



Event Organisation Guide Section 4: Mountain Bike



INTRODUCTION

Welcome

Conducting an AusCycling standard event means making a commitment to safety, quality standards and regulations.

This booklet is designed to support Mountain Bike organisation and support the standard delivery of the key areas of the operation to ensure safe and fair events.

This booklet outlines the specific standards that are required depending on the level of the mountain bike event being conducted.

CONTENTS

SECTION 1

MOUNTAIN BIKE DISCIPLINES

06 Mountain Bike Disciplines

SECTION 3

SCHEDULING AND DATE PROTECTION

12 Scheduling And Date Protection

SECTION 5

VENUE DESIGN

16 Venue Design

SECTION 7

DOWNHILL

27 Course

SECTION 9

OBSERVED TRIALS

32 Observed Trials

SECTION 11

OTHER VENUE AREAS

41 Ceremony Area
42 Parking
42 Food and Catering
42 Toilets
42 Expo Areas
42 Organisers Space
43 Bike Wash

SECTION 2

CATEGORIES OF RACES

09 Categories Of Races

SECTION 4

APPROVALS AND PERMITS

14 Approvals And Permits

SECTION 6

THE COURSE

19 Cross Country
19 Race Length
20 Cross Country Short Circuit (XCC) specific
20 Race Times XCC
20 Cross Country Marathon Specifics
20 Cross Country Short Circuit Specific
20 Cross Country Team Relay Specific
21 Stage Race Requirements
21 Rider Safety Considerations (Course)
21 Signage
21 Rock gardens
21 Jumps
21 Course marking and Safety Preperation
22 Start and Finish
25 Finish
25 Practice

SECTION 8

GRAVITY ENDURO

30 Gravity Enduro

SECTION 10

KEY PERSONNEL

37 Medical Services
39 Red-flag procedure

SECTION 12

KEY EQUIPMENT

45 Numbers
45 Information board
45 Course Maps
45 Medical Maps

SECTION 1

MOUNTAIN BIKE DISCIPLINES



Cross-Country Olympic (XCO)

Cross-country Olympic is an endurance-based mountain bike event held over undulating circuits (with technical descents, forest roads, rocky paths and obstacles) of 4 to 6 kilometres. The race varies from 1 hour 20 minutes to 1 hour 40 minutes depending on the category.

Cross-Country Time Trial (XCT)

Cross-Country Time Trials are races in which individuals or teams of riders, ride the same route and distance separately for elapsed time. Riders/teams are started at pre-set intervals and are held on an XCO course.

Cross Country Short Track (XCC)

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

Cross-Country Point-to-Point (XCP)

A Cross-Country format event that starts and finish at different points (point-to-point). The course is between 20-60km in length.

Cross-Country Stage Races (XCS)

A multi-stage Cross-Country event that may include a range of different racing formats. Traditionally an XCS would include a group of time trial events (XCT) over one or more days, which may now include XCO, XCC, XCP events as well.

Cross-Country Marathon (XCM)

The Cross-Country Marathon events are a long version of cross-country held over a course of 60 to 160 km. A special feature of this disciplines is that it attracts mass participation with categories, from enthusiasts to professionals, racing together.

Cross-Country Eliminator (XCE)

The Cross-Country Eliminator features a course which is between 500m and 1000m. It's a fast-moving, dynamic, action-packed format in which four riders race in heats on technical tracks featuring obstacles such as jumps and bridges. Competitions begin with a qualifying heat that takes the form of an individual timed lap of the circuit, where the fastest 32 men and 16 women qualify for the main competition. The fastest two riders in each heat thereafter qualify for the next round, with the format continuing until only four riders remain to contest the final.

Cross Country Team Relay

The team relay has riders participate in teams with each member completing a certain number of laps before handing off to the next rider in their team.

E-Mountain Bike (E-MTB)

An E-Mountain Bike is a bike operated with two energy sources, human pedal power and an electric engine within the bike, which provides assistance when the rider is pedalling. E-Mountain bike events will be organised in the Cross-Country and Gravity Enduro formats only.

Cross-Country Endurance

These events are a version of Cross-Country Olympic which are conducted up-to a length of length, up to twenty-four (24) hours (this can also be variations such as 4,6,12 hours). These can be run in individual (solo) or team formats.

Downhill (DHI)

Downhill is an individual race against the clock in which the rider negotiates a number of fast and technical passages as well as sharp technical skills in order to negotiate tree roots, banked sections, bumps, jumps and other natural obstacles along the way. Speeds can reach around 80km/h.

Four-Cross (4X)

In Four-Cross (often abbreviated to “4X”), four participants set off together to ride down a track that alternates banked corners and jumps. The races are very quick (between 30 seconds and one minute) and give rise to fierce and closely contested confrontations between the riders. The winner is the first to cross the finish line. The four-cross races take place over several qualifying rounds.

Gravity Enduro (GE)

Gravity Enduro includes several liaison stages and timed stages. The times achieved in all timed stage will be accumulated to a total time. An enduro course includes varied off-road terrain. The track should include a mixture of narrow and wide, slow and fast paths and tracks over a mixture of off-road surfaces. Enduro racing requires athletes to use a combination of endurance, speed and technical skills.

Observed Trials (OT)

Observed Trials (or Trials) is an event where a competitor rides through an obstacle course while attempting to avoid touching the ground with the feet. The obstacles in the course may be of natural or constructed elements. In all sections, regardless of content, the designated route is carefully contrived to test the skill of the rider. In many local Observed Trials events, the sections are divided into separate courses to accommodate the different skill level of riders, who compete in skill-rated classes. In every section, the competitor is scored by an observer (hence the sport's name) who counts how many times the competitor touches the ground with the foot (or any other part of the body). Each time a competitor touches the ground with a foot (commonly called “dabs” or “prods”), the penalty is one point.

Pump Track (PUM)

A Pump Track is a track that consists of rollers and steep turns in various sizes and shapes. The rollers and turns are used to generate speed by pumping the bike, not by pedalling. Events are conducted as a time trial where riders complete the track as quickly as possible.

Alpine Snow Bike (ALP)

Alpine snow bike is a version of Downhill that occurs on snow.

SECTION 2

CATEGORIES OF RACES



AusCycling has developed the following event classifications. Each level has a varying requirement and expectation of their management. The following tables outline the levels of categories for all events in domestic level events that are sanctioned in Australia. These levels will be referred to within this document to specify specific standards that are required by AusCycling.

Level	Description	Features/Eligibility
Platinum	National Championships and UCI events	Pinnacle Events on the National Calendar. UCI Categorised Events (.1, .2) AusCycling Race Members (All Discipline/Off-Road) with UCI ID
Gold	Major National Events	National Cup AusCycling Race Member (All Discipline/Off-Road)
Silver	State/Territory Level Competition	State/Territory Series, Championships State Series AusCycling Race Member (All Discipline/Off-Road)
Bronze	Club and Interclub Competition	Intra-club and Interclub competition AusCycling Race Members (All Disciplines), 4 week free trial, Day Race Members
Club	Club	Local intra-club competition No prize money AusCycling Race Members, Day Race Membership, 14 day trial memberships

International level events are classified by the UCI. For more information on registering UCI events please see the [‘AusCycling Guide to International Events’](#).

SECTION 3

SCHEDULING AND DATE PROTECTION



- National Championship dates are reserved as block-out dates. No other National (Gold) or State/Territory Level (Silver) event of the same discipline will be conducted over these dates anywhere in Australia. Additionally, no Club (Bronze) events in the same discipline will be accepted in the same State/Territory in which the Championships are held.
- Only one National Cup (Gold) event in the same discipline can be held on a day anywhere in Australia.
- Only one State/Territory (Silver) event in the same discipline can be held on the same date within each State or Territory.
- Club (Bronze) events can be held at any time in any location.

