

Practical

guide for commissaires in
mountain bike events



Union Cycliste Internationale

As an introduction, it is important to stress that **this booklet is not a rule book**, but like its name implies, a practical guide to be used to help implement the sporting control of Mountain Bike (MTB) races. It should also be considered as a teaching guide for individuals in charge of training commissaires.

This document was produced mainly to help commissaire trainers from National Federations, whose mission is not only to provide initial training but also continuing education of National MTB Commissaires.

The guide also serves as a memory aid for commissaires of all levels who wish to review the recommended sporting control, both the methods used as well as the spirit in which commissaires should approach all the components related to the organisation of a MTB race.

This guide also utilizes and summarizes the consensus reached at the annual seminars of international MTB commissaires on how certain situations not specifically covered in the regulations should be handled.

This document has been prepared with the collaboration of the following UCI international commissaires (by responsibility then alphabetic order):

- Main authors: Josée BEDARD and Pierre BLANCHARD
- Summaries of workshops at annual seminars for international MTB commissaires: Heikki DAHLE, Alexander FORSTMAYER, Arthur JORDENS and Thierry MARECHAL
- Revision of the English translation: Colin CLEWS and Andy McCORD
- Revision of the document's content: Peter Van den ABEELE, UCI MTB Sports Coordinator

The work of the international commissaires who participated in the production of the Road Guide (by alphabetical order): Giovanni MERAVIGLIA, Michel RIVIERE and Jacques SABATHIER must also be acknowledged; they have established the foundation for the production of other guides in the various disciplines of cycling. The current MTB guide took its inspiration from the first Road Guide not only for its concept but also for its teaching principles. Where those principles apply equally to both road and MTB they are reproduced in this document. Special thanks should be addressed also to Kevin MACCUISH.

We would also like to take this opportunity to remind international MTB commissaires of **the existence of the UCI Web service extranet** specifically developed for them and containing information and working documents prepared at the annual seminars. International commissaires are invited to share this material with their national commissaire colleagues to achieve a greater uniformity of working methods between the continents.



ACRONYMS USED IN MTB

Cross-country:	XC
Cross-country O lympic:	XCO
Cross-country M arathon:	XCM
Cross-country P oint to point:	XCP
Cross-country short track or C riterium:	XCC
Cross-country T ime Trial:	XCT
Cross-country T eam R elay:	XCR
Downhill:	DH
I ndividual Downhill:	DHI
M ass Downhill:	DHM
Four Cross:	4X
D ual S lalom:	DS



1. The Regulations	4
1.1. The International Cycling Union (UCI) regulations	4
1.2. The national federation (NF) regulations	4
1.3. Special regulations for the event	4
2. Obtaining information and preparing for the race	5
2.1. Before the race	5
3. At the race venue	6
3.1. Meeting with the organiser	6
3.2. Relations with the organiser	6
3.3. «Walking» the course	6
3.4. Organization of registration	7
4. Role of each member of commissaires panel and task distribution	7
4.1. The president of the commissaires panel (PCP)	7
4.2. The race secretary	8
4.3. The assistant to the PCP (APCP)	8
4.4. The start judge (SJ)	8
4.5. The finish line judge (FJ)	9
4.6. The assistant commissaires (adjoints)	10
4.7. The technical delegate (TD)	10
4.8. The anti-doping inspector	10
5. The team managers meeting	10
6. Sporting direction: Cross-country (XC)	11
6.1. Course and training	11
6.2. Start procedure	12
6.3. Length of a race and decision on the number of laps for XCO events	15
6.4. Feed / technical assistance zones and rules	15
6.5. «80 %» rule and zone	18
6.6. Bike marking	19
6.7. Arrival	19
6.8. Team Relay	20
7. Sporting direction: Down-hill (DH)	21
7.1. Course	21
7.2. Training periods	21
7.3. Start, roll call and management of riders	22
7.4. During the race	23
7.5. Red-flag procedure	24
7.6. Finishing line	24
8. Sporting direction: Four cross (4X)	25
8.1. Course	25
8.2. Qualification and main races	26
8.3. Radio procedures	26
8.4. Finish	26
9. Racing situations	28
9.1. Weather conditions	28
9.2. Wrong direction taken by riders in the start-loop	28
9.3. Three different race schedules in circulation	28
9.4. Rider helping another rider during a marathon race (or stage race)	28
9.5. Disqualification	29
9.6. False start: never!	29
9.7. Rider finishing the race on foot (without his bicycle)	29
9.8. At the final sprint, a rider deviates from his lane in a tight sprint	29
10. Particular points applicable to the sporting direction	29
10.1. Use of the radio	29
10.2. Medical assistance	30
10.3. Awards	30
10.4. Work after the finish	30
10.5. Race Report	31
11. Equipment	32
11.1. Material	32
11.2. Clothing	32

RACE CONTROL OF MOUNTAIN BIKE EVENTS

1. The Regulations

1.1. The International Cycling Union (UCI) regulations

The UCI regulations are applicable in all countries affiliated with the UCI, and serve as a basis for national federations in preparing their own technical regulations in the various disciplines of cycling: MTB, Road, Track, Cyclo-cross, BMX, Trials, Indoor Cycling.

The latest updated version of the international regulations can be found on the UCI Website. The commissaire assigned to an international race should consult this site before any mission. The latest version found on the site is in fact the official version to be applied. If needed, the UCI may sometimes publish circulars; the circulars may provide clarification on certain particular points or may be used if the application of a new regulation is to be done rapidly.

MTB commissaires should not only consult chapter four (4), which is specific to MTB, but also chapters 1, 9, 10, 11, 12 and 14 because these chapters contain important information related to MTB.

Note: UCI regulations apply to male and female riders 17 years of age and older; for younger riders (16 and under), it is the national federation which establishes the rules.

1.2. The national federation (NF) regulations

National federations (NF) operate on the basis of their constitution and rules of procedure, which specify that, in accordance with the delegation of powers, it draws up the **administrative and technical regulations** for national cycling for the various disciplines of this sport, subject to international regulations. We have to remember that the UCI constitution states the following: «the federation shall comply with the constitution and regulations of the UCI. The regulations of the UCI shall be incorporated in the corresponding regulations of the federation. The constitution and regulations of the federations shall not run counter to the Constitution and Regulations of the UCI. In case of divergence, only the Constitution and Regulations of the UCI shall apply.»

The aim of these regulations, like their international counterpart, is to ensure correct sporting procedures and to protect the health and safety of riders.

Obviously, each commissaire officiating at a national level MTB race needs to keep their copy of the national regulations up to date in accordance with their NF.

Each year, the national federation (NF) draws up specific regulations which may cover:

- The categories of riders (often based on skill or performance level)
- Specific regulations for the national federation's own classifications
- There may also be regulations governing the **wearing of the national champion's jersey for national races.**

During the season:

- Like the UCI, the NF may prepare and publish **circulars** when required, to address specific points which may have been changed and need to be applied very quickly.
- In certain instances, the national federation may send a **technical delegate** with powers to take action to ensure that the commissaires panel applies specific federation directives which supplement the general regulations.

1.3. Special regulations for the event

Although rarely used in MTB, except for stage races, special regulations for the event must always explicitly state that the event is held under UCI and national federation regulations and cannot contravene neither to the UCI nor the NF regulations.

