



**Cycling**  
AUSTRALIA

**Cycling Australia  
Technical Regulations**

**(Cyclo-cross)  
2012**

**PO Box 6310, Alexandria NSW 2015**

**[cycling.org.au](http://cycling.org.au)**

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# Technical Regulations for Cyclo-cross in Australia

## General

1. These regulations apply to Cyclo-cross events conducted in Australia.
2. Events on the UCI calendar shall be conducted following UCI regulations only.
3. Events which do not adhere to these technical regulations shall not be considered Cyclo-cross races, even if they include race categories or competitions for Cyclo-cross bicycles.

## Calendar

4. The Australian Cyclo-cross Season shall take place from April to September, and organisers should hold a majority of their Cyclo-cross races and race series in this period.
5. The schedule of National Cyclo-cross Series races and National Cyclo-cross Championships will be recommended by the Cyclo-cross Management Committee to Cycling Australia (CA)/Mountain Bike Australia (MTBA). CA/MTBA shall be responsible for approving National Series and National Championship events.

## Organisation

6. Cyclo-cross events may be organised under CA or MTBA affiliation, and competition licences or permits issued by either organisation may be accepted reciprocally upon application to CA/MTBA.
7. For National Series events and National Championships a technical delegate may be appointed by the Cyclo-cross Management Committee to supervise the preparation of technical aspects of the event, particularly at a new venue. The delegate will conduct an inspection of the course with the organiser and the chief commissaire. At other events or if a delegate has not been appointed this responsibility will fall to the chief commissaire.
8. The Cyclo-cross bicycle should conform to the UCI and Cycling/Australia/MTBA regulations for bicycles generally and Cyclo-cross bicycles specifically, notwithstanding that:
  - a. The Cyclo-cross bicycle tyre shall have a maximum width of 35mm and may not incorporate any form of spike or stud. Note that in UCI events the maximum width permitted is 33mm.
  - b. The Cyclo-cross bicycle must have drop bars and two functioning brakes.
  - c. In open bicycle and children's races there are no restrictions on tire width and any handlebar style suitable for mass start bicycle races is permitted.
9. Clothing and helmets approved for mass start road, track or mountain bike racing in Australia are permitted in Cyclo-cross races. Non-standard racing attire including costumes may be tolerated in lower race categories so long as such costumes are not offensive.

10. A technical guide shall be produced by the organiser providing the following information:
  - a. The program of events and awards ceremonies
  - b. The race categories, including the starting time for each category, including the number of laps or expected duration, and prizes
  - c. Registration information, times and procedures and fees
  - d. Warm-up and practice procedures and areas, if applicable
  - e. Any special regulations for the race or race series, including start order
  - f. A description of, directions to and a detailed map of the circuit, indicating circuit length, the registration area; the start and finish, the pit area, the location of obstacles, the parking area, and the nearest toilet facilities
  - g. a diagram of preferred number orientation if this differs from standard, and instructions for mounting any transponders for electronic timing systems
  - h. Contact information for the event race director
11. At least one qualified first aid officer must be in attendance and a first aid kit must be on site at all times. It is recommended that an emergency action plan be prepared and available.
12. The organiser should endeavour to provide a water supply for cleaning of equipment and toilet facilities if there are none at the venue.
13. The equipment listed below should be provided/arranged by the organiser:
  - a. Tent or covered stand for judges at the finish line
  - b. Flags
  - c. Lap numbers
  - d. Bell
  - e. Whiteboard and marker
  - f. Pistol and/or Whistle
  - g. Stopwatch
  - h. Measuring tape
  - i. Vernier calipers, or a metal/plastic device with a 35mm aperture to verify tire width
  - j. Broom, rake and shovel for course repairs
14. An event should be cancelled or modified in inclement weather in the following circumstances or conditions;
  - a. Where conducting the event will cause an unacceptable level of damage to the venue.
  - b. Where conducting the event will pose a significant risk to the participants, race officials, medical staff and/or the general public.
  - c. Where fire danger protocols prohibit or are likely to prohibit the running of the event.
  - d. In any other situation that gives rise for the land owner/manager to prohibit the running of the event.

15. The decision to cancel an event shall be made with as much notice as possible prior to the event start. Where possible, competitors should be notified by email or phone prior to the day of the event. Any refund or reimbursement to the competitor is entirely at the discretion of the race organiser.
16. An event may be cancelled during the event by the race organiser, the chief commissaire and/or the land manager in consultation. The recommended protocol for during-event cancellation is to place riders in their order at the time of cancellation.

