance Zone ONE DAY RACE STAGE RACE</p> <p>c) Spraying water on riders or bicycles</p> <p>d) Irregular mechanic assistance ONE DAY RACE STAGE RACE</p>	<p>DSQ rider and 50CHF fine Team Manger 1' penalization in the stage results rider</p> <p>1st offence warning 2nd offence TM pass withdrawal 1st offence warning 2nd offence TM pass withdrawal and 30" penalization rider</p> <p>Official warning</p> <p>DSQ rider and 50CHF fine mechanic 1st offence 1' penalization in stage results rider and 50CHF fine mechanic 2nd offence DSQ rider and 100CHF fine mechanic</p>
9. Rider turn back on the course to reach Feed/Technical Assistance Zone	DSQ
10. Rider failing to respect the rules for the start	50CHF fine
11. Use of a means of communication	Start refused or DSQ (if find during the race)
12. Delayed or lapped rider continuing the race in breach of the regulations	DSQ
13. Rider fails to return to the course as in art 4.1.035 CSA section 31.	DSQ
14. Failure to display handlebar number during Training	50CHF fine rider 100CHF fine team
15. Identification frame number modified	50CHF fine
16. Alter the course	DSQ rider – accreditation removed
17. Passing through a level crossing that is closed	DSQ
<p>18. Irregular sprint ONE DAY RACE</p> <p>STAGE RACE</p>	<p>REL to the last place in the rider's group or DSQ at sole discretion of the commissaires' panel in case of serious cases</p> <p>1st offence REL and 30" penalization in the stage results. 2nd offence DSQ</p>
<p>19. Training outside training time during the event and when course stated as "closed" on the event schedule ONE DAY RACE</p>	<p>1st offence 50CHF fine 2nd offence Start refused</p>

STAGE RACE	1st offence 30'' penalization in the stage results 2nd offence 1' penalization in the stage results
20. Cutting the course – short cut ONE DAY RACE  STAGE RACE	DSQ or  REL depending on the length of the cut 2'-5' penalization in the stage results (or a time major to the gained advantage)
21. Start with damaged or no regular helmet	Start refused
22. Rider taking off mandatory helmet during the race	DSQ
23. Failure to wear the race leader's jersey ONE DAY RACE  STAGE RACE	1st offence 100CHF fine 2nd offence start refused and 100CHF fine  1st offence 30'' penalisation in stage results 2nd offence start refused and 100CHF fine
24. Failing to attend official ceremonies	100CHF fine
26. Non-compliant clothing during podium ceremony	100CHF fine
28. Insult, threats, inappropriate behavior	Any license holder 50 to 200CHF fine
27. Act of violence a) Among riders ONE DAY RACE STAGE RACE  b) Towards any other person ONE DAY RACE  STAGE RACE	DSQ 100 fine plus 1' penalization  Rider DSQ + 100 fine Other license holder 1000CHF fine  Rider DSQ + 100 fine Other license holder 1000CHF fine
28. <b>DOWNHILL EVENTS</b> a) Rider no completing at least 2 training runs b) Start training run below the start line c) Rider no wearing protections imposed by the national federation	DSQ  DSQ Start refused
29. <b>ENDURO EVENTS</b> a) Rider without bike mark at the finish b) Deliberate obstruction of the fastest rider	1' penalization 1' penalization

All fines are in Swiss Franc (15/11/21)  
(Source UCI Part IV) (01/01/19)

**ANNEXURE 5 : NATIONAL CHAMPION JERSEY**

[DELETED] – REFER TO THE NATIONAL COLOURS AND CHAMPIONSHIP POLICY OF CYCLING SA.