Specific regulations for the event may be drawn up by the organiser to specify the procedures specific to that race. Examples: participation, entries, meeting times, prizes, procedures for the various classifications, race service, protocol.

2. Obtaining information and preparing for the race

The management and the sporting control of a race requires methodological organisation on the part of the commissaires before, during, and after the event, in all aspects relevant to the type of event and the tasks to be carried out.

Moreover, it is an important reminder that with the exception of the Olympics Games (OG), the UCI World Championships, the Continental Championships, UCI MTB World Cups, where the UCI appoints a technical delegate (TD), the president of the commissaire's panel (PCP) may also have to carry out the role of technical delegate.

The role of the TD at international races will be covered later in this guide.

2.1. Before the race

The president of the commissaire's panel (PCP) should verify the following:

- Participation and entry procedures for riders.
- Organisational details which must include the venues for:
 - the race headquarters for the distribution of race numbers, accreditation, etc.
 - the team managers meeting room,
 - the changing rooms, showers and toilets for the riders,
 - the staging/call-up area as well as the start and finish area,
 - the space in the finish area reserved for the sole use of the commissaires,
 - the podium for the awards ceremony,
- Prizes as per UCI or national federations financial obligations.
- Safety and the rules to be applied (marshals, dangerous parts of the course, signage, first aid, evacuation procedure, etc.)
- Feed / technical assistance zone
- Medical assistance, which must be available from the opening of the first official training period (ambulances, doctor, first aid, etc.)
- The list of hospitals located close to the course
- The schedule of all meetings and races
- Technical «tools» for the sporting control of the event:
 - 4x4 or motorcycle with experienced drivers, lead and «broom» motorcycle, forerunners, etc...
 - radios as described in the regulations (number and reserved channel for commissaires communication)
 - Flags: yellow and red, whistle.
- Call up and staging procedures
- Computer, telephone and fax availability
- The course details: maps with profile, marshals and first aid positions, dangerous sections, feed/technical zones location, etc...
- The anti-doping room (important that the PCP verifies that this room complies with the regulations because often the anti-doping inspector will arrive on race day and if a modification is required, it is important that the organiser has enough time to complete those modifications.
- The timing/results company that will be used; verify with the timing company what type of system they will be using and the contents of the start and result sheets.

Note: It is important to contact the organiser well in advance either by phone or by e-mail to obtain the needed information noted above if the technical guide of the event has not been sent by the organiser after having received the UCI appointment. It is also important to contact the other members of the commissaires panel before the event to verify that they have received the key race information.

On this basis, a list of issues to be addressed with the race director can be drawn up in order to verify that all the necessary resources have been made available to ensure that the event is conducted properly.

Also, it is important to contact, when applicable, the technical delegate assigned to the race, to clarify which points he already has addressed (or will be addressing) with the organiser in order to prevent duplication. The relationship between the PCP and TD should be such that they work as a team with respect to each others area of primary responsibility.

- At the time of the preliminary contact with the organiser, it is wise to plan a meeting shortly after your arrival on site and to establish a time at the end of the event for a debriefing.

3. At the race venue

3.1. Meeting with the organiser

It is important to arrive at the race site early enough to have the briefing that you set up in advance with the organiser; contact him as soon as you arrive. It is also important to contact the technical delegate.

During the briefing with the organiser, the PCP should go over point by point the information received prior to the race to make sure there are no changes and that any required changes have been completed.

Also:

- exchange cellular/mobile phone numbers and hotel room number
- ask about the weather forecast
- check the registration list
- review the topics that the organiser will be covering at the team manager meeting and insist on the presence of key persons from his team, so that all potential questions from the team managers are able to be answered.

3.2. Relations with the organiser

After examining the human and material resources available to the organiser, some deficiencies may be apparent; in this case it is necessary to collaborate with the organiser in order to seek the best possible solutions for the management of the event's sporting control.

Note: The attitude of the president of the commissaires panel is a crucial point when dealing with antagonism and/or faced with organisational shortcomings. In these cases, a measure of psychology is required. Take a courteous attitude, proper approach and be as co-operative as possible, while demanding that the essential resources required be provided.

You must not forget that organising a race calls for a great deal of time and energy (and even sacrifice) to bring together all the financial, administrative, technological and human resources required in order to establish an effective organisational team.

It is obvious that a good organisation greatly simplifies the sporting control, but a poor relationship with the organisation will hamper efficiency and prejudice the success of the event.

3.3. «Walking» the course

For races on the international MTB calendar, the PCP should arrive the day before the first official training session in order to «walk» the course with the technical delegate and the person from the organisation responsible for the course.

3.4. Organization of registration (under the responsibility of the race secretary)

It is important to organize the various tables and work areas according to the space available in the registration room.

1) **Licence check:** UCI code, age, category, etc...

Under no circumstances can a rider without a licence be entered in the race.

If a rider has forgotten his licence, the secretary will suggest that the rider should contact his National Federation requesting them to send a fax confirming that he is indeed a current licence holder.

For MTB marathon events, the UCI regulation allows for temporary or one-day licences issued by rider's national federation (the regulation does not allow for a foreign rider to obtain a temporary or one-day license from the host country). It is also important to know that some federations do not issue temporary or one-day licences. So, it is important for the PCP to obtain license information in advance in order to prevent potential controversies (and misconceptions) at registration. Apart from these temporary or one-day licences, only annual licences issued by a national federation member of the UCI will be accepted.

At registration, it is important to validate the age of riders (juniors or masters); if needed you should confirm the age with an official document such as a passport.

It is also important to verify the accuracy of the information between the licence and the start lists (spelling of name, correct UCI code, etc...) because start lists (and results) will be used for the UCI or national rankings.

2) **Distribution of racing numbers** with the assistance of assistant commissaires.

4. Role of each member of commissaires panel and task distribution

BRIEFING: the president of the commissaires panel must, prior to the first race, hold a meeting with all members of the panel to review the tasks assigned to each commissaire and if necessary may assign new roles to members of the panel.

4.1. The president of the commissaires panel* (PCP)

*Previously known as the chief commissaire or the president of the jury.

We understand the important role and the responsibilities that fall to the PCP. The PCP is an initiator on the panel as well as a coordinator. He must understand all aspects of the organisation very well and must also assume the sporting control of the race.

As previously mentioned, the PCP may also assume the role of TD.

The PCP must hold a meeting with the marshals each morning of official training or racing.

During an event, he oversees the overall sporting aspect of the event. He is also in charge of the start and finish area. He will make sure that there is a posting board for anti-doping control at the finish line.

He also oversees the awards ceremony.

Role in cancelling an event

Only the PCP may decide to cancel an event (after consulting with the TD and the organiser). The reasons for cancelling an event are usually related to extreme weather conditions or for other safety-type reasons.

It is always wise for the PCP to consult both the TD and the organiser in any unusual situation.

4.2. The race secretary

He is to be present at the venue at least a few hours before registration opens.

He is responsible for:

- the smooth operation of registration and for the proper set-up of the registration room.
- licence checking and updating the starting list. He will also sign the final starting list jointly with the PCP.
- posting the number of laps to be completed in XC events after the team managers meeting; he will also post a map of the official race course (XC and DH) prior to the first training session.
- maintain regular contact with the timing company to inform them of any changes.

He will sign the final start list jointly with the PCP.

He will distribute all documents necessary for a proper running of the event to his fellow commissaires as well as to other key people: speaker, press room, etc... and will make sure that all documents are posted.