### **Race Categories and Event Durations**

17. The membership category of the licence holder shall be applied for Cyclo-cross as in other disciplines. Categories may be applied as per CA or MTBA guidelines at the discretion of the organiser.
18. Categories may be combined into single fields to create appropriate field sizes. Organisers may choose their own categories to meet their local needs. The following combined/graded fields are in common use.
  - a. Elite, Junior, and Master Men (A-Grade Men)
  - b. Elite, Junior, and Master Women (Women)
  - c. Elite, Junior and Master Men (B-Grade Men)
19. It is permitted at the discretion of the organiser and chief commissaire to run more than one race on the course at the same time, with a short interval separating the start of each field.
20. Support races in which a Cyclo-cross bicycle is not required may be run on the same course or a modified course to encourage entry into the sport. Examples include Under 13 races, children's races on balance or pedal bikes, and Open races.
21. Handicapping, grading, or otherwise assigning riders to combined fields or categories shall be the responsibility of the organiser.
22. Riders may request permission to compete in a race or category other than that assigned to them.
23. The duration of events should be guided by the following maximum predicted winning times. Races may be shorter than indicated for fields with low numbers or quality.

<b>Category</b>	<b>Maximum Predicted Winning Time</b>
<b>Fields by Grade</b>	
<b>A Grade Men/Women</b>	40-60 minutes
<b>B Grade Men/Women</b>	30 minutes
<b>Open Bicycle Men/Women</b>	30 minutes
<b>Children</b>	15 minutes

<b>Fields By Category</b>	
<b>Elite Men/Women Masters 1 &amp; 2 Men/Women</b>	40-60 minutes
<b>Junior U19 Men/Women Masters 3 &amp; 4 Men/Women</b>	45 minutes
<b>Junior U17 Men/Women Junior U15 Men/Women Masters 5+ Men/Women</b>	30 minutes
<b>Junior U13 Men/Women</b>	15 minutes

## **Course**

24. A Cyclo-cross course should include roads, paths and meadowland alternating in such a way as to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections.
25. The course should form a closed circuit of minimum length 2.5 and maximum length 3.5 km, of which at least 90% should be rideable.
26. The course should be at least 3 meters wide and be clearly defined and protected over the entire circuit by tape, barriers or safety netting. It is acceptable to use cones, flags, arrows or other markers where the course is well defined and fields are small. The use of dangerous elements such as sharp or uncapped metal stakes or wires of any kind is forbidden, and the course must be routed away from any object which presents danger to the riders or the object must be made safe.
27. A staging area (call-up zone) shall be designated behind the start line. In National Championships and major races, eight lanes with a width of 75cm shall be marked out on the ground to facilitate organising riders into the starting order, as illustrated in Appendix 1.
28. The start section of the course should be on firm level ground, preferably a surfaced road, free of obstacles or technical features, as straight as possible, and at least 5 metres wide for at least 200 meters. The first narrowing, corner or obstacle after the start should be gradual and allow the riders to pass easily. If a start banner is used it should be at least 2.5 meters above the ground and should cover the width of the start section.
29. The finish section should be as straight as possible for at least 100 meters, be free of obstacles and be flat or uphill. The width should be at least 5 meters and be able to safely accommodate a group of riders finishing together. The area after the finish line must be free from obstacles and allow for safe slowing of riders. If a finish banner is used it should be at least 2.5 meters above the ground and cover the width of the finish section. A finish line should be painted or otherwise marked on the ground and cover the entire width of the course.
30. The course should be usable in all circumstances, whatever the weather conditions. The organiser should avoid areas that may be flooded or easily damaged.

31. If the course intersects any road, shared use path or footpath that cannot be adequately controlled through warning signage, barriers and tape, the organiser should provide a marshal at that point.
32. The chief commissaire shall ultimately determine the safety precautions required at all points of the course. Exceptions to minimum length and width requirements may be approved by the chief commissaire where appropriate and safe.
33. The course should be open to competitors for training one hour before the first competition of the day. It is permissible for competitors to train on the course during any breaks in the racing program; however they must exit the course prior to the commencement of the following event.

