

***2010
SA-MTB
MOUNTAIN BIKE
REGULATIONS***

2010 SA-MTB Mountain Bike Regulations

1 GENERAL REGULATIONS.

These regulations are based mainly on the UCI Mountain Bike Regulations. Revision of the regulations is the responsibility of the College of Commissaires in collaboration with the Technical Director. These Regulations are the property of SA-MTB and any race organiser applying them must state in event information that SA-MTB Regulations are applicable.

At UCI Category status events in South Africa the UCI regulations take precedent over these regulations.(text modified 26 February 2009)

1.1 **Racing License and Identification**

1.1.1 A valid **Cycling South Africa** license or foreign license is required for participation in all basic racing events for which a permit or race sanctioning has been issued by SAMTB, including, but not limited to Downhill, Time trial, Cross country, Dual slalom, Dual ,Mountain Bike Marathons and Observed trials. **The licensing requirements for all cycling events are determined by Cycling South Africa and may vary from season to season.**
(Text Modified 27 November 2009)

All timed cycling events require the participant to carry a license. Exemptions may be granted, after due application to the province, AND the relevant Cycling SA commission, and therefore never implied. Cycling SA reserves the right to query and revoke such status at any time prior to such an event

A rider must present his/her license at registration in order to compete. Any rider who cannot present an annual licence must purchase a **Day Licence** for that event. Lost licenses may be replaced on payment of the required fee to the licensing department of the Cycling South Africa.

Events will be sanctioned by the governing body of the sport and licensed riders ~~should not~~ **shall not** compete in non-sanctioned events (Text Modified 27 November 2009)

1.2 **Age 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 SAMTB license.

1.2.1 The South African 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:

WOMEN

Junior: 17 - 18 years
Elite: 19 years & over
Master: 30 years & over
-Sub Veteran: 30 - 39 years
-Veterans: 40 - 49 years
-Master: 50 + years

MEN

Junior: 17 - 18 years
Elite U/23: 19 - 22 years
Elite 23 years and over
Masters: 30 years & over
-Sub Veteran: 30 - 39 years
-Veteran: 40 - 49 years
- Master: 50 + years

1.2.2 The following age and racing classes may be run in the national championship series if at least 5 riders register in a category:

1.2.2.1

WOMEN

Code	Category	Age in yrs
FW	Fun Ride Women:	Open
IW	Intermediate:	19+
JW	Junior:	16 - 18
EW	Elite:	19 - 29
SX	Sub-Veteran:	30 - 39
VW	Veteran:	40 - 49
MW	Master:	50 + years

MEN

Code	Category	Age in yrs
FM	Fun Ride Men:	Open
IM	Intermediate:	19 +
JM	Junior:	16 - 18
UM	Elite U/23:	19 - 22
EM	Elite:	23 - 29
SV	Sub-Veteran:	30 - 39
VM	Veteran:	40 - 49
MM	Master:	50 - 59
GM	Grand Master	60 + years

(Veteran & Sub-Veteran Men may be split into 5 year age groups if numbers permit.)

Intermediate Class is not raced at Provincial and National events.

- 1.2.2.2 In addition, age category winners may be recognised in the following age classes if at least 5 riders register in each age group:

<u>Code</u>	<u>Category</u>	<u>Age Class</u>	<u>Age yrs</u>	<u>Notes</u>
NG/NB	Nippers	10 and Under	10 & Under	Girls and boys may race together
SG	Sprogs Girls	Under 13	11 - 12	Girls only
SB	Sprogs Boys	Under 13	11 - 12	Boys only
JG	Sub Junior Girls	Under 14	13 - 14	Girls only
JB	Sub Junior Boys	Under 14	13 - 14	Boys only
YW	Youth Women	Under 16	15 - 16	Women only
YM	Youth Men	Under 16	15 - 16	Men only
JW	Junior Women	Under 19	17 - 18	Women only
JM	Junior Men	Under 19	17 - 18	Men only

(Text Modified 26 February 2009)

Note specific rules regarding age categories for Marathon (XCM) events under Clause 5
(Text Modified 27 Nov 2009)

- 1.2.2.3 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 SA-MTB.
- 1.2.2.4 Each rider can be categorised according to ability as follows:
- | | |
|--------------|-------------------------------------|
| Novice | First Time Competitor |
| Sport | Casual or 'Fun' competitor |
| Intermediate | Experienced but less advanced rider |
| Elite | Very advanced competitor |
- 1.2.2.5 If fewer than five riders register for a **category** within the same age class, they may be required to move to the next highest category within the same age class.
- 1.2.2.6 If fewer than five riders register for an **age class**, then they may be required to move up to the next age class if under 23 years, or down an age class if over 29 years.

Category Upgrading

- 1.2.3.1 A rider may advance as quickly as he/she wishes. A rider who feels he/she can start racing in a more advanced category is welcome to do so. However, once classified, a rider will not be permitted to downgrade to a less difficult category. The downgrading/upgrading of a category must be noted on the racing license by SA-MTB.
- 1.2.3.2 An Intermediate rider must advance to the Elite category if he finishes in the top 3 at the end of the national series in any season. Failure to do so may result in license suspension.
- 1.2.3.3 A rider, who feels that he/she has advanced too quickly, or in other exceptional circumstances, may ask for reclassification by written request to SA-MTB identifying his/her reasoning.

1.2.4 Event Categories

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.

- 1.2.4.2 For purposes of these rules, the National Cup Series & the National Championship will be regarded as a Category E2 event, and other National races as E2. The Provincial Championships in each province will be "Category P" events. The above is only applicable if these events have been registered as such on the UCI Calendar.

1.3 The Venue

- 1.3.1 The course for a mountain bike race should include, where possible, forest roads and tracks, fields, earth or gravel paths. Paved or tarred/asphalt roads should not exceed 15% of the total course.

1.3.2 **Start and Finish.**

- 1.3.2.1 The start and/or finish banners must be placed immediately above the start and finish lines (minimum clearance 3 metres) and cover the whole width of the riding surface.
- 1.3.2.2 The riding area at the start for events where riders start in groups must be:
- XC -At least 6 meters wide for a minimum distance of 30 meters before the line.
 - XC -At least 6 meters wide for a minimum of 100 meters after the line.
 - XC-Either on the flat or climbing for a minimum of 750m, or 3 minutes after which the riding area may narrow.
 - XC Marathon – course must be at least 6 metres wide for at least one kilometre when it can then narrow but must not cause a bottleneck.
- 1.3.2.3 The riding area at the finish for events where riders may finish in groups must be:
- At least 4 meters wide for a minimum distance of 50 meters before the finish line.
 - At least 4 meters wide for a minimum distance of 20 meters after the finish line.
 - Either on the flat or climbing.
- 1.3.2.4 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.
- 1.3.2.5 For Downhill events the start area must be at least 2 meters wide and the finish area must be at least 6 meters wide.
- 1.3.2.6 There must be an additional braking area of a minimum 50m after the finish line. This area must be free of bumps.
- 1.3.2.7 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.
- 1.3.2.8 Marathon XCM:- The start line shall be at least 6 metres wide. The 1st few kilometres 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 at least 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. Finish area–will be the same as for the XC

1.3.2.9 Inflatable arches crossing or straddling the circuit are not recommended unless backup power in the form of a generator which is readily available in the event of a power failure. These arches will need to be phased out over time (Text modified 26 November 2009)

1.3.3 **The Course**

- 1.3.3.1 The course must be free of all significant obstacles which have not been planned and/or notified to the riders.
- 1.3.3.2 The **XC** 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.
- 1.3.3.3. The **Marathon** course must be marked every 10 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.
- 1.3.3.4 Extended single-track sections must also have periodic passing sections. Most of the course should be wide enough for a skilled rider to squeeze past

1.3.4. **Facilities**

- 1.3.4.1 The race organiser must set aside an area near the bike marking and staging area where riders may prepare themselves for the event.
- 1.3.4.2 The Commissaires must be provided with suitable facilities for their work, close to the start line and the finish line.

- 1.3.4.3 The race organisation and the secretariat will be situated in a closed and covered office.
- 1.3.4.4 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.
- 1.3.4.5 Only essential vehicles of the organisation, security, safety and the media are permitted access to the course.
- 1.3.4.6 Spectators, including those on bikes, must be kept off the course at all official training and racing times.
- 1.3.4.7. The race organisation must provide radios for the College of Commissaires. At least 5 radios are necessary to facilitate communication among the Commissaires. These radios must have one channel available for the exclusive use of the College of Commissaires. The Commissaires must be able to reach the Race Director using a different channel on the same radio.

1.4 **Description of Official Duties.**

1.4.1 **The Technical Delegate.**

For Category E events this person will be appointed by SA-MTB, and for Category P events by the host province.

- 1.4.1.1 He/she is responsible for the technical aspects of the event and is the liaison between SA-MTB, and/or the province, and the organizers.
- 1.4.1.2 Must make an advance inspection of the site, meet with the organizers, and immediately make a site inspection report to SA-MTB for Category E events, and to the host province for Category P events. A copy must be provided to the organizer.
- 1.4.1.3 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.
- 1.4.1.4 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.
- 1.4.1.5 Oversee the work of the College of Commissaires and make a confidential report back to SA-MTB or the province depending on the event category.
- 1.4.1.6 Once the first official training session has commenced, allocate the responsibility for the conduct of the competition to the College of Commissaires.

1.4.2 **The College of Commissaires:**

The SA-MTB College of Commissaires will be managed and chaired by the Commissaires Director who will be elected by the College of Commissaires for that season.

1.4.2.1 **Chief Commissaire:**

- 1.4.2.1.1 For Category E events the Chief Commissaire will be appointed by the Commissaire Director and must be at least a National Commissaire. For Category P events the appointment is made by the host Province.

- 1.4.2.1.2 He/she is responsible for the overall competition. Supervises the start arrangements, the officials, the Commissaires and the results service. Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the completion of his/her duties. Will discuss any penalties with the appropriate officials. Receives complaints from competitors.

1.4.2.2 **Assistant Chief Commissaire:**

- 1.4.2.2.1 For Category E events will be appointed by the Commissaire Director and must be at least a National Commissaire. For Category P events the appointed is made by the host Province.