He will transmit the final start list to the timing company.

For the XC start procedure, he will help the start judge by taking charge of one call up box and at the finish will help recover transponders. If he is not busy with the preparation of other races, he will supervise one of the feed/technical zones.

He will insure that the organiser give him all racing numbers, feed zone passes.

He will be also in charge of preparing all communiqués as requested by the PCP.

He will also make up a list of mobile phone numbers and hotel room numbers of all the members of the commissaires panel.

The international commissaire assigned as race secretary should also refer to the document entitled «secretary task» available on the UCI WEB services.

4.3. Assistant to the president of the commissaires panel (APCP)

He will assume all responsibilities delegated to him by the PCP and will replace the PCP if necessary.

At the conclusion of the team managers meeting, he will assist the race secretary in the distribution of feed zone passes.

In XC races, he is positioned at the exit of the call up boxes and will verify if all riders appearing on the start list are present and will inform the race secretary of any non starters in order to prepare a final start list. He will then go to the 80 % zone and will be in charge of the 80 % pullout procedure. After each race, he will verify the results with the finish line judge.

In DH, he supervises the start area and makes sure that nobody impairs the concentration of the start judge.

4.4. The start judge (SJ)

In XC events:

He is responsible for posting the racing numbers of riders assigned to each call up box.

If the starting area is at a different location than the finish, he will make sure that a start line is drawn on the ground.

He supervises the lining up of riders on the first start line. He ensures that the maximum number of riders per start row, as decided by the PCP and announced at the team managers meeting, is respected. He makes sure that the assistant commissaires are instructed about the lining up of riders in the start area.

He will give the starting instructions in one of the two official languages of UCI.

He will give the start according to the current regulations.

After the start, he will supervise one of the feed/technical assistance zones.

At the end of the race he will help in the finish zone to retrieve the transponders. If there are no transponders for this race, he will make himself available to the PCP.

In DH:

He will supervise the training period from the start gate and will make sure that specific training times for some riders (such as the top ranked riders in UCI World Cups): top 80 (men) and top 30 (women) is adhered to by the riders. He must be present at the start gate during the entire time of official training. He is responsible for obtaining rider signatures on the control sheet (or other ways of control as requested by the international or national regulations) in order to make sure that all athletes are doing the minimum number of training runs.

In 4X:

He will test before the first official 4X training the start gate for any malfunctioning and will review the start procedure with the other commissaires and with the timing company.

4.5. The finish line judge (FJ)

He will make sure that there is a finish line drawn up on the ground that complies with the regulations (and verify that the organiser has sufficient material to redraw the start line, if needed).

In XC:

Before the start, he will supervise one of the call-up boxes.

After the start, he will record the order of passage at the finish line for each lap. It is the order of the finish judge that becomes the official order if there is any discrepancy with the order recorded by the timing company. He will also verify with the assistant commissaire doing lap scoring out on the course that the top finishers have completed all of their race laps.

At the end of the race, he will validate the result with the APCP who is responsible for the 80 % zone.

He is also responsible for the back up timing system and in cases of doubt it is his time that becomes the official time.

N.B.: It is very important to stress that only the finish judge is the final authority regarding all classification including the cumulative time (ex: cumulative UCI World Cup classification, general classification on time in stage race, etc...).

At the finish, he must:

- Have assistant commissaires to help him with this task because he should function as if there were no electronic timing company!
- Be able to rapidly give «the podium» placings so that the awards ceremony can take place on time and so that the media are quickly informed of the results.
- Be responsible for confirming the final results of the race to the secretary.
- Be responsible for double-checking all results before they are officially published.
- Always keep in mind that «team work» with the timing company is crucial for a rapid and accurate publication of the results.

During XC and DH training, he will be located close to the finish line in order to verify that riders training on the course wear a helmet and a bike plate number. In DH training he will make sure that the finish bowl is clear of riders at all time.

4.6. The assistant commissaires (adjoints)

Depending on the number available, they will be assigned to various tasks including, feed zone, start, transponder distribution and retrieval, lap counters, etc... As quickly as possible, they will report any infringements of the regulations to the PCP, so that the PCP may act in a timely manner.

They may also be assigned to help the race secretary during registration for tasks like licences checking or race numbers distribution.

4.7. The technical delegate (TD)

The task of the TD is well defined in the regulations. In brief, the TD is responsible for the technical aspects of the race (the sporting aspect being the responsibility of the commissaires) and for the liaison with the UCI (or with the NF).

In particular, the TD is responsible to walk the course with the person responsible from the organizing committee and to produce a report on all required corrections.

He will walk the course again with the PCP and with the person responsible for the course from the organizing committee before the first official training period in order to make sure that all proposed corrections in his report has been completed.

It is the sole responsibility of the TD to «deliver» to the commissaires a safe race course for the athletes and the spectators. It is the TD that approves the final version of the race course.

The TD will be present at the team managers meeting.

The TD and PCP should work as a team even if in some circumstances it will be either the TD or the PCP that will have the final word.

As a reminder, the role of the TD in many races will be assumed by the PCP.

4.8. Anti-doping inspector

Assigned by UCI or the NF, they will fulfill their mission according to the anti-doping regulations of the responsible agency (UCI, national or according to the law of the country).

He works in cooperation with the anti-doping doctor and must inform the PCP of any unusual circumstances.

5. The team managers meeting

All persons with a coordination role in the organizing committee should be present at that meeting so that everyone receives the same information and respects them.

The PCP chairs this meeting.

- The PCP will first introduce himself.
- Then he will present the organiser, and will let him say a few words welcoming everyone. The organiser will then review issues related to the non-sporting aspect of the race.
- Then the PCP will present the TD and the commissaires panel.
- The PCP will announce the following:
 - any changes that may have an affect on the sporting aspect of the race (ex: modification of training schedule, race schedule, etc...)
 - the number of riders per line at the start of the XC.
 - the availability of neutral technical assistance (if compulsory according to the regulations or offered by the organiser).
 - the location of the feed/technical assistance zones.
 - the location of the 80 % zone and the 80 % time.
 - the number of laps for each XCO race (and will emphasise that this number may change prior to the start if the weather deteriorates; he will also mention the modalities to be used to inform the riders of such a change).
 - the anti-doping procedures (or will ask the anti-doping inspector to speak if he is present).

The meeting ends with a period devoted to questions. To assure that the meeting runs smoothly, it is important to stress at the beginning of the meeting that questions should be kept for the end. All questions will be accepted except those related to the number of laps or to course design. For this last point instead invite the team managers to submit their questions or comments directly to the TD at the end of the meeting.

N.B: All persons that have a role in the sporting control of the event must be present at the meeting for evident reasons of coordination and to make sure that all persons responsible for volunteers (some potentially being new on the event) are made sensitive on the two key aspects of the sporting control: safety of the riders and the public as well as sporting consistency.

This meeting is also a unique opportunity to demonstrate the important role played by the commissaires panel.

6. Sporting direction: Cross-country (XC)

6.1. Course and training

The course must be:

- safe (for both the athletes and the spectators) but also should be a sporting challenge.
- well marked to avoid riders going off course.
- must «stand» any kind of weather.

XC courses must comprise differing surfaces, technically demanding areas, narrow «single» tracks but wide enough track to allow «passing». Paved road may comprise a maximum of 15% of the total distance of the course. The current regulations should be referred to as they contain additional details for course design and marking.