### **Obstacles**

34. The course should not include more than 6 obstacles, meaning a difficult section of the course where the riders are likely (but not required) to dismount. The length of an obstacle should not exceed 80 metres and the height of discrete features such as logs or steps should not exceed 40 cm. The total length of obstacles should not exceed 10% of the course. Sand pits require a level entrance and exit. Descents of flights of steps may not be used.
35. The course may include a single section of barriers, consisting of two planks placed a minimum of 4 meters and a maximum of 6 meters apart. The planks must be solid for their entire height, without sharp edges, and they may not be constructed of metal. The height of the planks shall not exceed 40cm and they must extend the entire width of the course. If the course becomes abnormally slippery such that safe dismounts cannot be achieved, a plank section may be removed for safety reasons by the technical director and/or chief commissaire in consultation with the organiser. A barrier section is considered to be a single obstacle.
36. Where a venue lacks suitable terrain to provide obstacles, a second barrier section may be used at the discretion of the technical director and/or chief commissaire.
37. The course may pass over bridges or footbridges as long as they are at least 3 meters wide. Bridges should have protective rails on each side, and the surface should be non-slip.

### **Pit Areas**

38. Riders may only receive technical assistance and/or change wheels or bicycles in the designated pit area(s). Technical assistance of any kind outside this area will result in disqualification. Changes of wheel or bicycle between riders other than in the pit area are forbidden.
39. The pit area should be straight and shall not include any obstacle, gravelled section or descent.
40. For the length of the pit area the racing lane and the pit lane should be separated using tape and/or barriers. There should be clear marking by way of yellow flags marking the beginning and the end of where the course is divided between the racing and the pit lane. Adjacent to the pit lane should be an area of at least two meters reserved for mechanics and stationing of bicycles and equipment.

41. A rider may only take the pit lane to change his bicycle or a wheel, and may only travel in a forward direction in the pit lane.
42. A rider who has passed the end of the pit area must continue onward to the following pit area for any bicycle or wheel change. A rider who is still in the racing lane but has not passed the end of the pit area may enter the pit lane as long as they dismount and retrace their route safely in the racing lane and enter the pit lane at its beginning without obstructing other competitors.
43. Where possible organisers should design a double pit area, such that two separate sections of the course run adjacent to the double pit, and that the distance along the course between successive pits is approximately equal. If this is not possible two single pit areas should be located at equal distances around the course. Refer to Appendix 2 for guidelines of pit design.
44. At major events a water supply should be present at the venue and water supply in the pit area via a hose is recommended. It is acceptable for the water source to be remote and for mechanics to use their buckets to bring water to the pits. If hoses or high pressure cleaning equipment are provided in the pit are they shall be made freely available.
45. In the event of warm weather conditions (above 20°) the chief commissaire may permit feeding from the pit lane. Under those conditions feeding will not be allowed in the first or the final lap or at any other location on the course.

## **Start**

46. Before the start of each race the organiser shall check the condition of the course and carry out any repairs required.
47. Riders shall assemble in the staging area behind the start line 10 minutes before the scheduled start time.
48. Five minutes before the start of race, riders should be called up in order from the staging area to take their choice of lane in the starting grid or position on the start line.
49. If more than one field is starting, all fields should be called up and placed in order before the first field is started.
50. Riders shall wait for the start with at least one foot on the ground, or be penalized by being sent to the last place on the starting grid.
51. A rider briefing shall be given on the start line after staging is complete. This briefing must be audible by all riders.
52. Start announcements will be made at 1 minute, 30 seconds and 15 seconds before the start. The start can be announced at any time after the 15 second warning by pistol shot or whistle.
53. In the event of a false start the race will be stopped by a double pistol shot or whistle and a new call up procedure, gridding and restart will be done. The offending rider(s) will be called up last.
54. An event or series of events may set their own regulations for determining start order, which should be clearly indicated by the organisers on their website.



## **Race in Progress**

55. The organiser may determine an expected number of laps beforehand, or the appropriate number of laps may be calculated after the leader has completed their first lap. In longer races an average of the first two laps may also be used for this calculation.
56. Once determined, the number of laps remaining should be displayed to the riders as they cross the finish line each lap.
57. The responsibility for following the official course lies with the rider.
58. A rider is not permitted to take any shortcuts, omit a circuit or take other advantage of a similar nature against opponents.
59. If a rider exits the intended course for any reason, he/she must return to the course at the same point from which he/she exited. A commissaire shall determine if any advantage was gained if the point of return to the course is different from the exit.
60. Lapped riders shall permit faster riders to overtake without obstruction at the earliest opportunity and must not assist or hinder riders who are lapping them.
61. The use of radio links or other means of remote communication with or between riders is forbidden.