- 1.4.2.2.2 He/she is directly responsible to the Chief Commissaire and will act as the Chief Commissaire's representative when he/she is not available. Will assist the Chief Commissaire in the completion of his/her duties.
- 1.4.2.3 Secretary Commissaire:**
- 1.4.2.3.1 Must be at least a Provincial Commissaire and will note the name, age, category, country, validity of the licence, licence number and race number of competitors who have entered the race.
- 1.4.2.3.2 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.
- 1.4.2.3.3 The Secretary Commissaire collaborates with the Race Director or his/her representative in the completion of his/her duties.
- 1.4.2.4 Finish Commissaire:**
- 1.4.2.4.1 Must be at least a Provincial Commissaire and will decide the order of finish of the riders at the end of the race.
- 1.4.2.4.2 Will be assisted by a minimum of 3 Marshals. They should be placed on each side of the finish line.
- 1.4.2.4.3 The finish will be judged by a perpendicular line drawn from the front of the tyre of the front wheel to the finish line.
- 1.4.2.5 Start Commissaire:**
- 1.4.2.5.1 The Start Commissaire must be at least a Provincial Commissaire and will check that the competitors are present, that they use bikes which are marked where appropriate, and wear authorised clothing.
- 1.4.2.6 **Marathon Commissaire** – Sanctioned XCM events should have at least one national Commissaire but preferable two present to oversee the event. This includes liaison with event organisers, review of the start and finish areas, the course (if possible physical inspection of at least sections of the course to assess course, markings and terrain). Oversee the results and verify the accuracy of such results.
- Address any protests or penalties and assist with queries regarding the results.
- 1.4.3 Race Officials :**
- 1.4.3.1 Marshals:**
- 1.4.3.1.1 The race organisation must provide enough marshals to ensure the safety of the riders and spectators.
- 1.4.3.1.2 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.
- 1.4.3.1.3 Marshals must be positioned to provide sufficient radio control points along the course.
- 1.4.3.1.4 They should each have food, drink, appropriate clothing, a whistle, a radio.
- 1.4.3.1.5 They should be easily identifiable with a distinct mark or uniform.
- 1.4.3.1.6 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.
- 1.4.4 Timekeepers**
- 1.4.4.1 Will time each competitor and collaborate with the commissaires at the start and the finish in the completion of their duties.
- 1.4.4.2 At marathon events various timing methods are used, often electronic chip timing. The commissaries must liaise closely with the timing crews at all times.

- 1.4.5. **Race Director**
- 1.4.5.1 The Race Director will co-ordinate the organisation of the race and ensure that adequate personnel for each duty are available.
- 1.4.5.2 Will ensure that training and competition can be safely held
- Will arrange provision of all necessary equipment and facilities for the event.
- 1.5 **Identification of Riders during Competition.**
- 1.5.1 Competitors must fasten numbers supplied by the Race Organisation as follows:
- 1.5.1.1 One number to be placed on the front of the bike - the Front Number Plate.
- 1.5.1.2 A body Number may be supplied - to be placed on the central lower back -.
- 1.5.2 These numbers are applicable to all forms of Mountain Bike Competition.
- 1.5.3 The figures on the Front Number Plate must have a minimum height of 8 cm. and a minimum width of 1.5 cm.
- 1.5.4 The figures on the Body Number must have a minimum height of 12 cm. and a minimum width of 2 cm.
- 1.5.6 All figures must be block figures.
- 1.5.7 The outside dimensions of all numbers must not exceed the following:
- 1.5.7.1 Front Number Plate 18 cm by 18 cm.
- 1.5.7.2 Body Number 20 cm (wide) by 18 cm (high).
- 1.5.7.3 Shoulder Number 12 cm (wide) by 8 cm (high).
- 1.5.8 Only the organisation may place advertising on the Front Number Plate, the Body Number, and the Shoulder Number.
- 1.5.9 Advertising on the Front Number Plate, the Body Number, and the Shoulder Number cannot exceed 6 cm in height maximum.
- 1.5.10 The background colour of all numbers will be white with the figures in black.
- 1.5.11 Race numbers must be waterproof.
- 1.5.12 Riders must not cut, fold or mutilate race numbers.
- 1.6 **Mountain Bike Competition Types**
- 1.6.1 All bicycles used in all forms of mountain bike competition must be powered by human power alone.
- 1.6.2 **Types of MTB Competition**
- 1.6.2.1 **Cross Country Circuit racing or "XCO".**
A course should be a minimum of 6 kilometres around. The duration of the race varies from category to category [see 2.1.2 for optimum times per category].
- 1.6.2.2 **Cross Country Point to point racing or "PP".**
The course should be a minimum of 30 kilometres 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.
- 1.6.2.3 **Cross Country Short Course racing or "SC".**
An SC course should be a maximum of 6 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.

- 1.6.2.4. Marathons or Enduro Racing "XCM"
The course shall be a minimum distance of 60 Kilometres and no more than 100 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 are forbidden for national level events.
- 1.6.2.5 Orienteering
A long distance, paced event incorporating trials (bike handling), skills (mechanical problem solving), trail (map reading) and speed (physical endurance) sections, multiple check points and varying degrees of course difficulty. May take place over two or more days.
- 1.6.3 Downhill or "DH"
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.
- 1.6.4 Hill Climb or "HC"
A point to point course containing at least 80% of uphill riding. Group or single (time trial) starts are possible. The course starts in one location and finishes in another at a higher elevation.
- 1.6.5 Observed Trials or "OT"
Marked out sections with varying degrees of difficulty where the rider is penalised on a sliding points scale for mistakes made in attempting to "clear" sections. The trials regulations of the UCI Trials Commission will be used as a reference.
- 1.6.6 Dual Slalom or "DS"
Two competitors race head to head down a course set with flexible poles. First past the line is the winner. A series of elimination races determines the overall winners.
- 1.6.6.1 Dual or "DL"
An event where a series of elimination races are held between pairings of riders racing head to head down a common course.
- 1.6.7 Stage Race or "SR"
An event judged on total time/points resulting from several races of the same or differing disciplines of racing over two or more days.
- 1.6.7.1 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). These will be listed as Category D events.
- 1.6.7.2 Minor Stage Races will be a minimum of 2 days and a maximum of 4 days (including any prologue). These will be listed as Category E "SR" events.
- 1.7 **Running the Competition**
- 1.7.1 Preliminaries.
- 1.7.1.1 One of the race commissaires will check that the course is correctly marked and safe. A report of this check will made to the Chief Commissaire and the Race Director (and the Technical Delegate if applicable).
- 1.7.1.2 The checking and control of licenses and the signing on will take place in an office at the race venue.
- 1.7.1.3 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.
- 1.7.1.4 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.

- 1.7.1.5 The race route is fixed before the start and each rider will receive a map or have access to a map of the route must be available when signing on. Riders or bonafide Team Managers must also attend a pre-race briefing, or will be briefed on the start line, which will contain any specific regulation changes.
- 1.7.1.6 Any last minute changes to race procedures must be made known to the riders at the start line before the start of their race.
- 1.7.2 **The Start Procedure.**
- 1.7.2.1 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.
- 1.7.2.2 Seedings :-Marathons:-The riders will seeded according to their rankings in other Marathons, SA National Team Cross country or Road events and will also start in the 1st group
- 1.7.2.3 The start briefing will be given in English
- 1.7.2.4 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.
- 1.7.2.5 As a minimum for mass start events, start announcements will be made at 5, 4, 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The Start Commissaire will then start the race somewhere between 15 seconds and 0 seconds. No countdown announcement can be given when there is less than 15 seconds remaining.
- 1.7.2.6 In mass start events, the tape or ribbon used at the start must be raised at the 30 seconds start announcement.
- 1.7.2.7 Mass start competitions will be started by a starter's pistol or gun which will be fired by the Start Commissaire. Where a pistol is not available a whistle, siren or hooter can be used.
- 1.7.2.8 Riders who jump the start may receive a time penalty or be disqualified.
- 1.7.2.9 The Start Commissaire can declare a false start if one or more riders will have been placed at a disadvantage. At 75m after the start line, course marshals with special identification will be standing on the side of the course and will be ready to stop the race by waving red flags if the Start Commissaire declares a false start.
- 1.7.2.10 In mass start events the Start Commissaire will declare a false start with the firing of the starter's pistol with a double shot. This must be immediately followed by an announcement by the Start Commissaire that a false start has been declared.
- 1.7.2.11 The Start Commissaire is in control of the public address system from two minutes prior to the start, until the start has been completed.
- 1.8. **The Race.**
- 1.8.1 Riders must complete the entire distance of the race and the responsibility for following the official route lies with the rider.
- 1.8.2 A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.
- 1.8.3 If a rider exits the route of the course for any reason, he/she must return to the course at the exact same point from which he/she exited.
- 1.8.4 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.
- 1.8.5 A rider may receive technical assistance along the course from a fellow competitor but not from anyone outside of the course . **(see 2.2 and 2.3 for addition details)**

- 1.8.6 A rider may only change his/her bike or receive any technical assistance between races or stages.
- 1.8.7 A rider must act in a polite manner at all times and permit any faster rider to overtake without obstructing.
- 1.8.8 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.
- 1.8.9 No glass containers of any kind are permitted on or near the course.
- 1.8.10 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.
- 1.9 **Equipment.**
- 1.9.1 It is forbidden to use metal screws or spikes in the tyres of the bicycle.
- 1.9.2 Bicycles must use a wheel on both front and back for all disciplines of Mountain Bike competition that is no bigger than 26 inches. Mountain bikes using two 29" wheels may now also be used.
- 1.9.3 Bicycles shall have at least two brakes which are in good working condition.
- 1.9.4 Handlebar ends and Handlebar extensions shall be plugged and must not have sharp or jagged edges.
- 1.9.5 Footwear shall be fully enclosed.
- 1.9.6 A competitor must wear appropriate riding attire, including a shirt.
- 1.9.7 Eye protection is strongly recommended.
- 1.9.8 Wearing of a helmet is mandatory during training and racing.
- 1.9.9 All bicycles used in all forms of mountain bike competition must be powered by human power alone
- 1.9.10 In all forms of mountain bike competition:-
- 1.9.10.1 The use of radio links or other remote means of communication with riders during an race is forbidden.
- 1.9.10.2 The use by any rider of any form of music player or other similar device ie. iPod, MP3, walkman etc, is strongly discouraged as these devices restrict the riders hearing and are considered dangerous to the rider and other riders.
- 1.10 **List of Penalties**
- 1.10.1 The penalties applicable to anti-doping infractions are dealt with in the [Anti-Doping Regulations](#).
- 1.10.2 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.**
- 1.10.3 Jersey pulling, pushing or pulling another competitor (whether given or received), leaning on another competitor, irregular assistance between riders of different teams may lead to relegation in the results and repeated occurrences may result in disqualification.
- 1.10.4 Obstruction of any rider in the final sprint, un-sporting conduct towards another rider with the intention of restricting movement, taking a shortcut, substitution for another rider, taking both hands off the handlebars in the final sprint may result in relegation or disqualification.
- 1.10.5 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.