SECTION 4

APPROVALS AND PERMITS



APPROVALS AND PERMITS

The planning of most mountain bike events includes approval from land managers (private land manager/owner, parks department, state/territory government and/or local government).

Planning for a mountain bike event needs to consider the riders needs, course/trail preparation and spectators. As a result, approvals generally take more time and depending on the level of event, number of land managers, courses and local legislation requirements. Between one (1) to six (6) months should be allowed for approvals.

Minimum Standard

All events must have approval from the land manager/owner.

Rider Briefing

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

SECTION 5

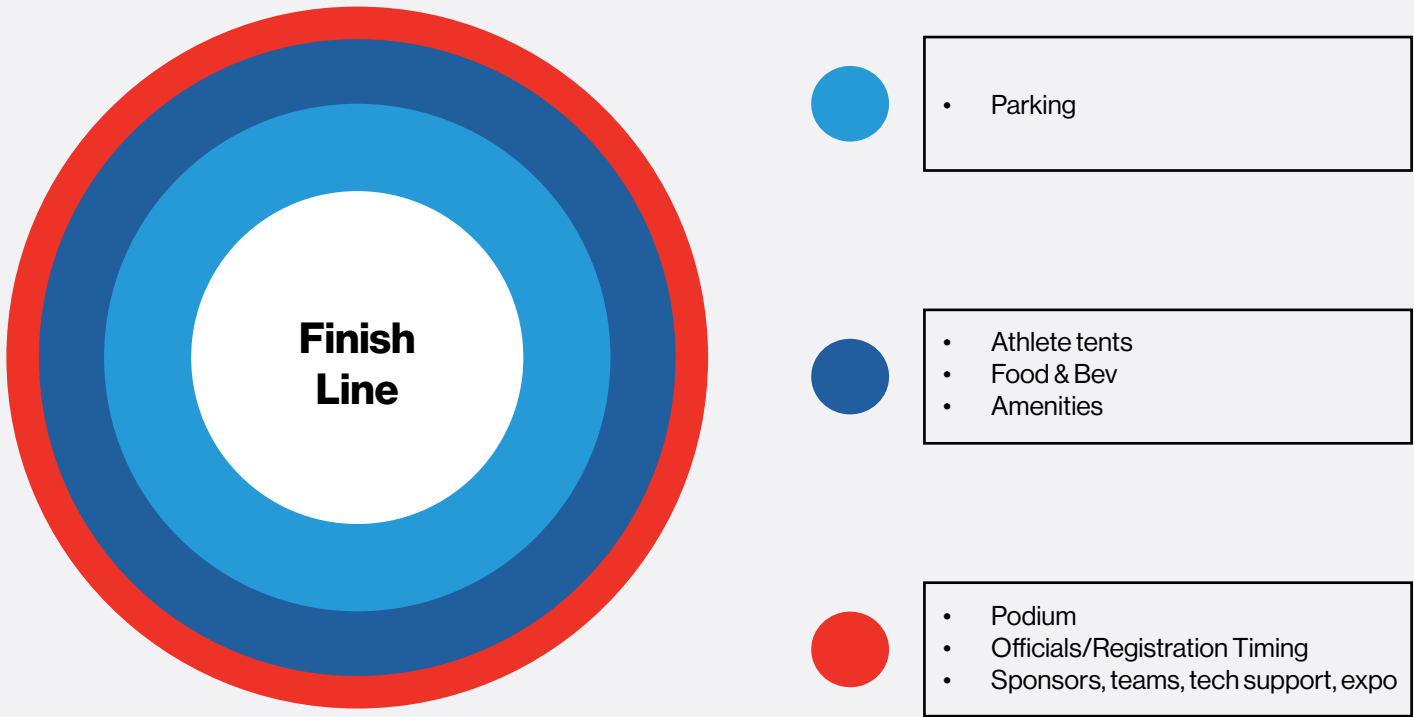
VENUE DESIGN



A well-designed venue will facilitate good crowd control and provide participants with an appropriate start/finish and staging area given the level of the event.

While designing the venue consider the following key elements:

- The Start/Finish area should be the heart of the venue. For multi discipline events, there should be separate start/finish lines.
- The venue should be closed to all vehicles other than those who are officially accredited.
- There should be alternate areas and paths for spectators, staff and others that don't interfere with the race. Alternate routes for accessing the course should be clearly marked.
- The area must work well with traffic flow. Be aware of where the riders are to warm up satisfactorily, where they must be marshalled for pre-staging or call up, and where they are to exit the finish area. The linkage between all of these facets must be planned well so that spectator traffic does not conflict with competitor, officials and other traffic.



Facilities and Event Village

Providing proper facilities is essential for the smooth running of any event. The success of the event closely interrelated to the provision and planned operation of the facilities.

If riders, teams, media and public cannot find, see or hear your facilities the whole point of providing them will be lost. Therefore, all facilities must be:

- Carefully located
- Easy to find/see/hear
- Included on site maps
- Clearly sign posted

It is important to pay special attention to the event village. By doing so, it will provide a positive impression to competitors, spectators and media.

Make sure you arrange good quality catering facilities to provide spectators, officials and competitors alike a choice of hot or cold food and drinks.

An effective sound system must be supplied. Arrange for music, either by playing pre-recorded music or tuning into a local radio station (this may also provide sponsorship opportunities). Ensure that the sound system can be heard at all staging points, presentation and start/finish areas of the event.

SECTION 6

THE COURSE

Mountain bike events and their courses can have a variety of courses. Variables when considering a course can include discipline, local conditions, geography, weather, trails and the options for the start and finish.

When considering the course, it 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 be rideable in any kind of weather



Cross Country Olympic

The circuit for a Cross-Country Olympic event is between 4km and 6km in length. The course must be marked every kilometre by a sign indicating the distance remaining to the finish line.

The course for a cross-country race should include a variety of terrain such as road sections, forest tracks, fields, and earth or gravel paths, and include significant amounts of climbing and descending. Paved or tarred/ asphalt roads should not exceed 15% of the total course. Aim to have 85% of each lap off-road.

XC courses include differing surfaces, technically demanding areas, narrow single track but wide enough tracks to allow passing. A well-designed course should make it nearly impossible for the riders to “cut the course” and in this way gain an advantage.

The course must be 99% rideable even in difficult weather conditions. Parallel sections must be provided on sections of the course likely to deteriorate easily.

Creating a course in a small area allows spectators to see riders multiple times per lap. The Start/Finish area should be the heart the course. For events with DHI and XCO there should be 2 finish lines.

The area must work well with rider and spectator flow. When designing this area specific attention should be focused on where the riders will warm up, where the riders are being marshalled for pre-staging or call up, and where they are to exit the finish area. The mixed zone or flash interview area must be well thought out, and in general, the linkage between all of these facets must be planned well so that spectator traffic does not conflict with competitor, officials and media traffic.

The course also needs to keep spectator accessibility in mind. Alternative routes for spectators should be designed which give access to viewing areas. These routes should be clearly marked using directional signs. The design of the course that it doesn’t need to be used to access spectator points. If there are natural obstacles or interesting sections on the course be sure to provide easy access for the spectators to maximize the effect of such sections.

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

Race Length

The target race length should be:

Class	Target race time (h:mm)
Elite Men & Women	1:20 – 2:00
Expert Men & Women	1:20 – 2:00
Under 23 Men & Women	1:15 - 1:30
Masters 1 & 2 Men & Women	1:15 - 1:30
Masters 3 & 4 Men & Women	1:15 – 1:30
Masters 5 & 6 Men & Women	1:00 – 1:15
Masters 7+ Men & Women	1:00 – 1:15
Junior 19 Men & Women	1:00 – 1:15
Under 17 Men & Women	1:00 – 1:15
Under 15 Men & Women	0:45– 1:00

Cross Country Short Circuit (XCC) specific

The circuit for a format cross-country short circuit (XCC) event shall not be more than 2km with a race duration of 20-25 minutes for both Men and Women. Ideally, for the course will be between 2-3 minutes for riders to complete a lap.