## **Finish**

62. The last lap of the race shall be announced by the bell.
63. All riders who cross the finish line after the winner shall be considered to have finished the race and will be given a placing on the basis of their position.
64. The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line. The placing's are determined during the final sprint. Should two riders dead heat for first they shall be joint winners and the next position will be third. Should two riders' dead heat for second, they will be joint second place getters and the next position will be fourth, and so on.
65. Lapped riders must complete the lap during which they were overtaken. A decision should be taken by the organiser and chief commissaire and announced at the start line briefing as to whether lapped riders will then be removed from the race:
  - a. Where fields are small, lapped riders may be permitted to continue racing at the direction of the chief commissaire. At the end of the race these riders will be classified in the order in which they finished, plus the number of laps which have not been completed.
  - b. Where lapped riders are to be removed, they should be directed to leave the course by an official at an exit provided for this purpose just before or just after the finish section. At the end of the race these riders will be classified in the order in which they were removed from the race, plus the number of laps which have not been completed.
66. In situations where the fields are large and interference with the race by lapped riders is likely, the '80% rule' may also be applied by the chief commissaire in

consultation with the organiser. Under the 80% rule, any rider whose time is 80% slower than that of the race leader will be removed from the course by an official at an exit provided for this purpose just before or just after the finish section, and an official shall record the finishing position of riders removed at this location. The number of 80% is an approximation based on a typical course; the intent is that all riders should be pulled before they are lapped. Riders must be advised at the start line briefing if the 80% rule is to be applied.

67. Riders should not be removed on their final lap but should be classified as they cross the finish line.
68. Riders that withdraw from their event prior to being verified by the commissaires as a lapped or 80% rider or an official finisher will be classified as "Did Not Finish", and will lose all benefits, such as a placing, competition points, awards, and ranking points.
69. Riders who pull out of the event due to injury, mechanical failure or otherwise should inform the race officials.
70. The awards ceremony should begin as soon as possible after the final race of the day. Riders should present for the ceremony in their race kit or in neat attire representing their clubs, teams or sponsors (if applicable). The organiser may determine the format of the presentations.

### **Offences and Penalties**

71. Riders shall act in a sporting manner at all times, refrain from offensive or abusive language, be respectful to the officials and other riders, follow the race regulations, respect the venue, and shall not leave any waste or litter.
72. In CA/MTBA Cyclo-cross competitions, any participant who commits an infraction of CA, MTBA or UCI Regulations will be subject to the disciplinary procedures of CA, MTBA and/or UCI as appropriate.
73. A licensed member may be penalised or suspended for, but not limited to, any of the following reasons:
  - a. Flagrant or persistent violation of the general or technical rules and regulations, the race specific rules, or of the code(s) of conduct
  - b. Negligence in regard to personal, competitor, spectator, official or volunteer safety and/or jeopardy of insurance eligibility
  - c. Unsporting conduct and/or conduct that may bring CA, MTBA, and/or other agencies/persons associated with the event into disrepute.
  - d. Failure to pay any fees or other financial obligations owed.
  - e. Negligence or disregard with respect to the land or land use policies upon which a race is being conducted.
  - f. Misrepresentation of information on license application or registration.
74. The penalties applicable to anti-doping infractions are dealt with in the CA/MTBA Anti-Doping Regulations.
75. Penalties can be imposed according to the nature of the offence and one or more of the following can be used:
  - a. Verbal Warning

- b. Fine
- c. Relegation of position (by one or more positions)
- d. Time or points penalty
- e. Disqualification
- f. Suspension