A good course design should make it nearly impossible for the riders to «cut the course» and in this way gain an advantage.

Training occurs only after the course has been declared safe and properly marked by the TD and for safety reasons only during official training periods to ensure that marshals and first aid are in place.

Training on a course is not allowed during races; if this should occur then disqualification (DQ) would be the most appropriate penalty.

In order to avoid controversy, it is important to stress the above mentioned topics at the team managers meeting.

In XCO, it is important to respect the circuit length and race duration minimums and maximums (according to categories).

In XCM, not only is there a minimum duration but also a minimum distance depending on the type of event.

XCM races are a significant challenge not only for the athletes but also for the TD, and the commissaires because it is not easy to prepare a well-marked course and to provide adequate sporting control on such a length course.

It is also an additional challenge for the organiser to find a course that avoids passing the same place twice. It is easier to achieve the type of course required by the regulations if it is a point-to-point race or one large loop.

6.2. Start procedure

The best way to achieve an organized call-up is to use the system of call-up boxes (the number of boxes varying according to the numbers of starters; the number of riders by boxes varying according to the space available). Those boxes should be numbered and at the entrance of each box, a panel indicates which riders should be in each box (by posting the race numbers and potentially the names) according to call-up order. This system also allows easy verification if there are riders that are on the start list but are not present at the start. Those names will appear on the results as «non starters» or «did not start» (DNS). Each box will be under the responsibility of at least one commissaire.

Examples of call-up boxes:





Riders call up:

13



This procedure requires coordination between the announcer and the responsible commissaire at the exit of the boxes.

Call-up should not start too early prior to the race start (to be respectful for the riders who have warmed-up). The earliest that the procedure may start is twenty minutes prior to the race start when there is a large field of riders. This twenty minute time frame may be shorter depending upon the number of starters.

Start «grid» procedure and maximum number of riders per line:

The following is an approach that has been recommended to minimize the risk of chaos at the start:

In addition to the start line marked on the ground, it is recommended to add additional lines marked on the ground parallel to the start line every two meters (approx. one bike length). These lines will serve as a mark for riders to line up on and will assist the commissaires that are in charge of the grid procedure with their task.

Despite the recommended procedure, commissaires will have to accept (and tolerate) that in real life often at one minute or thirty seconds before the start the riders located on the second line and the other lines behind will move forward!... but at least using this system it will look less chaotic at the line and will decrease the risk of «bunching» and a crash occurring at the start.

As mentioned in the regulations it is the responsibility of the PCP to make the final decision regarding the number of riders per line at the start after taking into consideration the width of the start line and the particularities of the first few hundred meters of the course. Usually, as a rough estimate a bike width is approximately 80 cm. This would allow for ten riders per line if the start line is 8 meters in width and the course does not present any narrowing or turns for the first few hundred meters of the actual course.

The riders will then go to the start line in the order they are called and may choose for themselves a position from the remaining available places on their line.

In order to apply the principle of equal chance for everybody, the commissaires must make sure that all riders have at least one foot on the ground before the start.

Example of line on the ground and a well ordered grid procedure:



The start itself:

The start commissaire must know the start regulations very well; in particular, what must be said and what kind of countdown must be done.

He must check the sound system well in advance to make sure that his instructions will be loud and clear enough to be heard by all the riders. In the case of XCO, the number of laps (and if applicable numbers of starting loops) will be clearly announced in at least one of the two official languages of the UCI for international races.

Also, the start commissaire must absolutely avoid false-starts, because it is nearly impossible to stop a group of riders with their adrenaline running! In order to minimize the possibility of false start, the start commissaire must constantly watch the front wheels of the riders on the start line and if one rider starts to move the start commissaire should immediately shoot his pistol!

6.3. Length of a race and particularly the decision on the number of laps for XCO events

The calculation of the number of laps for XCO events is a challenge even for the most experienced commissaire, especially when no major event has taken place on the proposed course. The number of laps of XCO event is considered as a sporting aspect of the race not a technical one. Therefore, the decision on the number of laps is under the responsibility of the PCP. This being said, nothing prevents the PCP from consulting with the TD (this person is usually experienced with MTB events and may have a word of wisdom!). It is also important to talk to the person on the organising committee responsible for the course, because a race may have taken place in the recent past on the same course, and the time per lap of those events may be a reference point for your decision. As a last resort, the PCP may even talk to some key athletes about their estimate of lap times. In short, even if the final decision on the number of laps is the responsibility of the PCP, team work is again a key element.

If the weather conditions are favorable, the PCP will aim for the maximum time. But if the weather forecast is for bad weather or the race is being held at the beginning of the season, the PCP should target the minimum time.

Never allow for discussion on the number of laps at the team managers meeting. If you allow this discussion, the meeting will never end as some athletes are better on shorter courses and others on longer courses!

Only unexpected bad weather on race day should lead to a reduction in the number of laps previously announced at the team managers meeting. It is very important to stress that this decision is the sole responsibility of the president of the commissaires panel.

In summary, in good weather plan for more rather than less; in bad weather plan for less rather than more!

6.4. Feed / technical assistance zones and rules

Feeding is allowed only in designated areas.

Feed zones are also used as technical assistance zones. In order to decrease the cost for the organiser and decrease the number of persons needed by each team, the technical zones must be located in the same area as the feed zones.

The number of zones needed vary according to the format of the race: XCO, XCM, etc. These details can be found in the regulations. In terms of size of the zone, arrange for too much rather than not enough.

It is forbidden for a rider to go in the opposite direction of the course in order to reach a feed/ technical assistance zone. A rider must continue on the course and stop in the next zone.

In XCO format, the number and qualification of commissaires in these zones should be as follows: a minimum of two national commissaires in each zone plus the Start Judge in one zone and the secretary in the other zone.

Technical assistance has been allowed since 2005, and as of 2006 there is neutral assistance at the UCI World Championships and UCI World Cups. For other types of XC events, neutral assistance is not compulsory, but if an organiser is able to provide it, nothing prevents this.

Technical assistance is well described in the regulations, but because this rule is new, it may evolve more fully in the coming years, so commissaires should pay particular attention to any possible changes or new application of the rules.

Despite the approval of technical assistance, under the current regulations it is the responsibility of the athlete **not to accept** material offered by the **public**.

It must be stressed that commissaires in charge of feed/technical zones are not responsible for the material deposited there. There is no limit to the amount of material deposited in the zone by a team or a rider as long as this material is not interfering with the other competitors or affecting the other teams.

Contact between riders and mechanics is allowed only in the designated feed/ technical assistance zones. As a reminder, feeders are not to run in the feed zones.