- 1.10.6 Fighting between competitors or with an official or member of the organisation or public will be penalised by disqualification and exclusion from the result. A severe offence can justify a recommendation for suspension.
- 1.10.7 Pollution or discarding of wrappers packaging or containers,-Warning followed by a fine for repeated offences. Recommended that disqualification be considered.
- 1.10.7 Affiliated Federations, Provinces and Clubs are obliged to respect suspensions imposed on riders by other affiliated Federations, Provinces or Clubs.

1.11 Penalties.

- 1.11.1 Penalties can be imposed according to the nature of the offence and one or more of the following can be used:
 - 1.11.2 Verbal warning.
 - 1.11.3 Fine. (Minimum R 200-00).
 - 1.11.4 Relegation of position (by one or more positions).
 - 1.11.5 Time or points penalty.
 - 1.11.6 Disqualification.
 - 1.11.7 Suspension.
- 1.11.8 The SA-MTB penalty form will be used by Commissaires for all penalties.
- 1.11.9 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.

1.12 Protests

- 1.12.1 Any rider who considers he 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. The rider must submit his/her protest in writing and it must be signed and presented within 15 minutes of the end of his/her race along with a minimum fee of R 200-00 to the Chief Commissaire. The Chief Commissaire will send any funds collected in the form of fines and protests to the SA-MTB Head Quarters together with their event report.
- 1.12.2 A protest against results must be submitted in writing and it must be signed and presented within 15 minutes of posting of results along with a fee of R 200-00.
- 1.12.3 If a protest involves one of the top five finishers, the awards ceremony will be delayed until the decision of the College of Commissaires is reached.
- 1.12.4 Any appeals against penalties imposed by the College of Commissaires must be received within 15 minutes of the communication of the penalty by the College of Commissaires. A fee of R 200-00 must accompany this protest.
- 1.12.5 The College of Commissaires, in conjunction with the Technical Delegate, or, in his absence, any other National Commissaire will deliberate. Any decision made will be final.
- 1.12.6 if an appeal involves one of the top five finishers; the awards ceremony will be delayed until the decision is reached.
- 1.12.7 Ignorance of the regulations is not admitted as an excuse.

2 GENERAL REGULATIONS APPLICABLE TO CROSS COUNTRY COMPETITION.

2.1. Course Design Parameters

2.1.1 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.

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

	<u>UCI Category</u>	Minimum	Optimum	Maximum
2.1.2.1.	Junior Men	1:30	1:45	2:00
2.1.2.2.	Junior Women	1:15	1:30	1:45
2.1.2.3.	Elite Men U/23	2:00	2:15	2:30
2.1.2.4.	Elite Men	2:00	2:15	2:30
2.1.2.5.	Elite Women	2:00	2:15	2:30
2.1.2.6.	Masters Men	1:30	1:45	2:00
2.1.2.7.	Masters Women	1:15	1:30	1:45

SA-MTB Category

2.1.2.8	Sprogs	0:45	1:00	1:15
2.1.2.9	Youth Women	1:00	1:15	1:30
2.1.2.10	Sub Juniors	1:00	1:15	1:30
2.1.2.11	Funride Men & Women	0:45	1:00	1:15
2.1.2.12	Youth Men	1:15	1:30	1:45
2.1.2.13	Intermediate Men	1:15	1:30	1:45
2.1.2.14	Intermediate Women	1:15	1:30	1:45
2.1.2.15	Sub Veteran Women	1:30	1:45	2:00
2.1.2.16	Sub Veteran Men	1:30	1:45	2:00
2.1.2.17	Veteran Women	1:15	1:30	1:45
2.1.2.18	Veteran Men	1:30	1:45	2:00
2.1.2.18	Master Women	1:00	1:15	1:30
2.1.2.19	Master Men	1:15	1:30	1:45

2.1.3 Riders that withdraw from their event prior to being verified by the Commissaires as a lapped rider or an official finisher, are classed as *"Did Not Finish"*, and will lose all benefits, such as a placing, competition points and ranking points.

2.1.4 Course Marking

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

2.1.4.1 The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white or yellow or distinctive background

2.1.4.2 They will have a minimum height of 30 cm and a minimum length of 60 cm.

2.1.4.3 They will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations.

2.1.4.4 They will be placed at frequent intervals along the course to confirm to the rider that he/she is following the correct course.

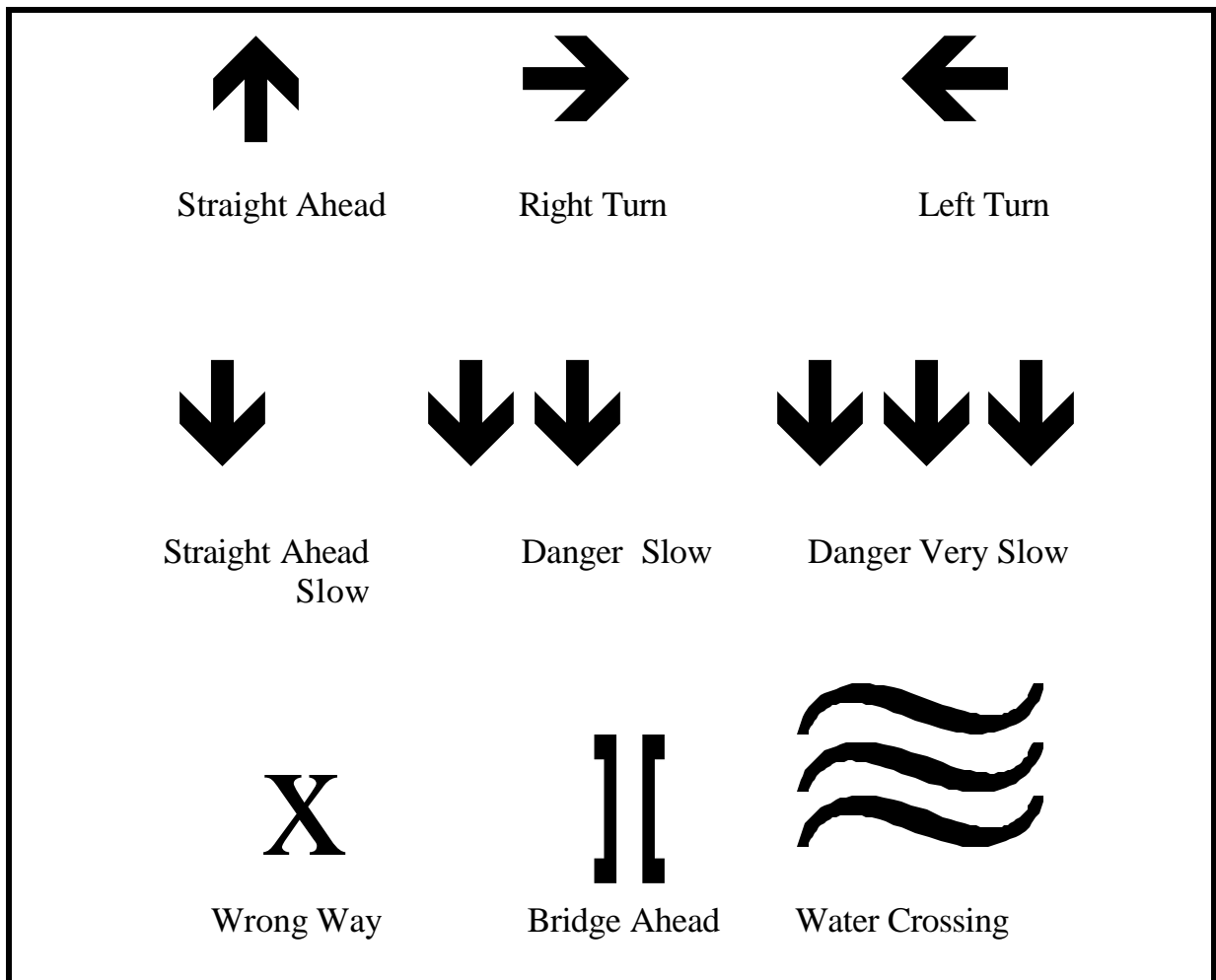
2.1.4.5 Arrows **and other markers used** should be placed on the riders' **left hand side of the course in all instances where practical**.
(Text Modified 27 November 2009)

2.1.4.6 Each intersection will be marked by an arrow placed 30 meters before the intersection.

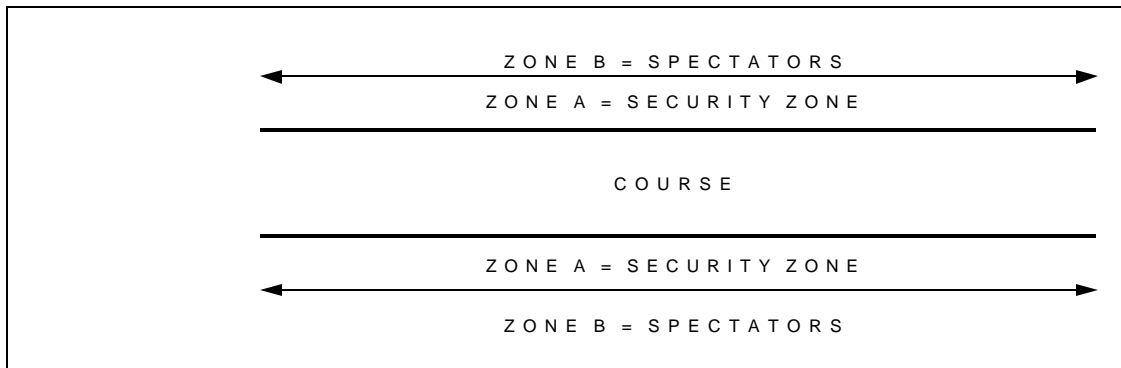
2.1.4.7 Another arrow will be placed at the intersection.