XCC Race Times

- Open Men: 20 minutes + 3 laps (Maximum total time 25 minutes)
- Open Women: 15 minutes + 3 laps (Maximum total time 20 minutes)
- Junior Men/Women: 15 minutes + 3 laps (Maximum total time 20 minutes)

No Feed Zone necessary for XCC.

Cross Country Marathon (XCM) Specifics

The format is a single lap of a long course that has a total distance between 60 kilmotres to 160 kilometres over a maximum of three (3) laps. The minimum completion time for an Elite level racer should be about 4 hours.

When designing a marathon course there should be a wide range of different conditions to avoid giving the course a configuration where the same type of terrain occurs too frequently.

Additionally, the course should combine difficult sections and easier, open sections, by creating climbs and descents so to vary the length and the slope angle.

The course must be signed every 10km showing the distance still to be covered. The last five kilometres must also have a sign showing the distance.

The course may involve a point-to-point format where no section of the course is repeated in either direction. Extended single track sections should be avoided, where necessary these sections should allow for regular passing.

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

Cross Country Team Relay Specific

The Cross-country Team Relay races take place over the XCO course. Each rider completes a single lap of the course and relays the next rider in their team by touching their teammate's arm, jersey or other part of the body.

The marking of the course, the start/finish area, marshals and first aid is the same as for the XCO course.

Feeding from the feed/technical zone is not permitted for the cross-country team relay events

The exchange between riders takes place in an 'Exchange Zone' near the start/finish area, specially set up for this purpose. Should an incoming rider have a "near miss", not making physical contact with their team-mate in the exchange zone, that rider should return to their team mate (taking care not to interfere with other riders who may be entering the exchange zone) to affect the relay. The President of the Commissaire Panel should be positioned in the Exchange Zone during the race to witness the relays (if possible one or more other Commissaires should assist).

Relay transition boxes are constructed using barriers or fences, with one side of the barrier for incoming riders and the other side for outgoing riders.

The order of teams will generally be determined by drawing lots. The first ranked team will be installed in box number one (1) and so on.

The relay is achieved by physical contact between the incoming and outgoing riders. The outgoing rider must be stationary at the time of contact.

Stage Race Requirements

A Stage race may consist of a combination of any of the following components:

- XCT
- Point-to-Point
- XCO
- XCC
- DHI

Each of these stages will be conducted under rules specific to that discipline within the AusCycling Technical Regulations – Mountain Bike.

At least three stages must be utilised and at least one of those stages must be a Point-to- Point or large distance circuit race. A Stage race must be held over multiple continuous days or on a single day.

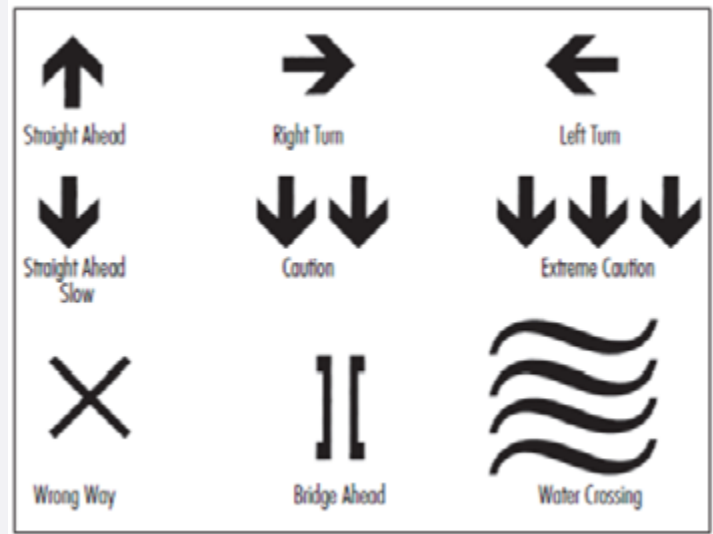
The final place for the event can be decided by either accumulated time (lowest time wins) or accumulated points (highest points wins).

Rider Safety Considerations (Course)

When using features such as rock gardens and jumps certain steps should be taken to reduce the possibility of injuries to riders. A significant number of rider injuries occur during training when riders are trying sections for the first time, so it is important that all safety precautions (signage, padding, medical evacuation plan, marshals, etc) are implemented from the time first training starts.

Signage

Where sections have multi-line options clear signage indicating the options and double and triple arrows should be implemented before training starts so riders are aware that they are approaching a "feature" that could carry a risk.



Rock gardens

Rock Gardens should have a Safety Zone that is clear of spectators, and which should also be clear of rocks so if a rider crashes out of the tapes the possibility of serious injury to themselves or spectators is reduced.

Jumps

Step-up jumps and large gap-jumps that are not rollable should be avoided. All jump sections should also be rollable and should have an alternative 'B' line for any riders who do not wish to jump. Where possible try and make jumps look natural with earth (BMX style) and avoid man-made wooden ramps.

Course marking and Safety Preperation

Except for areas where there is expected to be a high number of spectators, course taping is best done low; a height of 50cm – 60cm is ideal. This reduces the damage caused by wind and spectators lifting tape to cross the course. In busy spectator areas double tape is recommended to reduce spectators crossing the course.

Marking around 'features' should be given extra consideration to ensure the safety of any riders who crash. Ensure there is adequate space on crash-lines, keep spectators further away, ensure course marking posts are positioned off crash-lines and padding is secure.

In higher risk areas, such as on course tree stumps or tree trunks, hay bales or padding to protect the riders must be used. Padding must be secured so that it does not move off its position when hit by a rider. Marshals must also be placed within sight of these areas to ensure that their position is restored before the next rider approaches.

In areas, such as along the edge of steep drops, catch nets which comply with ski federation norms must be used. It is it is strongly recommended to use mesh fencing covered by a canvas plastic sheet in dangerous/ extreme section. Otherwise, normal mesh will be appropriate.

Any wooden bridges or ramps must be covered with non-slip surface (carpet, roofing paper, or special anti-slip paint possible, roots, stumps, protruding rocks, etc. should be highlighted in biodegradable fluorescent paint to give increased rider reference at speed. Large roots in damp single track sections may have notches cut in them which will not affect the tree they belong to but will stop the tyres of the bike slipping along the root.

Start and Finish

If using, start banners or arches must be placed immediately above the starting and finish lines at least 2.5 metres above the ground and all the way across the entire width of the track.

The 8m wide zone should also be divided into 8 x 1m « boxes » for the top-8 call up and numbered 1 – 8 from left to right. The size of the areas must be adapted to the space available and the number of participants; ideally, they should hold 20 to 40 riders for each box (60m2 minimum per box).

The starting line must be at least 8 metres wide over a minimum distance of 100 metres after the line. It must flat or on an upward slope.

The start must be on a flat or uphill section of the course. The first section after the starting line must be obstacle free to allow the bunch to gradually spread out. Barriers made of a hard material should be placed on both sides of the course (depending on the level of the event and number of expected spectators).

The finishing zone must be at least 6 metres wide over a minimum distance of 50 metres before the line and 20 metres after it. It should be laid out in a flat sector or on an upward slope.

Minimum Standard

Platinum and Gold
The start and/or finish lines must be clearly marked by a gantry or flag structure. Inflatable arches must not be used across any racecourse. All structures must be appropriately weighted and or secured and must be approved by the Technical Delegate or President of the Commissaire Panel (PCP) prior to the commencement of official practice.
The start of the course should be at least 8m wide for a minimum of 100m after the line, after which the riding area may narrow.
The start of the course must be either flat or gentle climbing for a minimum of 750m, or 3 minutes after the start line.
The finish area must be at least 6m wide for a minimum distance of 50m before the finish line.