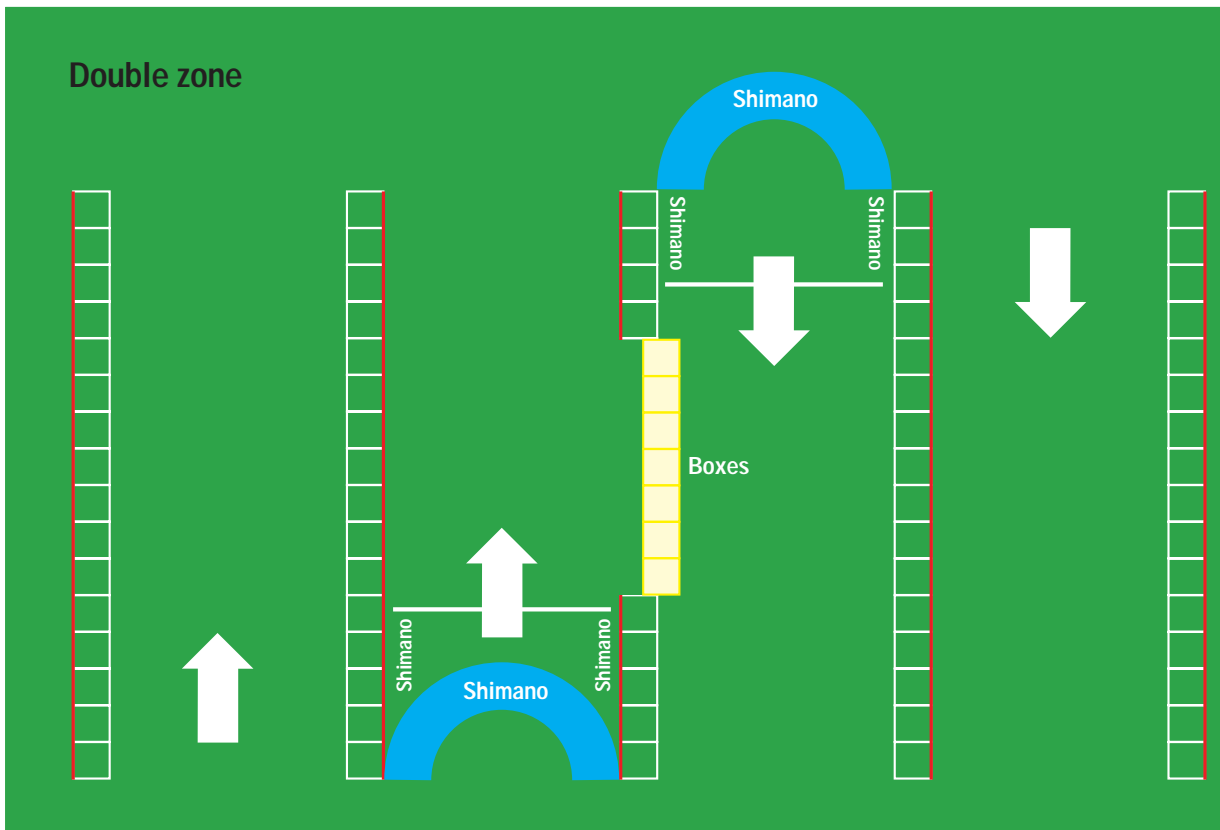
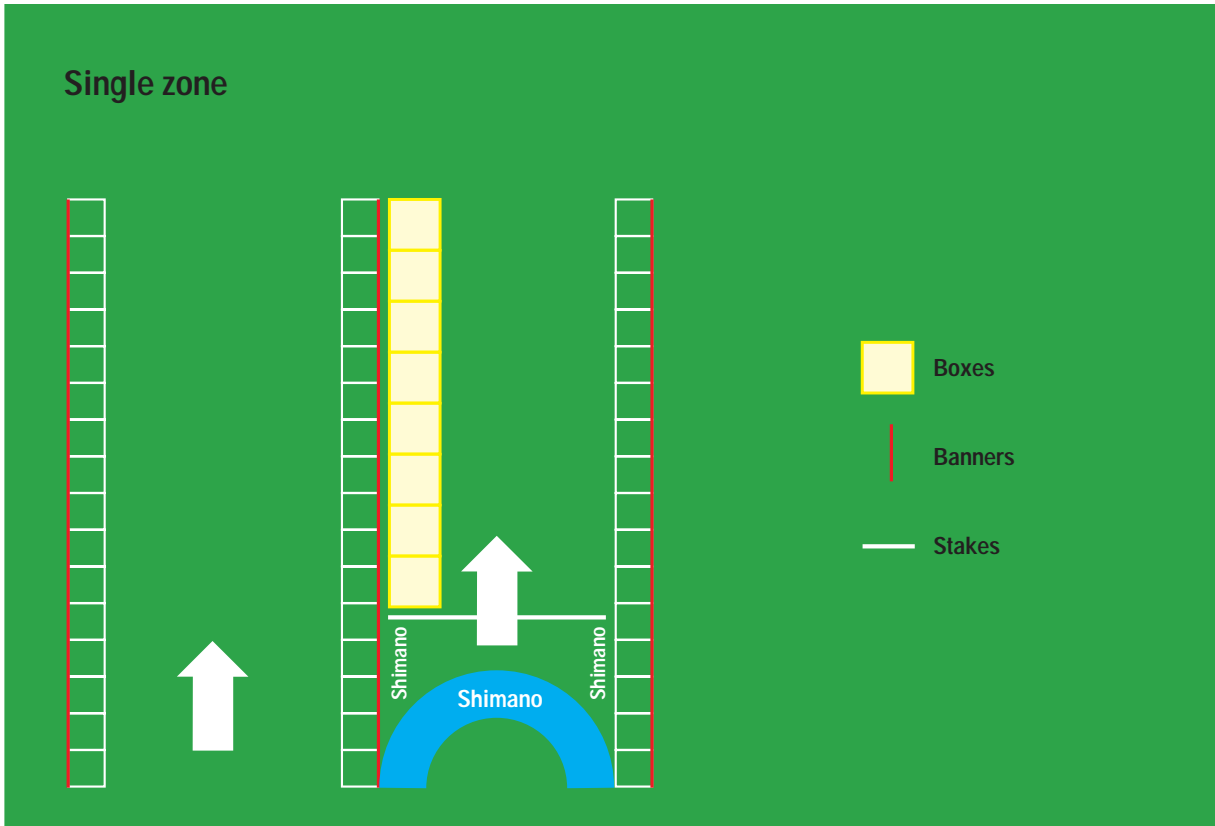
A lapped rider or a slow rider pull out at the 80 % zone is not considered to be any longer in the race, so consequently is not allowed to help a teammate with technical assistance.

Feed / technical assistance zones:





Plan of the neutral assistance zone and of the entrance of the feed zone/ technical assistance:



6.5. «80 %» rule and zone

The «80 %» rule applies for UCI World Cups (and UCI World Championships) and in events where the organiser has put it in the specific regulations for the event. This rule allows to withdraw from the course very slow riders, the one that have a time greater than 80 % from the leader's time (this 80 % explain the name of the rule!)

The primary reason for withdrawing riders at the 80 % zone is that it decreases the potential for confusion both for the public and the media in the finish zone area. With the 80 % rule, lapped riders (or riders that are just about to be lapped) are prevented from crossing the finish line along with the winner of the race.

Reminder: calculating the 80 %

For example, if we expect a race time of 20 minutes per lap, 80 % will be 16 minutes, so as soon as the leader of the race pass by the 80 % zone, a stop watch is started and all riders passing the 80 % zone more than 16 minutes behind the leader will be withdrawn from the race.

Except for lapped riders, the 80 % rule does not apply in the final lap, but may need to be applied as early as the first lap to withdraw very slow riders.

As withdrawn riders according to the «80 %» rule will still appear in the results, (so in theory may receive points or prize money) so it is important to produce a list of all riders who are withdrawn in this way in the precise order that they were withdrawn. They should NEVER be simply listed in alphabetical order or in order of race number. The same principle applies to all lapped riders.