2.1.4.8 Another arrow will be placed 30 meters after the intersection to confirm the correct route.

- 2.1.4.9 A sign "X" will be positioned within easy eyesight to mark the wrong direction.
- 2.1.4.10 In all potentially dangerous situations, 1 or more arrows will be placed upside down 30 meters before the obstacle, and also at the obstacle.
- 2.1.4.11 Two or more upside down arrows mean a more dangerous situation.
- 2.1.4.12 Three or more upside down arrows means a most dangerous situation, proceed with caution.
- 2.1.4.13 Replicas of the following signs must be used:



- 2.1.4.14 In areas where there are steep and/or potentially dangerous downhill sections cross country courses must be additionally marked as follows:
- 2.1.4.15 With bamboo or ski slalom gates (PVC piping) with a height between 1.5 and 2 metres.
- 2.1.4.16 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.



2.1.4.17 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 rideability of the course.

2.1.4.18 In appropriate areas, such as along the edge of steep drops, catch nets which comply with ski federation norms must be used.

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

2.1.5 **Visual course reference**

2.1.5.1 Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint¹ to give increased rider reference at speed.

2.2 **Technical Assistance**

Cross Country XCO

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

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

2.2.1.2 Technical assistance shall only be given in the feed/technical assistance zones.

2.2.1.3 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.

2.2.1.4 In addition to technical assistance in feed zones, technical assistance is permitted outside these zones only between riders competing 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.

2.2.1.5 Riders may carry tools and spare parts provided that these do not involve any danger to the rider himself or the other competitors.

2.2.1.6 Organisers 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.

2.2.1.7 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.

2.2.1.8 A rider must follow the course at all times and may not backtrack 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

¹ Biodegradable paint is usually available and should be used. If it is not available, no paint should be used.

zone unless withdrawing from the race. In other words if a rider pasts the zone they cannot back track))

Marathon XCM

2.2.1.9 XCM events – Outside technical assistance is not permitted in marathon or half marathon events. **Outside technical assistance is permitted on Ultra Marathon events but only at the feed / technical zone as provided by the organisers. There will be only one zone provided for an ultra marathon event.**
(Text modified 27 November 2009)

2.2.1.10 Technical assistance is however allowed between competitors riding the same race and on the same route. No assistance from anybody else / outside assistance is not permitted.

2.3 **Feed Zones / Technical Assistance Area**

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

2.3.2 Feeding or technical assistance is only allowed in designated feeding areas or zones. Eye wear exchange will only be permitted in feed zones and a designated Eyewear Zone for credentialed eyewear company representatives, if provided.

2.3.3 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).

2.3.4 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:

2.3.4.1 Team - team sponsored riders. Team personnel must wear team identifiable clothing and show appropriate credential.

2.3.4.2 Individual - riders without team support.

2.3.4.3 Neutral - organiser provided, volunteer support. (This is at the discretion of the organizer only)

2.3.5 The feed zone must be wide enough and long enough to allow passing of riders without interfering with those taking a feed.

2.3.6 No one is allowed access to the feed zone area without team, individual feeder, race staff or commissaires credentials.

2.3.7 Feed Zones must be clearly marked, fenced off from the public and strictly controlled by Commissaires and/or marshals.

2.3.8 During feeding no physical contact between feeders and riders is allowed. This will be considered as **illegal technical assistance**.

2.3.9 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.

2.3.10 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 eg. exceedingly hot weather.

2.3.11 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.**

2.3.12 Water may be poured onto the rider **ONLY** if the Chief Commissaire has given permission before or during the event.

2.3.13 It is forbidden for feeders to run beside their riders in the feed zone.

2.3.14 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.

- 2.3.15 Feeding in Marathon XCM events is only permitted at the feed stations / water points as provided by the race organisers and no outside feeding is permitted at any point during the race. Outside feeding is considered **illegal technical assistance**.
- 2.4. **Bike Marking. (Withdrawn by UCI)**
- 2.5. **Security**
- 2.5.1 **Communication**
- 2.5.1.1 A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
- 2.5.2 Marshals
- 2.5.2.1 A flag system must be applied as follows:
- 2.5.2.2 All marshals working in potentially hazardous sections must carry a yellow flag which will be used during training and racing sessions.
- 2.5.2.3 If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
- 2.5.2.4 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.
- 2.5.3 **First aid minimum requirements**
- 2.5.3.1 At least one ambulance and an additional base unit is required at all races.
- 2.5.3.2 All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- 2.5.3.3 The first aid area must be centrally located and identified to all participants.
- 2.5.3.4 First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There should also be a first aid crew in place for official training days.
- 2.5.3.5 First Aid services must be in radio contact with each other, with Race Organisers, and with the Chief Commissaire in case of an emergency.
- 2.5.3.6 All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident ideally without having to travel too far. Rescue must be situated so they ideally need to travel less than 3 minutes to an incident.
- 2.5.3.7 A report must be submitted by the organiser and/or the Host Province to SA-MTB within seven working days of the end of the event listing all injuries and treatments rendered with the riders name, number, and province or country.
- 2.5.3.8 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.
- 2.5.3.9 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.
- 2.5.3.10 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.
- 2.5.3.11 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.
- 2.6 **Minimum Training Periods**
- 2.6.1 The organisation must make courses available and fully marked for training at least 48 hours before the first race (qualification or other).
- 2.6.2 Elite riders must have exclusive 2 hour minimum training periods allocated to them. These periods should be between 10am and 3pm on the day prior, and two days prior to the race.

3. GENERAL REGULATIONS APPLICABLE TO DOWNHILL COMPETITION.

3.1 **Format for racing**

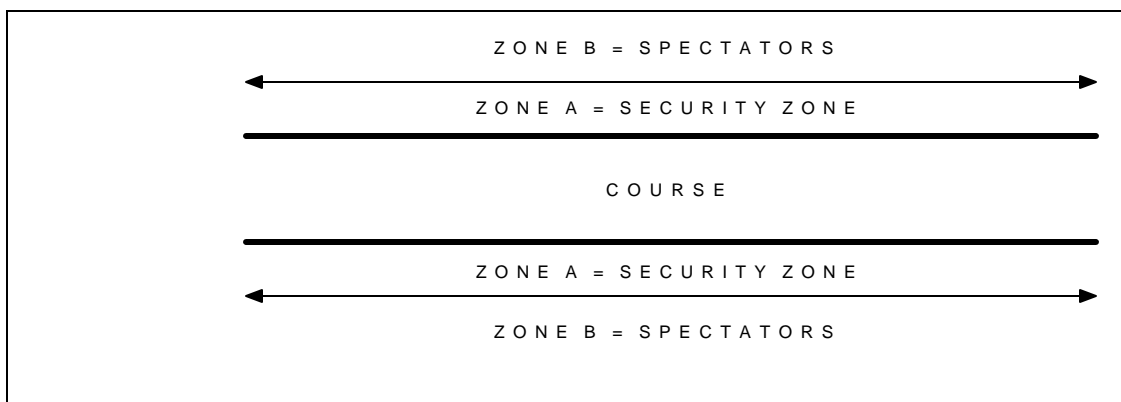
- 3.1.1 A single run format must be used. This may involve either:
- 3.1.1.1 A system in which a qualification and a semi-final lead to a final in which the fastest time wins - such as the World Cup system
- 3.1.1.2 Or, a seeding run, followed by a single run by all competitors based on the seeding run, with the fastest time winning - such as the World Championships system.
- 3.1.2. A two run system (with the fastest single time from either run counting to the result) may be acceptable under certain circumstances.
- 3.1.3 Two runs with a combined time is **not** an acceptable system.

3.2 **Course Design Parameters**

3.2.1

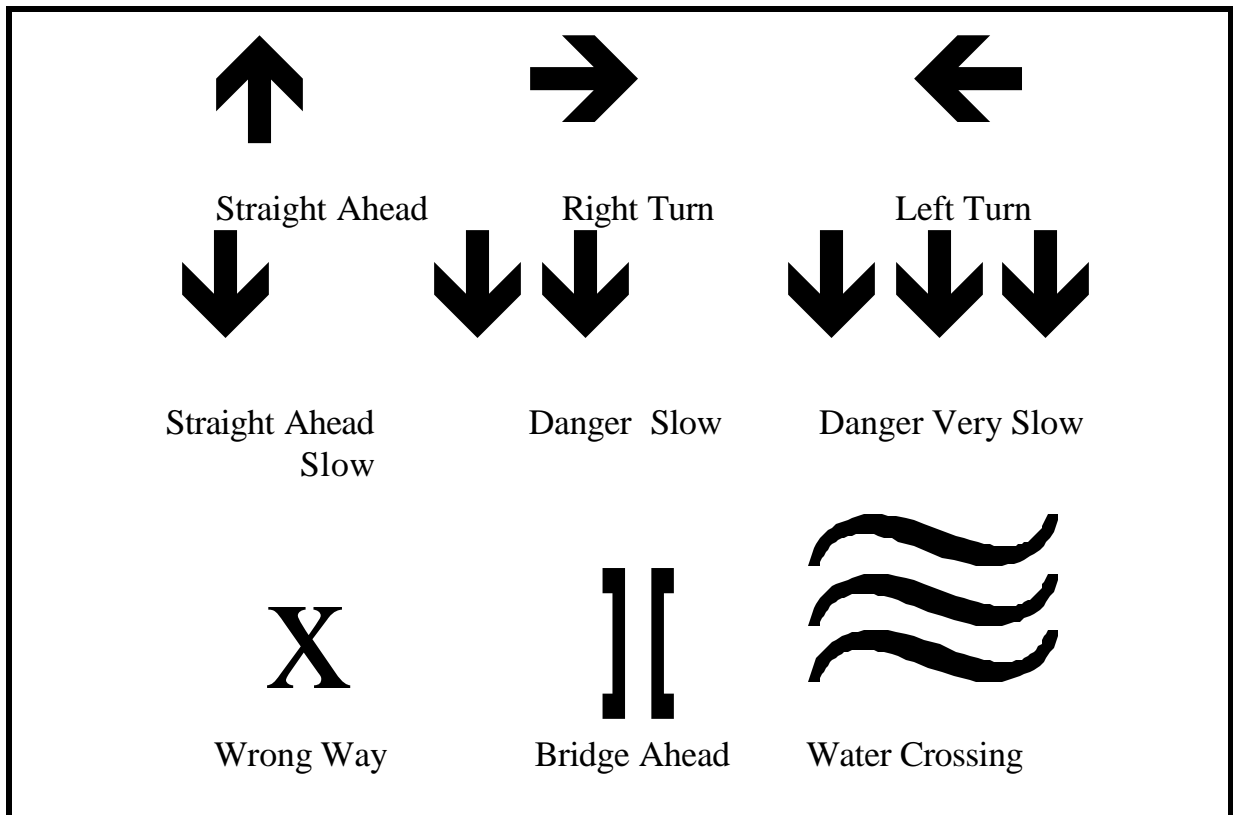
	Minimum	Maximum
Course Length	1.5000m	3.500m
Race Time	2 min	5 min