All other events
The start and/or finish lines must be clearly marked.
The start of the course should be at least 6m wide for a minimum of 100m after the line, after which the riding area may narrow.
The start of the course should be either flat or gentle climbing for a minimum of 150m, or 1 minute after the start line.
The finish area should be at least 6m wide for a minimum distance of 25m before the finish line.
Course markings must be placed at least 30 metres before and 30 metres after the finish line, or after the finish line if in a separate location.
The finish line drawn on the course surface must be placed across the entire width of the course by the shortest possible length.

80% zone in XCO races

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

An 80% exit location will be decided on-site during the course inspection by the Technical Delegate or the PCP. At this location, a short corridor will need to be implemented to allow the riders to leave the course in order and have transponders removed. This can be created with either barriers (6-8) or posts/tape.

“80% Exit” signage should be prepared and be available for implementation once the exact location has been agreed.

Minimum Standard
All Gold and above events must have an 80% exit zone.

Start Procedure

The best way to achieve an organised start is to use a call-up with a 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 Did Not Start (DNS).

Rider Call Up

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 timeframe should generally be shorter depending upon the number of starters.

Riders will 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. The commissaires must make sure that all riders have at least one foot on the ground before the start.

Feed / technical assistance zones

Feeding is allowed only in designated areas. This is one of the most important elements of the course as it is a busy area. The Technical Delegate and President of Commissaires’ Panel will determine with the collaboration of the race director the final layout and set-up of these areas. Feeding and assistance must take place on the riders’ right-hand side, wherever possible.

Minimum Standard
UCI: 100-120m in length
Gold and Silver: Feed Zone must be 40m in length
XCM courses should have 3 feed zones

Ensuring an appropriate length of feed/technical zones provides an area that is not too densely populated. Making this section sufficient wide means those not wishing to be fed or needing technical assistance can pass on the left hand side.

Having the feed zone within 500m from the finish allows easy access by managers, Commissaires and members of the workforce.

It is also ideal to follow the feed zone/technical assistance zones with a section of the course that is flatter and less technical so that there is a chance for the riders to take on the fluid and food they have just received without risk.

Minimum Standard
Platinum and Gold level require the use of a formal, managed feed zone.
The feed zone must be a minimum of 40 metres in length. Variations to this rule must be approved by the Technical Delegate or PCP.

Minimum Standard

XCM events must have a feed zone at least every 30 kilometres.

Feed / technical assistance zones

DIAGRAM 1: FEED/TECHNICAL ASSISTANCE ZONE ONE SIDE

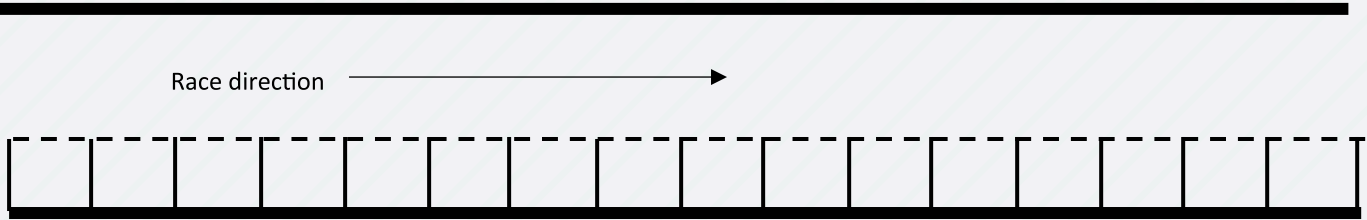


DIAGRAM 2: FEED/TECHNICAL ASSISTANCE ZONE OPPOSITE SIDES

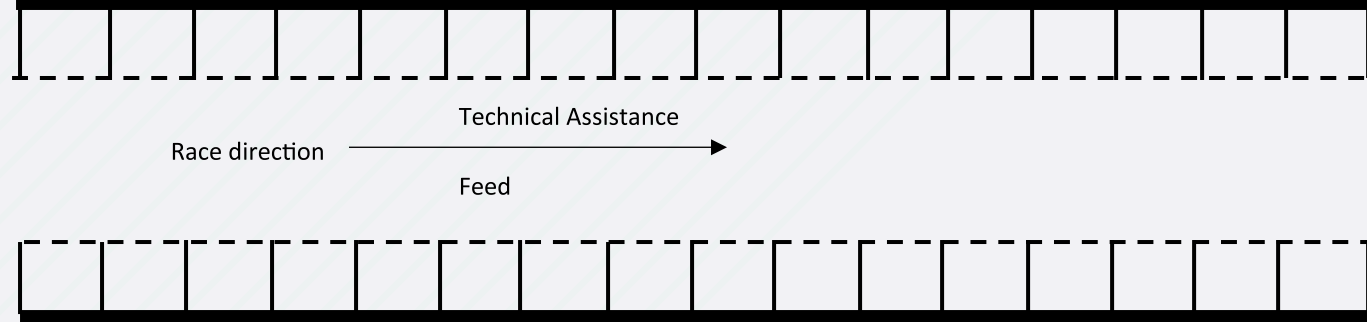
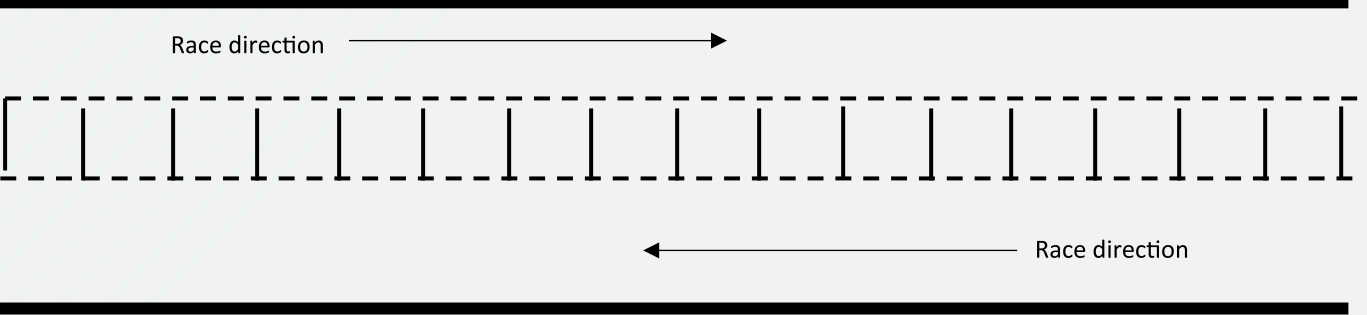


DIAGRAM 3: DOUBLE FEED/TECHNICAL ASSISTANCE ZONE



Finish

The design of the finish zone after the finish line should facilitate the work of the Commissaires. A well-designed finish will allow transponders to be retrieved or a bike plate check.

**Minimum Standard
Gold and Above**

The finish area must be at least 6m wide for a minimum distance of 50m before the finish line. Barriers or a similar form of hard fencing must be erected at least 100 metres before and 50 metres after the finish line.

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

Silver and below

The finish area should be at least 6m wide for a minimum distance of 25m before the finish line. Course markings must be placed at least 30 metres before and 30 metres after the finish line, or after the finish line if in a separate location.

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

Practice

Practice on the race course is only permitted (for registered riders only) as follows:

- Cross-Country Olympic (XCO): at least 24 hours prior to the event.
- Cross-Country Marathon (XCM): at least 12 hours prior to the event. For XCM events it is appropriate to offer no practice on the race course.
- Short Course Cross-Country (XCC) and Cross-Country Eliminator (XCE) - at least one hour prior to the event.
- Cross-Country Enduro (XCEN) and Super D (SD): at least 4 hours before the event.
- Cross-Country point-to-point (XCP) and Cross -Country stage race (XCS): a practice session on these courses should be provided. For XCP and XCS it is appropriate to offer no practice on the race course.