Beginning in 2006, the time for the «80 %» rule is calculated prior to the race; this time is now based on the estimated lap time per lap used to determine the number of laps for the event (see section 6.3) the calculation based on 80 % of the real time of the first lap is no more used. This new way of calculating the 80% time will allow the 80 % time to be announced at the Team Managers Meeting at the same time as the total number of laps for the race. If on race day there is bad weather or extreme heat and there was a decision to reduce the total number of laps for the race, the 80 % time will need to be adjusted with the new lap time and must be announced at the same time as the new number of laps.

Usually, it is the assistant to the president of the commissaire panel (APCP) that is responsible for the 80 % zone. This zone is ideally located approximately 200 to 400 meters prior to the finish line. The APCP will work with one or two national commissaires because the 80 % zone is also a lap scoring location.

Example of 80 % zone:





6.6. Bike marking

As of 2005, bike marking is no longer required at international races, due to the introduction of technical assistance.

Consequently, to ensure consistency, bike marking must not be done and technical assistance must now be made available at all national races.

6.7. Arrival (media zone and bike plate checking)

The design of the finish zone after the finish line should facilitate the work of the media and the commissaires as well as the finish line judge or the other commissaires that will have either to retrieve the transponders (if applicable) or do a rapid check of the bike plate to make sure there were no bike frame changes during the race. The following pictures give examples of possible finish arrangements.

The set up of this zone is the responsibility of the TD. The TD is also responsible for the supervision of all those working in this area to ensure that no problems occur.

Example of finish line set up:



6.8. Team Relay

The start order of each team is decided by the team manager, and will be transmitted to the PCP the day before the event at the end of the team managers meeting. This start order should be respected and will be made public only shortly before the start.

The relay is given by physical contact between the incoming rider and the outgoing rider. The outgoing rider must be standing still at the time of contact.

For the relay, boxes will be constructed using fences, one side of the fence (right side) will be for the incoming rider, and the left side of the fence will be for the outgoing riders. For UCI World Championships, the boxes will be distributed according to the previous years result.

Feeding and technical assistance is allowed during team relays.

Example of team relay:



7. Sporting direction: Down-hill (DH)

7.1. Course

The course for a DH race must present a descending profile and differing types of track: narrow and wide tracks, forest road, fields, rocky road, etc. There should be a good balance between technical sectors and speed sectors. It is important to stress that DH courses should be designed to test the technical capabilities of riders more than their pedaling ability. Uphill sections should not be a part of a DH course.

The course length and duration must be within the regulations. Only the MTB commission may grant permission to hold an international race on a course where the duration will be shorter than the time allowed in the regulations. DH courses should be separate from other courses at the venue. If it is impossible to separate the courses, race times as well as training periods should be different for DH, XC and 4X.

DH courses must be marked according to the UCI regulations (or national, if applicable). Hay bales cannot be used to delineate the course. The organiser must use poles that do not present a danger for the riders in case of crashes. In dangerous areas for the public, the organiser must use the special course marking, the «A» zone - «B» zone system (see diagram and pictures).

The width of start and finish area must be a minimum of 2 and 6 meters respectively. The start area must be covered. There should be a braking area of at least 50 meters in length after the finish line and this braking zone should be free of all obstacles.

7.2. Training periods

As in XC, training must occur only during official training periods as it is only during those periods that marshals and first aid are present on the course.

As in XC, training on a DH course is not allowed during a race and if this happens it may lead to the disqualification of those involved.

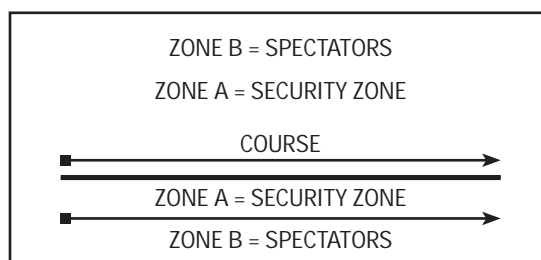
It is important to stress this at the team managers meeting.

It is **compulsory** for each rider to do at least two training runs starting from the starting gate. After the «walk the course training», it is forbidden to walk on the course for obvious safety reasons. During training, if a rider decides to stop on the course he must move immediately to the side of the course for safety reasons.

Fifteen to twenty minutes (depending on the time needed to reach the summit) before the end of the training session, the commissaire assigned to the lift must not allow any more riders to take the lift. The aim of this is to prevent riders from arriving at the start after the end of the training session.

The commissaire at the start must make sure that all riders wear an approved full-face cycling helmet, both in competitions and during training sessions. The riders must also have their handlebar number plate on the bicycle.

In dangerous areas, spectators must stand away from the course. Zones A and B must be respected under all circumstances. Only duly authorised photographers may stand in the A zones.





7.3. Start, roll call and management of riders

Ideally all riders must be in the «staging» area approximately 10 minutes before their scheduled start. Thus, they must allow themselves enough time in the lift queue and on the lift to reach the start on time.

A national commissaire will stage the riders according to the start list and when called the riders must line up behind the start line. The start judge must check to see that the rider in the starting gate corresponds with the number on the start list.

Under no circumstance may a rider start the race at any time other than his start time. The rider may start between 5 seconds before and 5 seconds after his official starting time in events where adequate electronic timing is present and allows for this. After each rider has started, the start judge will note on the start list the rider who just departed, will record the number of seconds before or after time zero that the rider started (in case the back up manual timing is needed) and will call the next rider on the start list. A rider who misses his starting time will be considered as a «did not start (DNS)» and will not be given another starting time. The judge must thus wait until 5 seconds after his official starting time before putting the next rider on the line.

At least two national commissaires will record a manual back-up time. It must thus be verified at the start and finish that manual timing is organised.

Fore-runners, i.e. two riders with plates marked A and B, will start on the course 5 minutes before the start of the first rider, as an indicator (to marshals, media, spectators, ...) that the official race will start soon.

Starting gate DH:



7.4. During the race

Riders who exit the course during the race must return to the course at the same place where they have exited it, i.e. between the two poles marking the course.

A rider encountering an incident during a seeding run (ex: UCI World Championships) has 30 minutes to reach the bottom of the course and report to the finish-line judge, in order to take the start of the final. These 30 minutes must also apply in semi-final for a rider «protected» under the regulations.

7.5. Red-flag procedure

During official training sessions, all «flag» marshals must carry a yellow flag which they must wave in the event of a fall to warn the other riders to slow down.

A number of specially-appointed marshals must also carry a red flag and have a radio link set to the same frequency as that of the PCP, director of the organisation, technical delegate and medical team. They must be stationed at strategic places on the course in such a way that they can be seen directly by the closest two marshals (above and below them).

The red flags must be used during official training sessions and races (yellow flags during training only).

Marshals with red flags who witness a serious accident have to immediately signal it by radio to the PCP, director of the organisation, technical delegate and medical team. Only the PCP may order a race stoppage. As soon as the course has been cleared, the latter must use his radio to announce that the race may start again. It must be understood that races may be stopped only in the event of a serious accident.

Red-flag marshals must immediately attempt to evaluate the state of the injured rider while remaining in radio contact with the above-mentioned officials.

Red-flag marshals not directly concerned by an accident must still follow all radio communications relative to the accident. If they see one of their red-flag colleagues situated below them waving his red flag, they must immediately do the same.

Riders seeing a red flag being waved during a race must immediately stop.