- 3.2.1.1 Courses must be marked with a minimum of the following:
- 3.2.1.2 With bamboo or ski slalom gates (PVC piping) with a height between 1.5 and 2 metres.
- 3.2.1.3 With the SA-MTB / UCI approved arrow system.
- 3.2.1.4 In high-speed sections of the course, as deemed appropriate by the Technical Delegate or 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.



- 3.2.1.5 In appropriate areas, such as walls, on course tree stumps, on course tree trunks, hay bails or padding adequate to protect the riders must be used. Such protective measures must not restrict the rideability of the course.
- 3.2.1.6 In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. No nets of any type can be used.
- 3.2.1.7 Any wooden bridges or ramps must be covered with non-slip surface (carpet, chicken wire, or special anti-slip paint).
- 3.2.2. Course marking. The course must be marked and indicated according to the following system:
- 3.2.2.1 The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background
- 3.2.2.2 They will have a minimum height of 30 cm and a minimum length of 60 cm.

- 3.2.2.3 They will indicate the route to be followed showing changes of course and all potentially dangerous situations.
- 3.2.2.4 Arrows must be placed on the riders' **left hand side** of the course.
- 3.2.2.5 In all potentially dangerous situations, 1 or more arrows will be placed upside down 30 meters before the obstacle, or dangerous situation, and also at the obstacle.
- 3.2.2.6 Two or more upside down arrows mean a more dangerous situation.
- 3.2.2.7 Three or more upside down arrows means a most dangerous situation, proceed with caution.
- 3.2.2.8 Replicas of the following signs must be used:



- 3.2.3 **Visual course reference**
- 3.2.3.1 Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint² to give increased rider reference at speed.
- 3.3 **Security**
- 3.3.1 **Clothing/Protection**
- 3.3.1.1 SA-MTB cannot authorise downhill protection standards obligatory for all events since different standards apply in different countries.
- 3.3.1.2 **An approved full-face helmet must be worn both when racing and when training on the course** (Text modified 26 Feb 2009)
- 3.3.1.3 Based on current experience, SA-MTB strongly recommends that riders wear the following protection:
 - 3.3.1.3.1 Back, Elbow, Knee and Shoulder protection with a rigid surface
 - 3.3.1.3.2 Thigh padding
 - 3.3.1.3.3 Shin padding
 - 3.3.1.3.4 Long pants

² Biodegradable paint is usually available and should be used. If it is not available, no paint should be used.

- 3.3.1.3.5 Long sleeved shirts
- 3.3.1.3.6 Full finger gloves
- 3.3.2 **Communication:**
- 3.3.2.1 A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
- 3.3.3 **Marshals**
- 3.3.3.1 A flag system must be applied as follows:
 - 3.3.3.1.1 All marshals must carry a yellow flag which will be used during training sessions only.
 - 3.3.3.1.2 If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
 - 3.3.3.1.3 Designated marshals will hold red flags. These red flag positions must be at suitable places on the course and each red flag holder will have line of sight with left and right neighbouring red flag holders.
 - 3.3.3.1.4 The red flags will be used in training and racing.
 - 3.3.3.1.5 **Race halt procedure:**
 - 3.3.3.1.5.1 All red flag holders must have radios tuned to the same frequency as the Chief Commissaire, Race Director, and Medical staff.
 - 3.3.3.1.5.2 Red flag holders observing a serious accident must immediately report the accident on the radio to the Chief Commissaire and Race Director.
 - 3.3.3.1.5.3 Red flag holders must immediately assess the situation of the crashed rider and continue reporting to the Chief Commissaire and Race Director.
 - 3.3.3.1.5.4 The Chief Commissaire may order that the red flag is waved vigorously.
 - 3.3.3.1.5.5 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.
 - 3.3.3.1.5.6 Riders observing a waving red flag during the race must STOP immediately since a serious accident ahead is being reported.
 - 3.3.3.1.5.7 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.
- 3.3.4 All marshals must have line of sight with each other and whistles, which will be blown with a short blast as the next rider approaches.
- 3.3.5 **First aid minimum requirements**
- 3.3.5.1 At least one ambulance and an additional base unit is required at all races.
- 3.3.5.2 All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- 3.3.5.3 The first aid area must be centrally located and identified to all participants.
- 3.3.5.4 First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There must also be a first aid crew in place for official training days.
- 3.3.5.5 First Aid services must be in radio contact with each other, with Race Organisers, and with the Chief Commissaire in case the race has to be stopped. All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident without having to travel too far. Ideally, rescue must be situated so they need to travel less than 3 minutes to an incident. Medical staff will monitor all red flag radio traffic.

- 3.3.5.6 A report must be submitted by the Organiser and/or the Host Province to SA-MTB within seven working days of the end of the race listing all injuries and treatments rendered with the riders name and number.
- 3.3.5.7 For all events, at least 3 fully qualified paramedics should be in attendance.
- 3.3.5.8 For all events at least 1 doctor must be on full standby.
- 3.3.5.9 Ideally, motorbikes 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.
- 3.3.5.10 Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.
- 3.4 **Minimum Training Periods.**
- 3.4.1 At least two days prior to competition, on foot inspection must be provided.
- 3.4.2 A minimum of two days training must be provided.
- 3.4.3 One day prior to competition, a morning session with stops must be provided.
- 3.4.4 One day prior to competition a non-stop training session must be provided.
- 3.4.5 On the morning of the race, an optional training period must be provided.
- 3.4.6 A bike sticker system must be used to confirm that riders have completed a minimum two training runs.
- 3.4.7 Riders must commence all training runs at the beginning of the course at the official start gate.
- 3.4.8 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.
- 3.5 **Transportation to top of course**
- 3.5.1 Transport must be provided which is capable of moving 100 riders per hour with their bikes to the top of the course.
- 3.5.2 A suitable alternative access system must be planned should the primary access system fail.

4. GENERAL REGULATIONS APPLICABLE TO DUAL SLALOM COMPETITION.

4.1 General

4.1.1 Dual slalom is an event where a series of elimination races are held between pairings of riders racing head to head down two parallel slalom courses. The two courses should be as close to identical as possible, marked with gates around which the riders ride, with an average time difference of less than 5%.

4.1.2. Unless authorized, training on the course is not permitted. The courses should only be inspected by foot prior to the commencement of the competition. Riders training on the course with a bike without authorization may be disqualified.

4.2 Format for racing

4.2.1 Each rider must qualify. For an event, there is a choice of qualifying systems.

4.2.1.1 Each rider does one run on the same course.

4.2.1.2 Each rider rides each course once and the times for the two runs are added together.

4.2.1.3. A multiple number of runs on either course in a given period of time, with the rider's best run on either course counted as the qualifying time.

4.2.2 The seeding list will be announced after the qualification. The fastest qualifier will be seeded against the slowest qualifier, the 2nd fastest against the 2nd slowest and so on.

4.2.3 Riders will race head to head on each course with the rider holding the faster combined time moving to the next round of the competition.

4.2.4 Riders will start from a stationary position. Forward movement of the bicycle resulting in a barge of the starting gate will result in the maximum time penalty be awarded for that run.

4.2.5 Any rider that misses the start time by more than 1 minute after the final call will be disqualified from the competition.

4.2.6. Alternating left and right, riders must ride around, not over, each gate, with both tyre tracks passing on the outside of each gate. Gate judges located along the course will determine this. A missed gate (that is not returned to and passed correctly), or a run over gate, will result in the maximum time penalty.

4.2.7 A gate is considered run over if the top of the gate moves significantly.

4.2.8 Gate judges must have flags which are raised when a gate is missed or run over.

4.2.9 The most a rider can lose by is the maximum time penalty, which is determined for that particular course. The maximum time penalty is calculated by taking 10% of the fastest time recorded in the qualification runs. The time may be rounded out to the nearest 1/10th of a second.

4.2.10. If there is a tie in the combined times after the two runs have been completed by both riders in a heat, the winner will be the rider that had the fastest time in the qualification round, or the Chief Commissaire may decide to conduct a re-run.

4.2.11. If both riders fall or fail to finish in the same heat, the winner will be the rider that traveled further down the course. If this is still considered equal, it will be the winner of the previous heat. If this occurs in the first heat a re-run may be conducted.

4.3 Maximum Time Penalties

4.3.1 Riders will receive maximum time penalties for the following:

4.3.1.1 Changing from one course to another.

4.3.1.2 Interfering with the opposing rider's progress.

4.3.1.3 Not finishing in possession of the bike.

4.3.1.4 Not passing both wheels around the gate.

4.3.1.5 Missing a gate and going beyond the next gate.

4.3.1.6 Running over a gate.

4.3.1.6 Missing the last gate and going through the finish line.

4.3.1.7 Making a false start, or barging the start.

4.4 **Course Design Parameters**

4.4.1 Course must ideally be held on land with gradual moderate slope, and may include berms, jumps, dips and table tops.