SECTION 7

DOWNHILL

Downhill competitions are time trials where riders are sent off individually at standard intervals, to race against the clock.

Course

A Downhill course should be a mixture of single track, jeep road, field sections, forest sections, and rocky sections. There should be a mixture of rapid and slower technical sections. There should be no uphill sections. Design your course so that there is a mixture of fire road/ jeep trail, single track, high skill zones, high speed zones - without too much of one element.

The course design must ensure:

- The whole course must be 100% rideable, b-line must be created around drops, jumps or very steep sections.
- The course must contain no more than 3% sealed or paved roads or paths.
- It avoids man made obstacles. Note: Natural rock gardens are allowed, man-made artificial ones are not allowed.
- There should be no flat or uphill on the course
- A rider can maintain a high speed the entire course
- Spectator points should be easily accessed by foot to ensure that no walking on the course is required to access spectator points .
- That passing is possible most if not all the way down
- There is a balance between berms and natural corners (including off-camber ones) .
- It is very important that course design takes into account the likely effect of wet weather. Build several course variations into your plan so that a course change can be made quickly and seamlessly if required by the Technical Delegate or PCP.
- Consider using 'alternative lines' in very technical sections of your course so that all levels of rider can complete the course in safety. Do not make the alternative routes too much longer to negotiate than the direct line. The idea is to provide routes that have similar time costs but have varying degree of flow and interest, but at the same time provide for less experienced riders.
- Corners and turns are generally safer than straight ahead speed.
- If jumps are included as part of the course construction, make sure that they are safe and that the exit point is clear of obstacles. Jumps should NOT be part of any high-speed section.

Course design should consider spectators. In doing so, plan alternative routes by which spectators can reach viewing areas without walking on the course. These routes should be marked on the map in the event guide, possibly identifying the spectator routes with different coloured arrows or tape.

At appropriate places along the circuit (for example, on walls, tree stumps or tree trunks), take measures to protect the riders by using several mattresses or ad safety padding. The safety padding should be fixed in such a way that it does not give way on impact.

Every time the situation dictates (for example, at the edge of a precipice, a tight bend at the foot of a downhill), safety netting must be put in place. Any sharp-edged wire netting is banned. It is possible to use a fine structure but with a hole size measuring a maximum of 5 cm x 5 cm.

Bridges and ramps made of wood must be covered with a skid resistant material (abrasive paper, carpet, etc.).

Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent biodegradable paint to give increased rider reference at speed. Large roots in damp single track sections may have notches cut in them which will not affect the tree they belong to, but will stop the tyres of the bike slipping along the root.

In the case of wooden steps the organiser must ensure they are well covered with anti-slip or have notches cut into them, which will stop the tyres of the bike slipping along the wood.



The course must be clearly marked out using safety tape, etc. In a situation considered potentially dangerous, a signs must be used.

Minimum Standard

Maximum Course length 3500m – Minimum Course Length 1500m

Max Duration of the event 5 minutes

Super D Specific

A Super D course should be between 2 – 20 kilometres in length.

Start / Finish Area

The width of start and finish area must be a sufficient wide. At the finish there should be a braking area that is be free of all obstacles.

**Minimum Standard Race Length
Platinum, Gold, Silver:**

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

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

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

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

Bronze:

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

The area after the finish line must be free from obstacles and conducive to safe slowing of riders. Course markings must be place at least 20 metres before and 20 metres after the finish line, or greater as required by the Event Commissaire.

The use of crowd control barriers or double bunting on either side of the finish lines to ensure that spectators and the public do not interfere with finishing riders at the critical area.

If you can reasonably expect sections of your course to have a high number of spectator make certain there are sufficient marshals to manage the crowd.

Course Marking

Downhill must follow the following requirements:
The course must be marked on both sides over its entire length; any variations to this rule must be approved by the Technical Delegate or PCP.

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

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

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

Appropriately sized safety zones must be provided on any part of the course where it is reasonably expected that a rider may crash. This would include fast sections, sections with any possibility of the rider and bike being airborne and, on all corners, in particular the outside of the corners. All spectators MUST be kept out of the safety zones.

Transportation

The system must be orderly and fair all competitors. Riders should have a clear indication on how long they will need to wait. Ideally riders will be provided with a waiting area both at the top of the course, and at the transport waiting area.

Minimum Standard: Downhill Transportation

Must allow for at least one uplift per hour for every rider.

Most club races do not have transport and are either ride up or push up and no shuttling is allowed or required.

When there is transport the number of rider uplift required per hour needs to be capable of lifting every rider one run per hour (i.e. the uplift needs to match the number of riders).
This can be managed in a number of ways:

- Split practice or;
- Increasing the uplift capability.

The cost of shuttles to riders should match the number of available uplifts.

Great care must be taken to ensure that the bikes are not damaged in the process of transporting them to the top of the course. The damaging of bikes is ultimately the organiser’s responsibility.

Chair Lift

If using a chair lift, make sure that the chair lift operators are fully aware of the training and race periods so that there are no unplanned breaks in the program when the chair lift operators decide to stop for lunch, or finish work at their regular time.

Make sure the chair lifts have appropriate hooks for carrying bikes up safely, and that you have staff for the loading and unloading of bikes for the riders. When there is a common transportation system for spectators and riders, priority will be given to the riders.

To improve the flow, it will be recommended to have separate way for gondola users.

Practice

It is **compulsory** for each rider to do at least one (1) training run starting from the starting gate. A course walk opportunity must also be provided to all riders at a specific time.

Similar to XC, training on a DH course is not allowed during a race.

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.

Minimum Standard

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

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

In the case of a Dual Slalom race, two competitors race head-to-head. As such, the course should have two distinct lanes for most of its length, as well as ski-style gates that racers must successfully pass. It is inevitable that one of the two lanes will take slightly longer to run than the other; however, neither lane should be more than 5% slower than the other.

In the case of a Four Cross race, competitors race head-to-head on the same course (similar to BMX racing). As such, the course will have four distinct lanes for the length of the start ramp (about 10 metres passed the start line). After that, the course should be wide enough to accommodate four racers riding side to side for its full length. There are no distinct lanes past the end of the start ramp. The course will also include ski-style gates that racers must successfully pass.

SECTION 8

GRAVITY ENDURO

Gravity Enduro mountain bike racing is designed to be the definitive test for the mountain biker, with a combination of endurance and gravity based skills.

Course

An enduro course comprises varied off-road terrain. The track should include a mixture of narrow and wide, slow and fast paths and tracks over a mixture of off-road surfaces. Each timed stage must be predominately descending but small pedaling or uphill sections are acceptable. Liaison stages can include either mechanical uplift (e.g. chairlift), pedal powered climbs or a mixture of both. The emphasis of the track must be on rider enjoyment, technical and physical ability. Any other system may be acceptable only under exceptional circumstances and subject to prior authorisation from AusCycling.

Gravity Enduro events for Under 13 & Under 15 categories will be recognised with a modified course limiting the normal riding time to less than 3hrs. Modifications may also be imposed on the Under 17 category depending on course difficulty. The PCP will determine this in consultation with the event organiser.

Courses must be 100% roll-able. Where there are double jumps or large drop offs on the course B lines must be clearly marked.

Considerations may be made to shorten total riding time for Under 13, Under 15 and Under 17 categories at the discretion of the President of the Commissaire Panel (PCP) and the race organisers.

A technical assistance zone can be provided by the organiser. Outside technical assistance is only allowed in this area.