A rider who has been stopped, must continue calmly without delay to reach the end of the course to obtain a new starting time from the finish-line judge.

When possible, it is best to designate the most experienced national commissaires to the most difficult areas of the course (in place of marshals) to use the red flag.

The finish-line commissaire may be appointed as the race «emergency-stop» commissaire during DH training sessions.

It is necessary that the marshals be briefed under the responsibility of the PCP.

Marshals should receive in writing and in their own language instructions on the use of the red and yellow flags.

It is important to stress that during the race, the PCP is the only person who may stop the event.

7.6. Finishing line

During the race, the finish-line commissaire must ensure that the finish line is always marked on the ground and that the photo cells of the timing company are free from all obstacles as this might affect the riders' time.

In bad weather, when the riders' numbers are covered in mud, a national commissaire may help with the checking of the numbers. As mentioned before, at least two national commissaires are also needed for the back-up manual timing (one at the top and one at the finish).

During the race, the rider with the best qualifying and final times must sit on the 'hot seat' to allow the identification by spectators and medias of the current the race leader.



8. Sporting direction: four cross (4X)

8.1. Course

4X is an elimination event between four riders starting side by side on the same descending course. The nature of this race sometimes involves unintentional contact between the riders. Such contact will be tolerated if, in the view of the commissaires, they respect the spirit of the race and the principles of fairness and sportsmanship regarding other competitors.

A qualifying round must be organised, preferably on the same day as the main race.



8.2. Qualification and main races

Each rider must complete a timed qualifying run on the course. Any registered rider who fails to participate in the qualifying run will not be allowed to participate in the final. The riders start on the order of the starter, and in the order of the start list.

The handlebar number plates must be changed between the qualifying and final rounds. To this intent, the start judge must have a cutter available. The rider with the lowest number (better time in qualification) in each heat or final chooses his position on the starting grid. The start is given with an automated system provided by the electronic timing company. Should the start gate fail, the PCP will, after consultation with the technical delegate and the organiser, decide whether or not to hold the race.

The formula for participation in each round after qualification is based on qualifying times and in accordance with the regulations, ensuring that the riders with the best and second-best times in the qualifying rounds do not race against each other prior to the finals.

8.3. Radio procedures

During the race, the race commissaires must conduct all communications in the following way (English will be used in situations where the commissaires speak different languages):

- Riders V-X-Y-Z in the gates (SJ)
- Riders on course (SJ)
- Rider X False Start (SJ)
- Rider X Incident (all commissaires)
- Rider X Elbow (or any other part of the body) (all commissaires)
- Rider X T-bone (all commissaires)
- Rider X Gate (all commissaires)
- Riders V-Z (in the order of arrival on the finishing-line) (FJ)
- Confirm Riders V-Z (PCP)
- Rider X 'red card' or «yellow card» (PCP)
- Course clear (PCP)

The PCP directs the course from an observation tower ideally situated midway on the course, from a place that allows him to see the entire course. The national commissaires will be stationed at strategic spots on the course. They must immediately inform – in accordance with the applicable radio procedure – the PCP of any rule infraction.

Because of the loud noise during the event (large crowd and loud music) earpieces for their radios must be provided to the commissaires. The success of the event depends on it!

The President of the Commissaires Panel is the head of the **4X** race. However, the latter may request that someone with more experience in 4X preside over the race.

8.4. Finish

- The first two riders crossing the finish line advance to the next round. The other two are thus eliminated.
- If the 4 riders fall or fail to cross the finish line:
 - The order of arrival is determined by the distance covered by each of the riders.
 - The winner of the heat is the one who completed the larger portion of the course.
- A commissaire at the finish line will use a system of red and yellow cards. All decisions must be confirmed by the PCP. A yellow card will be shown to riders who race in an unsafe manner or intentionally are a danger to their competitors. The yellow card will be the first and final warning.

A red card will be shown to a rider that is being disqualified. Without prejudice to the other provisions on disqualification, a rider shall be disqualified on receiving a second yellow card in the same event, or for breaching the principle of sportsmanship or the competitive spirit.

A commissaire must direct the two riders advancing to the next round back to the start as promptly as possible. If a lift is not available, usually there will be «pick-up» trucks (or other similar methods of transportation) to bring the riders back to the start. Eliminated riders will be invited to leave the finishing-line area.

In the finals, men ride after women. The 'women's «small» final (places 5 to 8) will thus be followed by the men's «small» final, then the women's final (places 1 to 4), and finally the men's final.

The award ceremony will take place as soon as possible after the race.



9. Racing situations

9.1. Weather conditions

- **Rain:**

It might happen that the water level in a stream the riders must cross during the race rises quickly to a depth greater than 1 metre. Provision must be made for this possibility in advance, considering that if this happens the race time will certainly be prolonged.

- **High temperatures:**

If temperatures exceed 30°C, the PCP must use common sense and allow riders to be sprayed with water on one side of the course only.

- **Number of laps:**

In the afore-mentioned two situations, the number of laps could be changed up to the start of the race. If there is a change in the number of laps, the PCP must issue a «communiqué» (or statement) detailing the change and display it in strategic places (time permitting). He must also request the speaker to announce the change. Likewise, the start judge must announce the change during his starting instructions.

No change in the number of laps is possible once the race has started.

9.2. Wrong direction taken by riders in the start-loop

- The organiser and technical delegate must be very careful to properly mark the course.
- The PCP must make sure that the marshals open and close the course at the right time and place.
- He must also make sure that the lead motorcycle driver knows the race course very well, particularly the start loop.
- The announcer and start commissaire must very clearly indicate the number of start-loops and laps to be completed.
- In the worst case scenario, the PCP must stop the riders and ask the starter to restart the race.

9.3. Three different race schedules in circulation

- The secretary must remove all schedules already printed and displayed at the site of the competition.
- He must display the new starting time at the following places: the staging and start line, the official posting area, in the team boxes, etc. He must ask the announcer to very clearly indicate the changes.
- At the team managers meeting, the PCP must point out any changes made to the race schedule.
- Any display of a new race schedule must be approved by the race secretary and the PCP. The race secretary must double check that the schedule he communicates is the official one.
- Check the official times of the next day's race with the race director. Bear in mind that the schedule published by the UCI is usually the official schedule.
- The starter must never let a race start before the latest starting time communicated on the different schedules circulated.
- Check with the person from the organisation responsible for security that all marshals and first aid personnel will be at their posts at the new starting time.

9.4. Rider helping another rider during a marathon race (or stage race)

- Drafting between two riders who are not in the same category (e.g. man and woman) or refusing to give way to riders behind (blocking) in order to give advantage to a rider in front.
- The PCP must hold an inquiry into the allegations of blocking or slipstreaming. He must attempt to find witnesses.

- Without any witnesses, it is very hard to act.
- The race commissaires must be very vigilant and keep a close eye on all forms of help between riders. There should be a significant gap between the men's and women's start times (at least 30 to 45 minutes, with women going first). During the team managers meeting, indicate that assistance between riders will be sanctioned.

9.5. Disqualification

A rider leaving the course is not automatically disqualified. He normally must re-enter the race course at the point where he left it.

But often riders exit the course at a place where there is a steep descent that makes it almost impossible to re-enter the course exactly where it was exited; or re-entry is complicated on account of large numbers of spectators; or it is dangerous for both the rider and other competitors, or even the public, that he re-enters at the same spot. In such instances, common sense must be used, in the spirit rather than in the letter of the rules, i.e. the athlete must try to re-enter the course as close as possible to the place where he exited, but above all, there must be no advantage gained by having exited the course.