4.4.2 The duration of the courses should be between 20secs and 45secs, with the optimum at 30secs.

4.4.3 Courses must be marked with a minimum of the following:

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

4.4.4 The last gate on each course must be set at least 10 meters before the finish line.

4.4.5 Traffic cones should be used to delineate the outside border of each course. The ground should be marked where the cones are placed so that they can be replaced in the same position should they be knocked from position.

4.5 **Transportation to top of course**

4.5.1 Transport should be provided which is capable of bringing the riders back to the start of the course promptly.

5 GENERAL REGULATIONS APPLICABLE TO CROSS COUNTRY MARATHON (XCM) COMPETITION

Rule amendment -Introduction 1 January 2010.

Minimum Age Categories permitted to ride mountain bike Ultra Marathon, Marathon and Half Marathon (XCM) and Stage Race distances.

Definitions

- Ultra Marathon is any distance in excess of 100km on any one day event and specified specifically as an ultra marathon
- Marathon is any distance in excess of 60km on any one day event
- Half Marathon is any distance in excess of 35 km or approximately half the distance of the marathon event staged on the same day or same weekend.
- Stage Race is any event that is judged on results from several races or stages of the same or differing disciplines of racing taking place over two or more days.
- Age - each rider is classified according to his or her age on 31 December of the current year ie. Current year minus date of birth (2010 -1995 = 15 years)

Age Restrictions

- Only riders being 19 years and older may ride the marathon and ultra marathon distances.
- Junior Men and Junior Women (17 – 18 yrs) are not be permitted to ride a distance of more than a Half-Marathon
- Youth Men and Youth Women Categories (15- 16 yrs) are not be permitted to ride a distance of more than a Half-Marathon
- Sub Junior and younger [14 yrs and younger] riders genders are not permitted to ride a Half-Marathon or longer.
- Stage races – no rider may ride such an event if under the age of 19 years. The only exception will be if a specific youth race is incorporated, which will not exceed two days duration and no single stage will exceed 50km in distance.

(Text modified 27 November 2009)

5.1 Course Design Parameters

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.

5.1.1 The distance for a marathon shall be between 60 and 100 kilometres with an optimal distance of 75 kilometres and a riding time of 3 hours.

5.2.0 The Competition

5.2.1 No outside assistance of any type is permitted **except in an ultra marathon distance event.** (see **Clause 2.2.1.9**) (Text modified 27 November 2009)

5.2.2 Technical assistance is permitted between riders competing in the same race.

5.2.3 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 least be the same, however wheels, tyres chains etc can be changed. This is however dependant on whether bike marking is done at an event. If wheels are marked then the changing of wheels with a fellow competitor is not permitted.

5.2.4 The physical pushing, pulling or towing of other riders is not permitted.

5.2.5 Drafting by or between riders of the opposite sex is not permitted ie. 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 sex.

5.2.6 Drafting in bunches is accepted cycling practice but drafting only to gain an individual advantage is unsporting and is not acceptable.

5.3. **Course marking.**

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

5.3.2 The course shall be marked with arrows and will be printed in a contrasting colour (black, blue, red) on a white or yellow background . They will have a minimum height of 30 cm and a minimum length of 60 cm. **The use of other types of course marking material is permitted in addition to the specified arrows.**
(Text Modified 27 November 2009)

5.3.3 They will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations.

5.3.4 Markers will be placed at frequent intervals along the course to confirm to the rider that he/she is following the correct course.

5.3.5 Arrows should be placed on the riders' left hand side of the course except for right turns where arrows will be placed on the riders' right hand side prior to the turn and during the turn.

5.3.6 Each intersection will be marked by an arrow placed 30 metres before the intersection.

5.3.7 Another arrow will be placed at the intersection.

5.3.8 Another arrow will be placed 30 metres after the intersection to confirm the correct route.

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

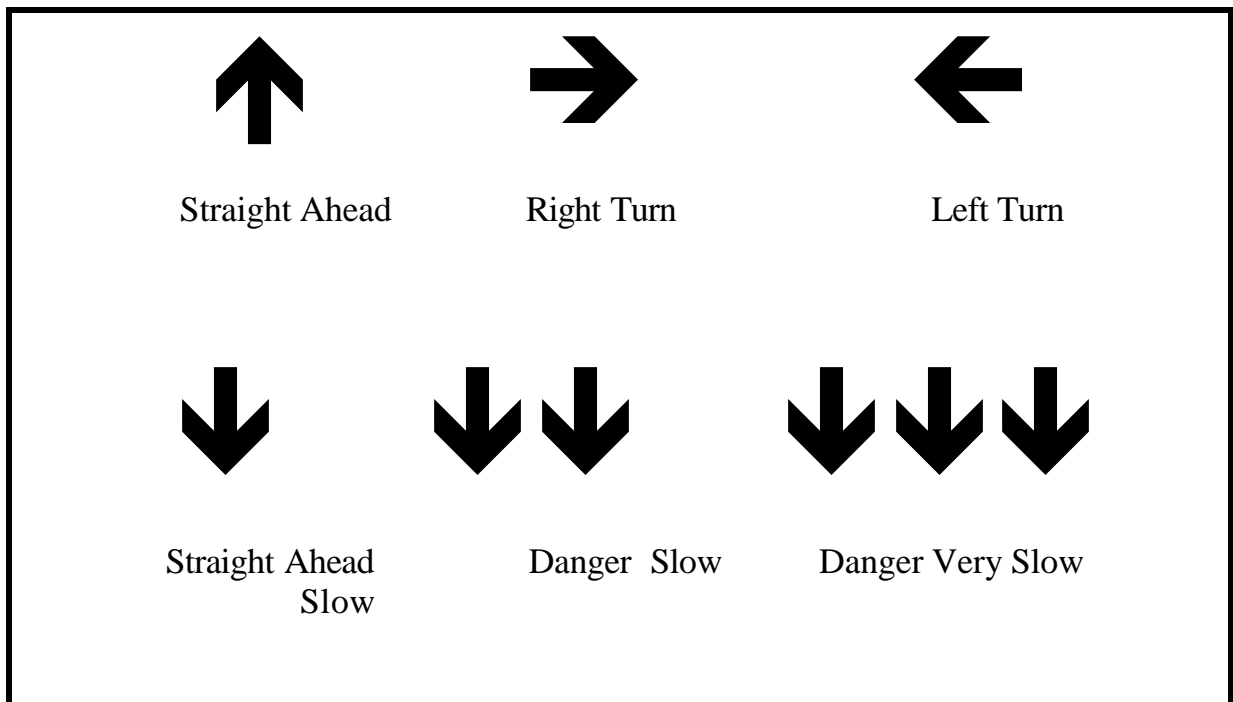
5.3.10 In all potentially dangerous situations, 1 or more arrows will be placed upside down 30 metres before the obstacle, and also at the obstacle.

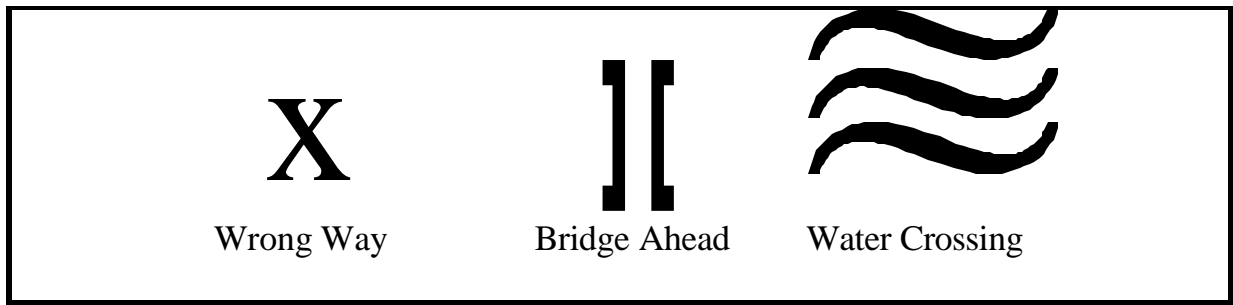
5.3.11 Two or more upside down arrows mean a more dangerous situation and three upside down arrows means a most dangerous situation-Proceed with caution

5.4 **Visual course reference**

5.4.1 Where possible, the road should be marked with lime wash, hazard tape or similar markings to give increased rider reference at speed.

5.4.2 Replicas of the following signs must be used





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

5.5. **Feed Zones**

5.5.1 Feeding is only allowed in designated feeding areas or zones as provided by the race organisers. No outside feeding is allowed and only water, food etc as provided by the race organisers is allowed. Eye wear exchange will only be permitted in feed zones and a designated Eyewear Zone for credentialed eyewear company representatives .

5.5.2. 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).

5.5.3 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:

5.5.4 Team - team sponsored riders. Team personnel must wear team identifiable clothing and show appropriate credential.

5.5.5 Neutral - organiser provided, volunteer support.

5.5.6 The feed zone must be wide enough and long enough to allow passing of riders without interfering with those taking a feed.

5.5.7 No one is allowed access to the feed zone area without team, individual feeder, race staff or commissaires credentials.

5.5.8 Feed Zones must be clearly marked, fenced off from the public and strictly controlled by Commissaires and/or marshals.

5.5.9 During feeding no physical contact between feeders and riders is allowed. This will be considered as **technical assistance**. It is not permitted for a feeder to place water bottles on to the bike, or place food and water bottles in the rider's pockets. All food and bottles must be handed to the rider. **Considered technical assistance.**

Water may be poured onto the rider ONLY if permission has been given by the Chief Commissaire before or during the event. At no time is it possible to pour water onto any part of the competitor's bike.