Race Format

- Individual start on all Special Stages.
- A minimum of 3 timed stages must be raced. The total time for each rider shall correspond to a minimum of 10 minutes.
- A minimum of 2 different courses for the timed stages must be used. Under unforeseen and exceptional circumstances (e.g. weather), the PCP may, after consulting the organiser, cancel a stage or remove it from the general classification.
- There are no restrictions on the nature of liaison stages. Uplift of riders can be either by mechanical means (chairlift, truck etc) or by pedalling or a mixture of both.

- Minimum of 20 minutes total competition time for the fastest rider in the General Classification (accumulation of all Special Stages)
- Individual start times for each Special Stage must be provided by the organiser
- Minimum of two Special Stages must be held in one day

Training

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

The course map must be released no earlier than 5 days before the event starts (not including training).

Example: Course map release • Monday. Official Training- Thursday, Friday. Race – Saturday, Sunday.

A course map must be produced by the organizer and made available to all competitors before the first training session begins. On longer courses or in terrain that is hard to navigate through, course maps should be available for riders to carry with them.

Start Order

The start order – fastest first or fastest last will be determined by the PCP and communicated in the Race Briefing (unless different within the event or series regulations)

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



Start Intervals

- Start intervals between riders for the top 30 Men and 15 Women must be a minimum of 30 seconds.
- A 1 minute interval should be added every 10 – 20 riders to allow a clear gap to start riders who have missed their start.
- All late riders must start, under instructions from the official starter, within each 1•minute gap. There is no fixed start interval between late starters as the goal is to keep late riders racing, without affecting other riders on course. Late starters will receive a fixed penalty.

Result

The General Classification (GC) will be calculated by adding all Special Stage times together for each rider. In the event of unforeseen or extreme circumstances, the race organiser can decide to withdraw a Special Stage (s) from the General Classification. In the case where Special Stages have had to be cancelled, an event must have a minimum of two complete Special Stages for the result to be deemed valid.

Equipment Marking Stickers

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

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

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

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

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

Mechanical Failures

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

Rendering of assistance

It is expected that riders participating in the event will continue to participate in a way that places the safety of riders above other considerations. As such no person should ever feel penalised or discouraged from stopping to assist another injured rider. Any rider who comes across an injured rider must stop to render assistance, unless directly indicated by the injured rider that they do not require assistance. They should instruct the next rider to pass to notify the next marshal point of the incident, location, and perceived severity.

be awarded a time for that special stage equal to no more than 10% more than the winning time of that stage in the category they are entered. The decision to permit a re•run as per option a is at the discretion of the chief commissaire and must be requested by the competitor. If they do not elect to take this re•run, option b will be used.

Environmental Rules

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

- No disposable goggle tear offs can be used
- The disposal of food packaging on the trail is strictly prohibited. This will result in disqualification. Repeat offences may warrant a license suspension.
- The local organisers reserve the right to penalise any rider whose actions are deemed too seriously damage the local environment.
- Riders must not store food and drinks on the trail (Food Stashes). Packaging left behind, and uncontrolled food supplies may have a serious impact on local wildlife and the local environment. Any rider found to be hiding or retrieving foods from unofficial feed stations will be penalised.

Liaison Stage Delay / Missed Start

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

Failure to follow starter’s orders will result in a time penalty (See recommended penalties section).

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

Illegal Outside Assistance

Racers are encouraged to help fellow competitors on course.

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

SECTION 9

OBSERVED TRIALS



The object of Observed Trials (‘Trials’) is to ride over obstacles without any part of a rider’s body touching the ground. A competition takes place on a “course”, which is composed of five to ten “sections”. Riders are observed through each section, and after a specified number of laps of the course (usually 2 to 4), the rider with the lowest overall number of penalty points (dabs) is the winner. Sections can consist of natural terrain, or man-made obstacles.

Course Setup

The Trials competition will usually consist of at least 5 sections, natural or artificial, with a section length of between 20m and 60m.

The number of observed sections, the number of laps, as well as the course closing time must be posted before the event at the riders’ registration area.

The Race Director and Technical Delegate (or their appointee) ensures that the course is of an appropriate degree of difficulty. The sections used in a competition should differ substantially from each other and show variety.

Sections shall be clearly marked. Minimum and maximum spacing between right and left boundary markers is 1 and 3 metres respectively. All sections must use continuous marking. The method used to mark the section must not present an added danger to the competitors.

Each section shall have “Section Start” and “Section End” signs in their respective positions. There shall also be a section number beside the “Section Start” sign. Any two sections may be continuous.

If sections are placed close to other sections, neither must be a hinderance to the other. A rider in one section must not be able to interfere with a rider in a section in close proximity.

Sections are marked according to class with different colored arrows as follows:

Class	Marker Colour
Pro-Elite	White
Elite	Red
Novice	Blue
Sport	Yellow

If jumps are employed the maximum jump distance is 2m.

Spectators must be managed by employing crowd control measures 2m away where riders are less than 1m off the ground and at least 3m away when riders are on obstacles over 2m in height.

Sections may be separated by a short distance called a neutral zone in which riders are not scored in any way.

Sections with spectator viewing should be clearly set out such that the scoring Technical Delegate’s view and the riders’ progress is not impeded.

Spectators should be set away from the course boundaries by at least 2m for any obstacle between 1m and 2m high and at least 3m back for any obstacle over 2m in height. All major parts of the course should be commercially available.

Practice

Practice may only occur by inspection by foot prior to competition.

Conduct of the Competition

- Any section that has not been tried and/or refused by all competitors must be deleted.
- At the PCPs discretion riders may start at any section.
- Unless directed otherwise, competitors are to ride the sections in their correct order.
- The Commissaire must advise the rider when there is 60 seconds remaining in time limit for that section, and again when there is 30 seconds remaining in that section. The section time limit is generally 2 minutes 30 seconds, but the organisers may extend this time depending on the difficulty of the section.
- If a rider is severely distracted or has his line blocked by other riders, spectators or officials they may claim a “balk”. The rider may then re-ride the section if the scoring Technical Delegate confirms the balk.
- At the discretion of the Race Director, all sections may be repeated several times and be known as “laps”. Each lap must contain all observed sections. There will be a maximum time to attempt each section, fixed equally for all sections of the event. This time will not exceed 180 seconds.

Time Limits

Section Limit

The time limit for each section is two and a half minutes. Within that period, there is no time limit on any individual dab.

Course Limit

The regulations do not mandate an overall time limit. The Event Organiser is encourage set a time limit however within the Technical Guide so that the event finishes in a reasonable time. It is recommended that the overall competition time not exceed six hours per day.

- Define a time limit based on the following formula: Total time = number of laps x number of riders x 2 1/2 minutes. Add about ½ hour as a grace period, and after that, do not accept scorecards at the event control. (N.B. the above formula is based on 2 1/2 minute time limits)
- Riders must exit the section immediately upon scoring five points.
- Guidelines for numbers of laps
- Based on the number of riders and sections and the time available, the ideal number of laps can be calculated using formula given above: number of laps = total time/(2 1/2 minutes x number of riders).
- Riders should do between 12 and 20 sections in total, so given five to ten individual sections, they should do either two or three laps.

SECTION 10

KEY PERSONNEL

The key elements delivering a mountain bike event should competence, experience and knowledge of cycling, irrespective of the size of the event. The following are key personnel to cycling events.



Technical Delegate

All Gold and above level events must have a Technical Delegate. The Technical Delegate will be appointed by AusCycling. The Technical Delegate must not be an event participant.

Responsibilities:

- Overall responsibility for the racecourses and race village design.
- Conduct an inspection of the venue a minimum of one month before the event. Provide a written report to event organisers following this inspection, no later than five working days from the inspection.
- Conduct a pre-event inspection, a minimum of 24hrs before the start of official practice.
- Provide a report of this inspection to the race organisers and the President of the Commissaire Panel (PCP).
- Oversee any changes required as detailed in the report. Liaison between the event organisers and AusCycling.
- Assist the President of the Commissaire Panel (PCP) in their duties. Provide a confidential post-race report.