9.6. False start: «never»

- The riders start before the starting-line commissaire has fired the starting shot. The starting-line judge should never call the riders back to the line.
- He should fire the starting shot as soon as the riders begin to move.
- The starter must vary the moment at which he gives the official starting signal. For example, in one race he may give it with 5 seconds remaining and in the next with 12 seconds remaining in order to decrease the possibility that the riders anticipate the start.

9.7. Rider finishing the race on foot (without his bicycle)

The rider and his bicycle must pass the line at the same time to receive a ranking. So, if the rider crosses the finish line without his bicycle, he should appear on the result as «did not finish (DNF)».

9.8. At the final sprint, a rider deviates from his lane in a tight sprint

- This is a sporting decision, and thus is a decision to be made by the commissaires.
- A decision must be taken without delay. The PCP must be present to watch the final sprint. If one rider «fouls» another, it merits relegation.

10. Particular points applicable to the sporting direction.

Commissaires will have to deal with a number of different racing situations. They need to approach such situations with skill. Below we specify the behaviour appropriate to each situation.

10.1. Use of the radio

Radios are an enormous and indispensable help for the sporting direction of races. However, the **way** in which they are used will ensure **whether or not** they contribute efficiently to the race. A number of principles must be respected:

- **Each radio user** must identify him or herself **clearly and quickly** to ensure that the frequency remains available at all times for priority reports (race stoppage, results, 4X communications, etc...)
- **Use correct, clear, firm language, but never be impolite** or belittle the people in question.

- **Important information** must be given at least twice, calmly and clearly, and must be acknowledged as having been properly received.
- **During long statements**, stop and leave the space open for others to interject, if need be, urgent announcements relative to the riders or security.

It is very important that you only transmit information over the radio concerning the race itself, never «off-topic» remarks that may discredit your professionalism and competence.

The organiser must make available to the commissaires 5 radios in good condition. The radios must be fully charged (including a reserve battery) every day and be equipped with a user-friendly microphone headset.

During events requiring immediate contact with the PCP (race stoppages), the national commissaires located in critical spots (red flag) must have radios which will transmit and receive on the proper frequency.

The radios must be small enough to be easily carried.

It must at all times be possible for the start and finish commissaires to communicate with one another.

10.2. Medical assistance

During training sessions and competitions, medical assistance must be available at all times. All commissaires must know the exact location where first aid is available. Before the start of the competition, the organiser must hand the PCP a map indicating where the first-aid locations are located on the course.

10.3. Awards

The PCP must always ensure that the award ceremonies are run in accordance to the regulations, the organiser's requirements (as mentioned in the specific regulations for the race) and in particular with reference to the presence of the relevant riders.

10.4. Work after the finish

- **Riders' finishing positions** must be entered into the computer and for races on the international calendar the minimum information necessary are the family name and first name (correct spelling), the UCI codes (check for accuracy) and the placing (part II, road races, of the UCI rules contains a good example of a «model result sheet»). After editing, the original of the results must be checked by the finish commissaire; only thereafter may they be reproduced and circulated by the race secretary. It is also important to remind that for international races the results must be sent to the UCI (e-mail or FAX) as soon as they are available (for national races it is important to comply with the requirements of the national federation)
- **Any sanctions** must be issued using a «communiqué» (or written statement) attached to the results. If there are specific incidents in a race, the PCP must draw up a report detailing the incident, and append it to his race report.

In the event of sanctions:

The PCP must inform the parties concerned (rider, team manager, organiser) of the type and reason for the sanctions. He may also take into account the claims of riders or team managers, examine them with the panel, and indicate to the interested parties whether or not such claims have been accepted or not.

The sanction must be set out in a statement taking the following form:

<p>Communiqué (Statement) no. XXX</p> <p>DECISION BY THE COMMISSAIRES PANEL</p> <p>Rider [NUMBER] [SURNAME] [NAME] [TEAM]</p> <p>Reason for the sanction (mention the article no. in the FN or UCI regulations)</p> <p>Fine in Swiss francs (CHF), warning, disqualification, etc.</p>

IMPORTANT

- **Provisions on the application of decisions:**
 - **Never sanction without irrefutable proof. When in doubt, abstain!**
 - Each time the PCP is required to take action (by the organiser, rider, team manager, etc.), he must look for **the best solution** or response to the situation, even if it involves going back on a decision, if new issues may be taken into consideration.
 - By contrast, he must **never** go back on decisions taken by the panel in the absence of new evidence; moreover, solidarity must always be maintained by the commissaires after a decision has been taken.
 - **All decisions taken will be announced only by the PCP.**

10.5. Race Report

- The **PCP** must complete a race report containing detailed information concerning the race, organisational aspects, logistics, safety and rider participation.
In it he sets out his general assessment of the race, identifying points that could be improved. If necessary, an additional information sheet may be attached.
All these documents must be sent to the UCI (for the attention of the MTB sports coordinator) or to the National Federation (whichever is relevant).
- Out of respect for the organiser, and for purposes of his information, it is always appreciated to arrange a **debriefing session** with him during which you put forward your suggestions for improvement or any advice you deem appropriate. This debriefing should underscore the positive side of your responsibilities and the fact that you do not have a regulatory role only but that you are there also to assist him in making his race better.
You must identify to him the important points that will be included in your report; small improvements that can be made with little effort will be mentioned to the organiser but will not be included in your report.

IMPORTANT REMINDER:

The race report must also include the following elements:

- List of starters
- Final classification (results)
- List of infractions

All these documents must be sent to the UCI or FN (whichever is relevant).

Obviously the **PCP** must keep a copy of these documents!

It is not the role of the PCP to express an opinion on the possibility of an event being upgraded to another category.

In short, after the race:

- a. Organise a debriefing with the organiser
- b. Thank all of the staff members (commissaires, volunteers, organisation, etc.)
- c. Within two hours of the finish of the race send the results to the UCI (International races) by e-mail or to the NF (National races).
- d. Prepare your race report.

11. Equipment

11.1. Material

In light of the wish expressed by the MTB Commission and the UCI Management Committee that MTB continue to be a «material laboratory», there is little limitation on equipment used; thus, except for the limits set by the general regulations mentioned in chapter 1 (e.g.: equal diameter of the two wheels), the only limitations relevant to the material used in MTB races (at the time of the publication of this guide) are the following:

- the use of tyres equipped with metallic studs or screws is prohibited;
- the diameter of the bicycle wheels may not exceed 29 inches.

Likewise, the use of radio connections or other means of remote communication with riders is prohibited.

11.2. Clothing

A few reminders:

Sleeveless jerseys are prohibited in all cycling disciplines, including MTB – it is a matter of image! Likewise, riders dressed in eccentric wear must not be allowed to participate.

The wearing of the national champions jersey during all races on the international calendar is compulsory (and in some countries during national races). It is the responsibility of the PCP to see that this regulation is respected.

This information should be communicated during pre-race meetings with team managers to avoid any problems during the races.

HAVE A GREAT RACE!



Union Cycliste Internationale

1860 Aigle (Suisse)
Tel. +41 (0)24 468 58 11
Fax +41 (0)24 468 58 12
www.uci.ch