



**GENERAL
ADMINISTRATIVE
REGULATIONS,
TECHNICAL
REGULATIONS, AND
PROCEDURES**

Document History

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Jan 2022	Paul & Jack Watson Gary McIlroy	Updates from AGM – including National Championships and Leisure, Updates Track, Cyclo Cross and BMX, Race Incidents Updated, Discipline Removed – replaced by Policy Womens Grading Added, Board & CEO instructions -Technical Working Group/Consultant made responsible Sports Operations
Apr 2022	Paul Watson	Junior Women Distance increased National Skinsuits removed now jerseys
May 2022	Paul Watson	Womens Masters Title M50 road added Women on UCI Teams updated to W+
Sept 2022	Paul Watson	Introduction of Womans U23 Road Race Nat Champ Removal of Junior Gear Restrictions Increase Womans RR Championship Distance
Jan 2023	Paul Watson	Changes from Grading Group, Removal of A3 National Championship Changes to club make up. Changes approved by TWG submitted at AGM updated
April 2023	Paul Watson & Martin Grimley	Update to Grading Changes and review of all sections for updating
July 2023	Paul Watson	Clarification that Time Trial Regulations are applicable to Place to Place Record Attempts. Reduction in min starters in National Champs – Yellow Flags
Feb 2024	Paul Watson	Updates – Place to Place, UCI Changes and recommendations from commissions included
April 2024	Paul Watson	TWG Updates

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PREAMBLE: -

1. Cycling Ireland (CI) is affiliated to the European Cycling Union (UEC) and the International Cycling Union (UCI) and is the Internationally recognised body for the control of cycling throughout the whole island of Ireland.
2. Cycling Ireland is the trading name for the Irish Cycling Federation Company (ICF). A non-governmental, non-profit making organisation registered under the Companies Act as a Company Limited by Guarantee and not having a Share Capital.
3. The main objectives of Cycling Ireland are to encourage, develop and organise cycling in Ireland including, but not exclusively racing, touring, mountain biking, physical education and any activity or business pursuit connected with or ancillary to the activity of cycling.
4. Cycling Ireland will carry out its activities in compliance with the principles of fairness, reasonableness, due process and natural justice.
5. A copy of the Memorandum and Articles of Association are available to any member on request to Cycling Ireland.
6. The Technical Race Regulations referred to hereafter will apply to all races held under the jurisdiction of Cycling Ireland with the exception of those races on the UCI International Calendar which will be governed by the UCI Regulations (available on www.uci.org). Where there is no specific Cycling Ireland Rule, the Rules of the UCI will apply where appropriate.
7. All licence holders shall, in whatever capacity, participate in cycling events in a disciplined, fair and sporting manner. They shall, at all times when involved in any cycling activity, be properly attired and behave correctly in all circumstances.
8. Removed
9. All references to Federation refer to Cycling Ireland.
10. All references to Board refer to the Board of Cycling Ireland.
11. All references to Honorary Secretary refers to the Honorary Secretary of Cycling Ireland as elected under the Articles of Association.
12. Each province shall elect a Provincial Executive to carry out the tasks assigned under the General Administrative and Technical Regulations and Procedures.
13. Proposed changes to these General Administrative and Technical Regulations may be referred to the Technical Working Group (TWG) by an Affiliated Club, a Provincial Executive, a Commission, a member of Staff of Cycling Ireland or Board Member at anytime. The TWG may decide to adopt or reject the proposed change with or without any discussion with the entity who has submitted the proposed change. Notwithstanding the TWG will confirm to the entity, who submitted the proposed change, if it has been accepted or rejected. If rejected the reason for such rejection must be given.

A change to the Technical Regulations, by whatever means, will become effective from the 1st January following its acceptance, or, if of an urgent nature, will take effect 28 days after formal notification has been made via Cycling Ireland Website.

Changes to General Regulations can be made by the Technical Working Group at any time and become effective from the date stipulated by the TWG.