Race Director

The Race Director, in conjunction with the PCP is responsible for delivering the race components of the event. At bronze level events this role can be shared by a committee, and some roles may be delegated at larger events. All events must have a Race Director. The Race Director must be approved by all National Championship and all Gold and above Events. The Race Director must not be an event participant.

The Race Director will have the overall responsibility for the delivery of the event.

Event Manager

All events must have an appointed Event Manager. The Event Manager must be approved by AusCycling for all Gold and above level events.

- The Event Manager has responsibility for the event preparation including the event bump in and bump out.
- The organisation and provision of all event infrastructure including but not limited to: crowd control barriers, tents and shelters, food providers and downhill transportation.
- Liaise with the Technical Delegate or President of the Commissaire Panel (PCP) in the set-up of the event village area.
- Liaise with the Technical Delegate or President of the Commissaire Panel (PCP) in the set-up of the course start and finishes and their interaction with the race village.

Commissaires and Officials

The Commissaires oversee ensuring races run in a timely manner, however, as the race organiser it is important to make sure this is all running smoothly and to time. The following table identifies the minimum number of Commissaires required at each level of event.

Minimum Standard							
MTB	PCP	APCP	Secretary	Start Line***	Finish Line	Add Com- ms**	AC Total
UCI C1, C2	UCI	1*	1*	2*	1*	1*	6
Continental Championships	UCI	1*	1*	2*	1*	4-6*	9-11
National Championships	1*	1*	1*	2*	1*	0-2*	6-8
National Cup T1 (single discipline)	1#	1	1	1	1	0	5
Schools Championships	1#	1	1	2	1	0	6
State/Territory Championships	1#	1	1	1	1	0-2	5-7

President of the Commissaire Panel (PCP)

All events must have a President of the Commissaire Panel (PCP) also known as the “Chief Commissaire”. The appointment of the President of the Commissaire Panel (PCP) is the responsibility of AusCycling for all Gold above level events.

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

The PCP has the overall responsibility for the overall competition. This role specifically:

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

Assistant Commissaires

Depending on the level of event Assistant Commissaires may be appointed in line with the AusCycling Technical Regulations – MTB. Other Commissaires may be appointed to the roles including Race Secretary, Assistant Commissaire, Judge, Start Commissaire.

Course Manager

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

The role is responsible for:

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

Marshall Coordinator

The marshal coordinator responsible for organising and managing all the course marshals.

Marshals are one of the most important aspects of the entire event, controlling everything from rider and public safety to media access on course. The smooth running of an event is often due to good marshalling practice.

Specifically, this role is responsible for:

- Ensuring the correct number of marshals, their training, their placement at the appropriate times and in the correct place, written instructions, acquiring all the necessary equipment (flags, whistles, uniforms etc) and meeting all their needs
- Working with the course manager to find alternate routes to spectator viewing areas.

Lead Moto

A lead motorbike can be used to clear the course and to warn the marshals and spectators of the imminent arrival of the riders (it must remain a good distance from medical so as not to hamper his progress). It must indicate the number of laps remaining by displaying this information on the front of the vehicle. A motorbike can also be used to close the course by remaining at a reasonable distance, i.e. approximately 100 metres behind the last rider, so as not to hamper the rider.

In the case of a Dual Slalom race, two competitors race head-to-head. As such, the course should have two distinct lanes for most of its length, as well as ski-style gates that racers must successfully pass. It is inevitable that one of the two lanes will take slightly longer to run than the other; however, neither lane should be more than 5% slower than the other.

In the case of a Four Cross race, competitors race head-to-head on the same course (similar to BMX racing). As such, the course will have four distinct lanes for the length of the start ramp (about 10 metres passed the start line). After that, the course should be wide enough to accommodate four racers riding side to side for its full length. There are no distinct lanes past the end of the start ramp. The course will also include ski-style gates that racers must successfully pass.

Minimum Standard
All events must meet the AusCycling Medical Standards Policy

Medical Services

The first aid area must be manned continuously over the duration of the event (for both practice and competition). The first aid area must be obvious and identifiable to all participants. Maps that define access arrangements must be distributed to the first aid person/medical crew.

All first aid/rescue personnel must be easily identifiable with an appropriate mark or uniform which is unique. The local ambulance service and the closest hospital must be notified of the race at least 2 weeks before the event date. The local ambulance service must be available to be on the course in case of an accident within 15 minutes.

Appropriate plans should be made to quickly access awkward areas. Paramedics should be stationed so as they have best access to hazard areas and/or transport options should be available to expedite medical attention. Potential hazard areas must be identified and should be accessible by ambulance (four-wheel drive if necessary).

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

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

Maps that define access arrangements must be distributed to the first aid person/medical crew. All first aid/rescue personnel must be easily identifiable with an appropriate mark or uniform which is unique. The local ambulance service and the closest hospital must be notified of the race at least 2 weeks before the event date. The local ambulance service must be available to be on the course in case of an accident within 15 minutes.

Appropriate plans should be made to quickly access awkward areas. Paramedics should be stationed so as they have best access to hazard areas and/or transport options should be available to expedite medical attention. Potential hazard areas must be identified and should be accessible by ambulance (four-wheel drive if necessary). The organiser must supply each competitor with the details of who to contact in the event of an accident on course.

Course Marshals

The number of course marshals required is determined by the Technical Delegate or President of the Commissaire Panel (PCP). Course marshals must be over the age of 18 unless approval is given by the President of the Commissaire Panel (PCP) for an alteration to this rule. Marshalls are stationed on course to assist in rider navigation, injury, course closure and course marking repair. Liaises with the commissaire and race director in any injury or emergency. This individual must be present during the training sessions and the competitions as well as during all official training sessions. The role of the marshal is as follows: Control, direct and advise spectators so they are not on the course when riders come by;

- Direct traffic if required
- Direct riders if necessary (eg: if Youth categories have a shorter loop)
- Advise racers of upcoming obstacles/hazards on the course
- In the event of an accident, assist riders, call first aid, if necessary. If for some reason there is no other communication available, tell other riders to advise race officials and medical
- Warn oncoming riders of injured rider, if on course and can't be moved
- Prevent riders from short-cutting course. If Marshall witnesses this, get rider's plate number and description and advise Commissaire as soon as possible
- Do not assist riders with mechanical problems unless they are U15 or U13
- Report riders receiving assistance, other than the Youth Categories mentioned above; Other than U15/U13, the riders will be disqualified if assisted
- Marshals should have a copy of the race schedule, the course map and the Emergency Action Plan;
- Downhill Marshalls: in the event that a rider crashes and is too injured to continue, radio for First Aid, and radio the Starter to stop to stop subsequent riders if the rider or rescue effort block the course; riders already on the course are to be to be stopped, and told to proceed to the finish line to ask for a restart.

Marshal placement

Key points for marshal placement:

- Each marshal must be in eyesight of each other (for Downhill + 4X).
- Extra marshals must be placed at high-risk areas.
- Extra marshals must be placed at areas with large volumes of spectators.
- Marshals must be placed in safe areas of the track, away from high-speed crash zones.
- Each Marshal point must be clearly marked on course with a sign displaying its number.
- Extra Marshals should be placed at spectator crossing points.

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 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 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.

Leading and sweep motorbike

The organiser must provide a moto(s) with an experienced rider(s) to use as the lead bike during all races. Trials style moto are preferred over motocross or other off-road bikes. Reserve motos or riders are advised to allow other to take a break or in the event of a breakdown of a moto during race. The purpose of the lead moto is to lead out the race and ensure the course is clear & secure, and also warn spectators and marshals the riders are approaching, and to also show them the number of laps remaining.