5.5.10 It is forbidden for feeders to run beside their riders in the **feed zone**

5.5.11 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 **except in an ultra marathon distance event. (see Clause 2.2.1.9)** Technical re-supply is limited to supplying riders with tools for repairs such as chain tools, tyre levers, spanners, pliers etc or spares such as tubes, tyres chains or cables. -(Bikes and wheels may not be exchanged)
(Text Modified 27 November 2009)

5.6 **Rider Safety**

- 5.6.1 No following vehicle other than the organizational vehicle, Ambulance & official TV crew will be allowed on the race route .Riders may NOT be seconded by means of “leap frogging” Riders found to have been advantaged in this way may be disqualified
- 5.6.2. Checkpoints will be set along the course to ensure that the rider completes the whole course
- 5.7 **Bike Marking (if applicable)**
- 5.7.1 The frame and wheels of each competitors bike must be marked for identification before the start of the race at the official bike marking location designated by the College of Commissaires, and at least all of the bikes (plus 5) that finish in points or money winning positions must be verified at the end of the race.
- 5.7.2 **The official bike marking location.**
Bike marking will take place in an area near the staging area under a roof or tent. It will start a minimum of 1½ hours before the start of the race and will close when the rider call up starts.
- 5.7.3 Stickers used for bike marking must be uniquely marked for each competitor and be fully adhesive and durable in all weather conditions.
- 5.8 **Security**
- 5.8.1 **Communication**
A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish. Alternately cell phones may be used if there is cell phone reception .
- 5.8.2 **Marshals**
Must be at places where short cuts can be taken and at any area needing spectator control
- 5.9 **First aid minimum requirements**
- 5.9.1. At least one ambulance and an additional base unit is required at all races.
- 5.9.2 All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- 5.9.3 The first aid area must be centrally located and identified to all participants.
- 5.9.4 First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There should also be a first aid crew in place for official training days.
- 5.9.5 First Aid services must be in radio or cell phone contact with each other, with Race Organisers, and with the Chief Commissaire in case of an emergency.
- 5.9.6 All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident ideally without having to travel too far.
- 5.9.7 A report must be submitted by the organiser and/or the Host Province to SA-MTB within seven working days of the end of the event listing all injuries and treatments rendered with the riders name, number, and province or country.
- 5.9.8 For all events, at least 2 fully qualified paramedics should be in attendance but this is dependant on number of riders.
- 5.9.9 For all events at least 1 doctor must be on full standby. Dependiant on number of rders.
- 5.9.10 If possible, paramedics should be ready to ride as a pillion passenger and drivers must be skilled and experienced.
- 5.9.11 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.

6. GENERAL REGULATIONS APPLICABLE TO STAGE RACES.

6.1 Preliminaries

6.1.1 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.

6.1.2 The organiser, under the supervision of the Chief Commissaire shall prepare a complete set of race regulations that specify how each stage will be conducted.

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

Minor Stage Races - Men's Individual General Classification.
Women's Individual General Classification.
Men's Team General Classification (Optional).
Women's Team General Class. (Optional).

Major Stage Races - Men's Individual General Classification.
Women's Individual General Classification.
Men's Team General Classification.
Women's Team General Classification.

6.2 Duration

6.2.1 Stage races on the international calendar shall be a minimum of 2 days and a maximum duration of 8 days.

6.2.2 Minor stage races are a minimum of 2 days and a maximum of 4 days. Major stage races are a minimum of 5 days and a maximum of 8 days.

6.2.3 At least 1 rest day is required for stage races of 6 days or more.

6.2.4 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.

6.2.5 There shall be at most two stages on any day.

6.2.6 Minor stage races can only have one double stage day.

6.2.7 Major stage races may include no more than two days with double stages and there must be at least one day between double stage days. The total race time accumulated for the two stages on a double stage day cannot exceed 3.5 hours.

6.2.8 All stages shall not start before 9:00 am. However depending on the season, expected temperatures and weather this may vary.

6.2.9 There shall be no more than 2 transfers by vehicle per total event.

6.2.10 The maximum distance of any one transfer shall not exceed three hours total travel time. Travel time under one hour will not be considered a transfer.

6.3 Team General Classification (Team GC)

6.3.1 There are three types of teams:

6.3.1.1 Trade: Must wear identical registered trade team clothing.

6.3.1.2 National: Must be licensees of same National Federation and must wear identical registered National Federation clothing.

6.3.1.3 Composite: May be made up of eligible individuals and must wear identical jerseys.

6.3.2 At the start of a stage race teams must have a minimum number of riders. For men this is a minimum of 3 and for women this is a minimum of 2.

6.3.3 Team GC, is based on the combined lowest cumulative time of:

- 6.3.3.1 Top 3 finishers in each stage for men, excluding prologue.
- 6.3.3.2 Top 2 finishers in each stage for women, excluding prologue.
- 6.3.4 Team bonuses and/or penalties shall be applied to Team GC
- 6.3.5 The team with the lowest cumulative time at the end of the stage race is the winner.
- 6.3.6 Monetary fines may be levied against the team as per UCI Regulations and shall be paid before the distribution of prize monies.
- 6.4 **Individual General Classification (Individual GC)**
- 6.4.1 Based on an individual competitors cumulative time for each stage including a prologue if included.
- 6.4.2 Bonuses or penalties shall be applied to Individual GC.
- 6.4.3 The individual with the lowest cumulative time at the end of all stages including the prologue is the winner.
- 6.4.4 Individual monetary fines may be levied as per SA-MTB Regulations and shall be paid before the distribution of prize monies.
- 6.5 **Technical**
- 6.5.1 For stage races where there is a Team GC, technical assistance shall be allowed between members of the same registered team only.
- 6.5.2 There shall be no outside technical support or support pits.
- 6.5.3 Competitors must display UCI regulation front number plate, body and shoulder number at all times while registered for the event. The body number shall be the primary reference number to check in the instance of a bike exchange within the same registered team.
- 6.5.4. Recommended maximum individual stage time bonuses
- | Event | places | time in sec |
|--------------------------|--------|--------------|
| Prologue | 0 | 0 |
| Time Trial | 0 | 0 |
| Uphill (mass start only) | 5 | 15,12,9,6,3 |
| Downhill | 5 | 20,16,12,8,4 |
| Criterium | 5 | 15,12,9,6,3 |
| Circuit Race | 5 | 10,8,6,4,2 |
| Cross Country | 5 | 5,4,3,2,1 |
- 6.5.5. Individual stage distance/duration
- | Event | Distance/Duration |
|-----------------------|---|
| Prologue | 2 to 5 km |
| Team Time Trial | 5 to 15km. The teams time (3rd man/2nd woman) is applied to Team GC. |
| Individual Time Trial | 5 to 20km (15 to 60 minutes). |
| Criterium | 15 to 30km (30 to 60 minutes). |
| Circuit Race | 50 to 90 minutes - Max of 30% pavement |
| Cross Country | At least 6km each lap - multiple laps, (total race duration is 1.5 to 2.5 hours). |
| Point to Point | 1.5 to 3hrs (may start and finish in same location) |
| UpHill | Mass start or Time Trial |
| DownHill | Time Trial |
- 6.5.6 There shall be a lead and follow motor bike for all stages excluding a downhill, individual time trial, and prologue.
- 6.5.7 There must be a minimum of one point to point stage for every five stages.
- 6.5.8 If there is to be an evening criterium, adequate lighting must be provided.

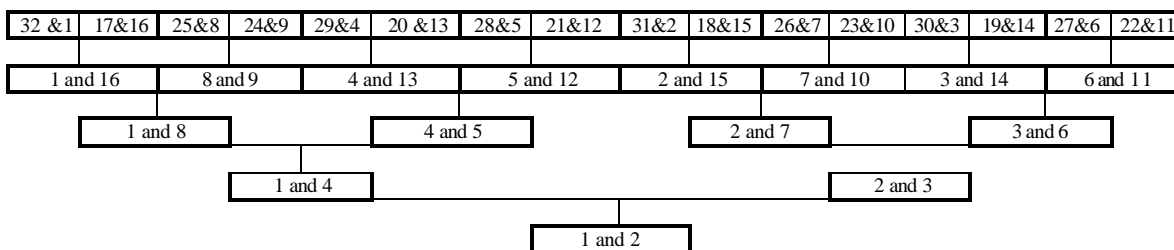
- 6.5.9 There shall be no Trials - Enduro - Indoor - Dual Slalom events as part of a stage race. These events may be a peripheral event with separate prize money.
- 6.5.10. Liaisons (neutral starts) may be included in a maximum of 75% of the stages. These liaisons must have a pace vehicle controlling the speed of the field until the official start line is reached. Once the start line has been reached, a rolling start or a staged start may be used. If a staged start is used it must be carried out either within 30 minutes or no sooner than 3 hours after the arrival of the pace vehicle.
- 6.5.11 There may be special competitions within the stage race such as:
- | | Recommended points |
|-----------------------|---|
| King of the Mountain | 10,8,6,4,2 |
| Queen of the Mountain | 10,8,6,4,2 |
| Sprint Leader | 5,4,3,2,1 |
| Best under age of 21 | Individual General Classification placing |
- Or some other special designation the organiser plans.
- 6.5.12 Race Leader jerseys shall be provided in a variety of sizes. It is the current GC leaders obligation to wear this jersey as long as he is the leader. The Race Leader may affix a decal with his sponsors logo on the front, but may not block the organisers logos.
- 6.5.13 If possible, the organiser shall provide a skinsuit for the Individual GC leader.
- 6.5.14 For the Individual GC there shall be cash prize money for at least the top 20 men and top 10 women. (See chart for breakdown of places/prizes.)

For stage races exceeding 4 days the race organisation shall pay all entry fees and lodging.