A rejected motion may not be resubmitted to the Technical Working Group for 2 years following its rejection
14. All references to letter can apply to either written letter or email.
15. For any queries on Cycling Ireland or UCI Rules and Regulations please contact our **Sports & Operations Director** – Paul Watson, through email at paul.watson@cyclingireland.ie

GENERAL ADMINISTRATIVE REGULATIONS

CHAPTER G1 - MEMBERSHIP AND LICENCE

1. Application for membership may be made online from the Cycling Ireland Website, through an affiliated club or directly as an unattached member paying the appropriate fee.
2. A club wishing to become an Affiliated Club of Cycling Ireland must apply to the provincial Secretary of the Province in which the club is based. The club must have a minimum of 6 Members and must have an individually named Chairperson, Secretary, and Treasurer, all of whom must be aged 18 or over. The club must also have a named Safety Person and Safeguarding Officer both of whom must also be aged 18 or older. The Safeguarding Officer in the club will ensure the protection is in place for all members of the club. The Provincial Executive, before forwarding the clubs request to Cycling Ireland to become an Affiliated Club, must ensure that the club satisfies the requirements of Article 6 of Cycling Ireland's Articles of Association.
3. Cycling Ireland reserves the right to refuse an application for membership.
4. Successful applicants, for membership of Cycling Ireland, will be granted a licence as defined in chapters T1 and T2, so acknowledging their membership of Cycling Ireland. A member may only hold one licence issued by a UCI affiliated National Federation at any time.
5. Licences will be valid from the date of issue until the 31st December following, save in the case of licences issued in the months of November and December, which will be valid until the 31st December of the following year.
6. A licence so issued under rule G1.4 above will entitle the holder to participate in races held under Cycling Ireland's jurisdiction and other UCI affiliated national governing bodies jurisdiction subject to rule G1.7 below. However, in respect of those CI licence holders who are members of a UCI registered team then they will also be bound by the UCI rules relative to the level of events in which they may participate.
7. When competing in a race promoted by an organisation other than Cycling Ireland, then unless there is an agreement with this organisation to accept Cycling Ireland licences, a letter of authority must be requested in writing from Cycling Ireland enclosing the appropriate fee. Overseas competition will require the person to have a licence with Photographic Identification on it – if the members current licence does not have their photograph embossed on it they must upload it through the members profile section.
8. A person's application for their first Masters Licence shall be accompanied by their Birth Certificate or a copy.
9. Each Youth or Junior's first application for membership shall be accompanied by their Birth Certificate or a copy.
10. The parent or guardian must sign the consent section of the online form in respect of Youth or Junior applications.
11. A person's application for membership of Cycling Ireland, as a member of a club outside the Province in which they live, must be accompanied by a letter of consent from the Secretary of the Province in which they live.
12. Licensed riders who take part in a race abroad with non-licensed riders, or in a race organised by a Federation, which is not affiliated to the UCI, will be subject to discipline in accordance with the UCI regulations.
13. Any member changing address must return their licence to Cycling Ireland office for alteration.
14. All clubs wishing to affiliate to Cycling Ireland must submit the proposed club name and the proposed design of their club jersey with their initial application to Cycling Ireland for approval by the **Sport and Operations Director** and registration. Subsequent proposed changes will also require prior approval by Cycling Ireland **Sports & Operations Director**.

15. For those who do not have a Cycling Ireland licence, or the correct licence level for the race, an appropriate Event Licence (previously known as a One-day licence), will permit the holder to participate as a rider in Cycling Ireland events.
 - This Event Licence will not be available for Open Road Races between March and July of each year.
 - For Women's Beginners Closed Circuit Races and Women's Training Days, an Event Licence limited to one time per participant may be permitted.

Officials may take out an Event Licence referred to as Temporary Membership at any time. Such Temporary Membership fulfils the requirements of rule T1. Such licence grants the holder membership of Cycling Ireland for insurance purposes only, in respect of that event only.

16. An un-attached member will be under the jurisdiction of the Provincial Executive in which they have their normal address.
17. Members of a Cycling Ireland affiliated club holding a limited competition licence may participate in open road races promoted by the club of which they are a member, excluding National Championships. It is the responsibility of the promoting club to assess the ability of the rider to compete in such an event and, in consultation with the race Commissaire, agree an ability category for the rider.