The lead moto must display the number of laps remaining on the front of the bike (so for example on the first lap he might display the number '7'); as he crosses the line each lap he will stop and have that number removed by a marshal, Technical Delegate, or Commissaire. The last lap must be displayed with a finish/chequered flag.

On the competition of the last lap the lead bike should continue around the course indicating to the marshals that the course is clear; during this final lap the moto should remain behind the last rider of the course.

If the moto runs out of fuel or has a mechanical issue at any time during the race then they should stop at a marshal point, come off the course, and inform the marshal that they cannot continue. The moto riders should be briefed by the Technical Delegate before the start of competition.

Lap Counter

This role is best done with two people: one to call out the rider numbers, the other to write them down, though it can be done with one person.

Security

For events with over 500 spectators a security plan should be in place to deal with any spectator issues that may arise.

This is a particular requirement important for any event that is selling alcohol (as dictated in the sales permit).

For smaller events one person should be responsible for any security issues.

Other Potential Roles

- Volunteer Co-ordinator
- Marshal Co-ordinator
- Registration Co-ordinator

SECTION 11

OTHER VENUE AREAS

**Ceremony Area**

Awards for all events should take place as soon as possible. Organisers are only required to post the top finishers in the categories in order to progress to the protest period and awards ceremony.

It's good practice to have prizes pre-sorted and labelled in order to avoid confusion and delays. The awards ceremony is also a good time to thank all the people who helped in the event such as volunteers, sponsors, landowners, participants, et cetera.

If you have a morning race, it's good practice to have the awards ceremony for the morning race either before the afternoon race, or while the afternoon race is going on to allow morning participants (the youngest categories and consequently their parents) to head home if they wish to do so.

The ceremony area can vary dramatically based on the level of the event. Some considerations for any organiser:

- The ceremony platform must be large enough to accommodate the riders, officials, partners, and master of ceremonies.
- The organiser can put a backdrop in place behind podium. This can be used to advertise any event partners.
- For larger events a photographers area below the front of the podium. This is required for major events attended by large numbers of photographers.
- It may be the case that the official ceremony takes place before all the riders have finished. This is likely in mountain stages where the time gaps can be considerable. In this case, the organiser must make sure that a corridor is kept clear so that riders can pass in safety. Spectators tend to take over the roadway during official ceremonies in order to get as close to the podium as possible. It is essential that the road is kept unobstructed until the last rider has arrived.

Parking

Parking arrangements are crucial to the successful organisation of a start area.

Given that all the vehicles involved in the event will be in the same place at the same time, sufficient space is required so that they can all park, manoeuvre and move away.

The organiser must evaluate the space required taking into account the size and needs of the race.

Parking areas can be set up on any type of surface suitable for vehicles. Setting up parking areas in fields or on land that may deteriorate in bad weather is strongly advised against. As far as possible, parking areas should be free of obstacles, including height and width restrictions (barriers) as well as kerbs and street furniture, such that all vehicles can park without problem.

The organiser should put up signs to allow the various groups to easily find their parking areas.

The arrangement of the parking areas should correspond to the position of the vehicles during the race. However, the organiser is free to arrange the vehicles in any way desired. There is no standard solution; the arrangement of vehicles and parking areas depends on the event, the configuration of the start area and the organisers preference. Event organisers should provide at least one (1) parking spot for each participant, along with ensuring there are accessible parking spaces available.

Food and Catering

Providing a public catering option are support a positive experience from the event and its hospitality. This could be in venue options or mobile food trucks may be located near the venue. Some events may also consider infield dinning or bar to provide an exclusive experience for spectators to get near the action.

Toilets

Any event should ensure that there are sufficient toilets onsite for the number of spectators and riders. For larger events, it is best practice to have separate rider and spectator toilets.

- As a general rule the following ratios should be followed:
- 1 toilet for every 125 female spectators/participants
 - 1 toilet for every 250 male spectators/participants
 - 1 urinal for every 125 male spectators/participants
 - 1 wheelchair accessible WC for every 15 wheelchair users

Expo Areas

To attract commercial partners and engage spectators the organiser may consider setting up an expo area. This can include event partners to interact with spectators, local tourism or other exhibitors who have interest in selling their goods. The expo area should be set at a strategic location (e.g. on the spectators’ way).

Riders’ Confirmation/Registration

Appropriate space for rider registration should be setup which has tables and chairs to provide sufficiently smooth registration procedures.

VIP and Hospitality

For major events a VIP and hospitality program are vital in order to attract local authorities, politicians, executives, sponsors and sponsors clients. VIP facilities, including a dedicated VIP room, shall be prepared and made available by each organiser. The VIP area must include a indoor (covered) and outdoor (balcony) area.

Bike Wash

An area for bike washing, with at least five high pressure jets is ideal for any event. An organiser may consider a set it up on asphalt. Wooden pallets make a good floor if the area becomes too muddy due to rain or high usage of the water jets.

SECTION 12

KEY EQUIPMENT



Numbers

Each participating rider frame plate to be identified during the races.
The Organiser shall provide enough numbers (+ safety pins) to conduct the event.

Minimum Standard	
Level	Standard
Platinum, Gold, Silver	See below
Bronze	1 number that can be seen by the judge.



The figures on the front number plate must have a minimum height of 8cm and a minimum width of 1.5cm. All figures must be block figures in a high contrast colour compared to the race plate colour. All race numbers will be waterproof. The outside dimensions of all numbers must not exceed 21cm (wide) by 18cm (high). Riders are not allowed to cut, bend, fold or otherwise modify the race plate without the express permission of the President of the Commissaire Panel (PCP) or Race Director. No stickers, written text or other forms of advertising are to be placed on the number plate without the express permission of the President of the Commissaire Panel (PCP).

Other Key Equipment

- Bug repellent
- Sunscreen
- Red Flags (for marshals)
- Checked Flag (Finish)
- Fluro Vests (marshals)
- Pens, Sharpies, Paper, tape
- Caution Tape and Marking Paint (for final adjustments to course if needed)
- Whistles
- First Aid Kit
- Lap Counter
- Radios – sufficient for all Commissaires, Marshals, Medical and event staff

Information board

Install a clear information board near the registration office or near the podium. Different information can be shown on this board: map of the course, starting times, lists of the starters, results, list of the sponsors, announcements, etc.

Course Maps

Maps of the course, venue and surrounding area are critical and a core component of the events. Each map must identify the following information:

- Distance marked each kilometre and total distance
- Amount of climbing/descending per lap in meters
- Type of terrain on each part of the course
- Names for special sections of the course
- Location of any water crossings, bridges or overpasses
- Elevation - highest, lowest, start/finish and every few hundred meters the elevation should be identified
- Steep grades
- Location of access road
- Location of alternate routes for spectators

Medical Maps

The medical map should indicate the same as above with the addition of the location of each marshal and medical personnel.
It should also indicate:

- Red flag positions for Downhill events
- Location of alternate routes for first aid vehicles access
- Helicopters Drop Zone

Other Resources

- [AusCycling Technical Regulations and Policies](#)
- [AusCycling Organiser Resources](#)
- [Training Guide for Mountain Bike Commissaires](#)
- [Organisers Guide to Continental Mountain Bike Championships](#)

LET'S RIDE **TOGETHER**



AUSCYCLING
MTB

COPYRIGHT

©COPYRIGHT AUSCYCLING 2021.
FIRST PUBLISHED BY AUSCYCLING.

ADDRESS- LEVEL 12, 459 LITTLE COLLINS ST, MELBOURNE, 3000

POSTAL- PO BOX 445, COLLINS ST WEST VIC 8007

TELEPHONE- 1300 137 397

WEB- WWW.AUSCYCLING.ORG.AU