### **Protests and Appeals**

- 76. Individual riders or their team management shall first approach the event commissaire concerning any incident in an event.
- 77. A protest arising out of the conduct of a race, disagreement with results or an incident must be made in writing to the chief commissaire within fifteen minutes after the completion of the event or within 15 minutes of the provisional results being posted (whichever is the later), together with the a fee of \$TBD. This fee is refundable only if the protest is successful.
- 78. At National Series events and National Championships penalties or protest decisions may be appealed, and the cost of lodging an appeal against a penalty is \$TBD. This is refundable if the appeal is successful.
- 79. Any appeal will be conducted by an appeal panel. The appeal must be in writing and accompanied by the appeal fee. Such appeal must be made within fifteen minutes of the penalty or protest decision being handed down. If the appeal is upheld, the fee will be returned.
- 80. The appeal panel shall consist of three CA/MTBA members with an in depth understanding of the rules and regulations. The jury shall hear all appeals against the decision of the event commissaire occurring during an event or otherwise. The jury shall have the power to:
  - a. Uphold the appeal
  - b. Dismiss the appeal
  - c. Confirm the decision appealed against and confirm the penalty imposed.
  - d. Confirm the decision appealed against but alter the penalty imposed by substituting additional fines, penalties or periods of disqualification or suspensions or by increasing or reducing any penalty, fine or period of disqualification or suspension.
  - e. Take into account the previous conduct of the appellant.
  - f. In any situation regarding any rider receiving a fine for an offense, the fine will be payable immediately after the Appeal Jury adjudicates the appeal.
  - g. The rider will not take part in any other event until that fine has been paid.

### **Appendices**

Appendix 1 - Call up Zone (as per UCI)

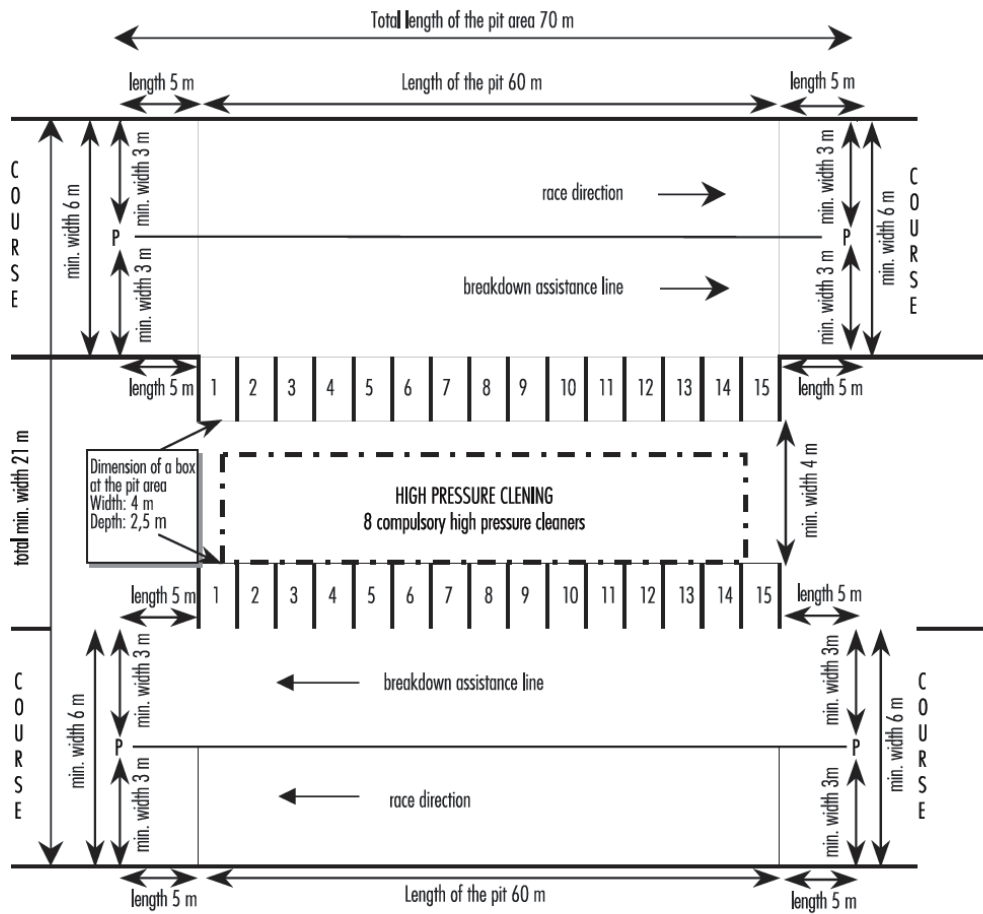
Appendix 2 – Double and Single Pit Diagrams (as per UCI)

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## Appendix 2 Double pit area

### STANDARD CONFIGURATION OF A DOUBLE PIT AREA



## Single pit area

### STANDARD CONFIGURATION OF A PIT AREA