7. GENERAL REGULATIONS APPLICABLE TO DUAL COMPETITION.

Dual Racing is a head to head competition between two riders on a common course. The nature of the competition means that there will be some contact between the riders, which the Chief Commissaire will tolerate when the contact is in the spirit of racing, sportsmanship, and in fairness to the fellow competitor

- 7.1 An event where a series of elimination races are held between pairings of riders racing head to head down a common course.
- 7.2 The course consists of series of jumps, berms and ride able obstacles located on a downhill slope. The course length and design should run between 25secs and 45secs, with the optimum at 30secs.
- 7.3 A start ramp must be provided
- 7.4 The first 10 m of the course must be free of any obstacles, and there must be a line that divides the two lanes. Riders who cross the line, or ride on the line, will be disqualified.
- 7.5 Training session(s) must be allowed.
- 7.6 For qualification each rider does one timed run down the course to determine the seeding.
- 7.7 Pairings are done, seeding the Fastest Rider against the Slowest Rider, the Second Fastest Rider against the Second Slowest Rider, and so on, to ensure that the Fastest and 2nd fastest seeded riders would only meet in the Final if both go through
- 7.8 The rider with the fastest qualifying time of any pairing will choose his/her start position. Besides the final, a consolation final will be run between the two losers of the penultimate round to determine the third place.
- 7.9 The format of racing will be a straight forward eliminator. Two riders racing against each other on the same course. First rider past the finish line moves to the next round. One heat only.
- 7.10 Example of pairings shown below.



- 7.11 Riders will start from a stationary position. Forward movement of the bicycle resulting in a barge of the start gate will result in a penalty. It is considered a barge when a rider causes a gate or any other starting mechanism to malfunction by hitting it or forcing it open by leaving before the command to start. Breaking the gate will result in a disqualification.
- 7.12 Any part of the front wheel that crosses the start line before the official signal to start will result in disqualification.
- 7.13 The riders must ride around, not over, each gate that marks the course, with both tyre tracks passing on the outside of each gate. This will be determined by gate judges located along the course. A missed gate (that is not returned to and passed correctly), or a run over gate, will result in disqualification.
- 7.14 If one rider falls, or fails to complete the race, the remaining rider must complete the race.
- 7.15 If both riders fall or fail to complete the race, the winner will be rider that travelled further down the course.

7.16 In the event of two riders vying for position, the leading rider does not have to yield his position to the challenging rider. However, a rider may not bodily interfere with the intent to impede another rider's progress. Traditional rules of racing apply: the leading rider owns the track. Deliberate **BARGING** or **OBSTRUCTION** by either rider may result in relegation of position OR disqualification".

7.17 **Warnings and Protests.**

The regulations concerning protest in article 1.12 of these regulations do not apply to Dual Racing. In this case, the decision of the College of Commissaires is final and cannot be entered into by any person, either through protest or appeal procedures.

8. SOUTH AFRICAN CUP AND PROVINCIAL CUP SERIES.

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

8.2 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.

8.3 Age group categories, prizes and medals – National Series and Championships. 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.

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

Elite; Under 23; junior:	5
Nippers	3
Sprogs	3
all other age groups:	3

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

<u>Age Group</u>	<u>move to</u>
Sprog	Sub junior
Sub junior	Youth
Youth	Junior
Junior	Under 23 [or elite if no u/23 class]
Under 23	Elite
Elite	no move possible [commissaire to rule on minimum]
Sub Vet A	Elite
Sub Vet B	Sub Vet A
Veteran A	Sub Vet B
etc	etc

8.3.2 Prize money for combined groups
From Sub Vet and older, prize money is allocated across the combined group, e.g Sub Vet A and B together; Master A and B together, etc

8.3.3 Medal winners and prize money allocation per number of riders
prize money and medals should only be awarded as follows:

<u>no. of starters</u>	<u>positions for medals</u>	<u>positions for prize money</u>
5	1 st – 2 nd – 3 rd	1 st – 2 nd – 3 rd
4	1 st – 2 nd – 3 rd	1 st – 2 nd – 3 rd
3	1 st – 2 nd	1 st – 2 nd
2	1 st	1 st
1	nil	nil

8.3.4 Earning points in your actual age group
Where riders are required to ride in a younger age group due to insufficient numbers, they will still earn log points for their position in the age group ridden. 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 age groups due to low numbers

8.4 The following mountain bike disciplines may count towards National Cup 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:

- Cross Country
- Downhill
- Marathon

8.5 National Championship:-

8.5.1 To be a National or Provincial Champion a rider must be a citizen or permanent resident of South Africa. Non-citizens may compete in a National Championship race and be eligible for cash or merchandise awards but are not eligible to become the National Champion.

8.5.2 The National Champion will be the person who wins the national Championship on a day which is determined from year to year by the SA MTB management committee

8.6 **Points System: Cross Country, Downhill, Dual Slalom and Dual:**

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 particular category

8.6.1

Cross Country and Downhill

<u>Position</u>	<u>National</u>	<u>Provincial</u>	<u>Position</u>	<u>National</u>	<u>Provincial</u>
1	50	40	14	12	9
2	45	36	15	11	7
3	40	33	16	10	5
4	36	30	17	9	4
5	32	27	18	8	3
6	29	25	19	7	2
7	26	23	20	6	1
8	23	21	21	5	-
9	20	19	22	4	-
10	17	17	23	3	-
11	15	15	24	2	-
12	14	13	25	1	-
13	13	11			

8.6.1.1 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.)

8.6.1.2 The overall points earned by each rider are determined by **the best 3 results out of 4 races for XC , DL and the best 5 results out of 8 races for DH** during the season.

8.6.1.3 If there is a tie in the overall standings for the season, the result of the final race will count.

8.6.1.4 If there is a tie in the standings during the season, the result of the most recent race will separate the tie.

It is not mandatory to compete in the final race to gain an overall result for the season.

8.6.2 **Dual Slalom & Dual**

All categories will be awarded points as follows:

<u>Finish Placing</u>	<u>Points</u>
1	50
2	40
3	30
4	20
5 - 8	10
9 - 16	5

9. PARTICIPATION IN INTERNATIONAL RACES.

9.1 World Cup Events

- 9.1.1 Riders must have authorisation from 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.
- 9.1.2 Riders are personally responsible to request that they be entered in a World Cup event by SA-MTB. Such request must be in writing or by fax 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
- 9.1.3. Riders who do not register for a race in which they have been entered by SA-MTB will be liable for immediate payment of the full entry fee and all penalties incurred to SA-MTB.

10. DRUG TESTING

The anti-doping rules of the UCI will apply and drug testing and anti-doping measures will be conducted according to UCI rules and regulations pertaining to mountain biking.

(Actual testing in RSA now done by ORGANISATION for DRUG FREE SPORT)

11. COMPETITION PROTESTS

Protests will be dealt with in accordance with SA-MTB rules and regulations pertaining to mountain biking. The protest fee will be R 200-00.

12. SUSPENSION POLICY

SA-MTB retains the right to suspend any of its licensed members from participation in events for which SA-MTB has issued a permit for any period of time with regard to any violation of these regulations. SA-MTB also holds responsible any rider participating in a SA-MTB event with a one-day trial license to meet the guidelines set forth in this policy. A SA-MTB licensed member may be suspended for any of the following reasons:

- 12.1 Flagrant or persistent violation of the rules and regulations of SA-MTB as set forth in these Regulations or of race specific rules as set forth by a Race Director.
- 12.2 Failure to follow the rules of category upgrading.
- 12.3 Negligence in regard to personal, competitor, spectator, race official, SA-MTB official or volunteer safety and proven jeopardy of SA-MTB eligibility.
- 12.4 Failure to pay any fees or other financial obligations owed to SA-MTB. Failure to make good on invalid cheques presented as payment to SA-MTB for such fees or financial obligations. Suspension will be lifted when appropriate payment is made.
- 12.5 Negligence with respect to the land upon which a race is being conducted.
- 12.6 Proven disregard of land use policy set by official management organisations.
- 12.7 Persistent and flagrant violation of the SA-MTB Code.
- 12.8 Misrepresentation of information on license application.

13. DISCLAIMER

The annual rules and regulations contained herein are intended solely to provide for the governance of events for which a permit has been issued and to establish general requirements for the orderly conduct of mountain bicycle racing events. All participants in races conducted according to these rules are deemed by their participation to have voluntarily complied with these rules. SA-MTB makes no express or implied warranty of safety and guarantee against damage, loss, harm, injury or death to participants, spectators or others as a result of publication of or compliance with these rules.

SA-MTB Selection and Colours Policy for South African riders to the SA National Mountain Bike XC & DH Team and for selection to other national or international events

Refer to selection criteria as published by SA Mountain Biking Commission from time to time.

CRITERIA FOR AWARD OF PROVINCIAL COLOURS

1. **Selection for SA Team:**
A Rider shall be awarded Provincial Colours if he or she is selected for the National Team and competes as member of the National Team at Olympic Games, World Championships, Continental Championships or other international MTB event for which a representative team is selected by SAMTB;
2. **Award of SA Colours: (National or Federation Colours);**
A Rider shall be awarded Provincial Colours if he or she has been awarded National Colours (Protea or Federation colours) by SAMTB;
3. **Selection for Provincial Team to SA Championships:**
*A Rider who is selected by the Province as member of the Provincial Team to compete at SA Championships in any discipline (XC, DH, 4X or Marathon) and takes part at the SA Championship as provincial team member, shall be awarded Provincial Colours; **Limit per province: 3 per category [4 for U-23 and Elite]***
4. **Cup Series Medallists**
A Rider who is selected by the Province as member of the Provincial Team to compete and who finishes in the top three positions in any of the official SA Cup Series Championships shall be awarded Provincial Colours provided the riders has participated in at least 60% of the Series events, and only in the categories as for which SAMTB award SA Cup Medals as determined from time to time by SAMTB.
5. **Only Licensed Riders Eligible**
Only Riders who are fully licensed with Cycling South Africa and in good standing with SA MTB shall be eligible for Provincial Colours. Riders with CycloSport or Member licenses will not be considered for provincial colours and may not be selected for provincial teams. Intermediate Categories are not eligible.
6. **Alternative Criteria**
Any Member Province wishing to apply different criteria to the SAMTB recommended criteria for Provincial Colours shall submit the proposed criteria to SAMTB for approval. SAMTB shall have the right to refuse to approve criteria for the award of provincial colours which it considers to be either too onerous, too lenient, or not to be in the best interest of the riders and the sport in which case the SAMTB recommended criteria will apply until such time as a revised set of criteria has been approved by SAMTB.

Please Note:

In order to ensure that Mountain Bike events take place in a SAFE, SECURE and FAIR environment, SA-MTB retains the right to amend these Regulations at any time during a season and without prior notice. It is the riders responsibility to ensue that they know and understand these rules.