CHAPTER G2 - TRANSFER

1. A member may not transfer to another club in their current year of membership except under the provisions of rules G2.2, G2.3 and G2.4 below.
2. Notwithstanding rule G2.1 above, a club may at any time, transfer to unattached status, a member who is in breach of club rules, after advising Cycling Ireland of the full details of the breach, and that an appropriate hearing was held in accordance with Cycling Ireland's Complaints/Disciplinary process.
3. Notwithstanding rule G2.1 above, a club member may transfer to unattached status, at any time, provided they submit to Cycling Ireland a request to transfer, accompanied by a letter of release from their most recent club.
4. Notwithstanding rule G2.1 above, a club member may transfer between clubs, provided both clubs are in agreement that such a transfer is acceptable. The application for a change of licence to Cycling Ireland should be accompanied with a letter of agreement from their most recent club, and a letter of acceptance from the proposed new club. Only one such transfer will be permitted in any calendar year. A rider granted permission to transfer will be ineligible to compete for a period of 14 days from date of transfer. A member wishing to move from unattached to a club may do so without having a 14 days period of ineligibility, and they may not transfer to another club during that calendar year.
5. Licence changes, as referred to in rules G2.3 and G2.4 above, will be subject to the appropriate administration fee.
6. A person joining a club which was not their most recent club, must comply with the procedures as detailed in Chapter G3, and this must be submitted to Cycling Ireland with their application for membership. This rule is not governed by any time periods.
7. Members of clubs confined to third level college students, may compete for any other club during holiday periods, provided they return their licence for endorsement to Cycling Ireland at the appropriate time. They will relinquish this facility on their return to college. However, in events confined to third level college students, who hold a Cycling Ireland Full Competition or Limited Competition Licence, then such students may compete in the name of their college.
8. Where a member is affiliated to Cycling Ireland through a non-Cycling Ireland club, and wishes to transfer in accordance with rule G2.4 above, then in addition to the requirements of this rule, he must satisfy any requirements imposed by the National Federations of the countries in which his current and proposed new club are situated.
9. Members wishing to change their Nationality must follow the regulations of the UCI to enable their new nationality to be recognised. However, members wishing to change their Licence Nationality as allowed under the Good Friday Agreement, can do so by applying to Cycling Ireland along with the appropriate administration fee as well as completing the UCI Change of Nationality Form. This change of Nationality will only come into effect when it has been confirmed by the UCI and on the UCI Dataride system.

CHAPTER G3 - LETTER OF RELEASE

1. A person who wishes to join a club other than their most recent club, must obtain a letter of release from the latter. This may take the form of a hard copy letter or an electronic clearance when the member moving from their most recent club applies for membership of their new club.
2. When the member's most recent club refuses to clear them electronically they must advise Cycling Ireland of this. Upon confirmation of this by Cycling Ireland to the member then it will be necessary for the member to revert to the procedure as detailed from point 3 below.
3. The club has 21 days from the date of posting of the letter of request, in which to object to the proposed transfer, otherwise it is accepted that the person has no liabilities to this club.
4. However, within the 21 days referred to in rule G3.3 above, the club may object on the grounds of either.
 - (a) the person has a provable undischarged liability, or,
 - (b) was in breach of either club or Cycling Ireland rules.Notwithstanding point (a) above, a 'Minor' will not be held responsible for an undischarged liability.
5. Such objections must be sent to the person in writing and copied to Cycling Ireland and the Provincial Secretary referred to in rule G3.2 above.
6. In the case of an objection, it will be the responsibility of the Provincial Executive to ensure that the objection is thoroughly investigated and resolved within a period of 21 days from receipt of the letter referred to in rule G3.5 above.

CHAPTER G4 - UNDISCHARGED LIABILITIES

1. Every affiliated club is obliged to inform any of its members who has an undischarged liability to it, by means of an invoice detailing the liability and sent by registered letter no later than the 31st December in the year in which the liability occurred, with copies to the Provincial Executive and to Cycling Ireland.
2. The Provincial Executive has the authority to adjudicate on the matter of undischarged liability.

CHAPTER G5 - SPONSORSHIP

1. With the exception of individual sponsorship, as allowed for under the Mountain Bike Rules, an individual member shall not enter into a sponsorship contract.
2. All sponsored clubs must be registered with Cycling Ireland – stating the full name they wish their club to be known as, and the conditions as laid down in rule G1.2 adhered to.
3. Any club which satisfies either of the following conditions will be considered to be a sponsored club,
 - a) The name of the club contains any commercial name or trademark, or,
 - b) The registered club jersey carries any commercial names or trademarks other than the clothing manufacturer's logo.
4. A sponsorship contract between a club and its sponsor will be binding for the duration of the contract.
5. Riders competing for their sponsored club must wear their registered club jersey.
6. A sponsored club may append to its club name, a maximum of two of its registered sponsors names.

CHAPTER G6 - COMMISSAIRES

ARTICLE 1 - DUTIES OF COMMISSAIRES

1. The Chief Commissaire will be responsible for the general sporting organisation of a race or series of races. They are empowered to interpret and enforce the rules and to adjudicate on any matter not specifically covered in the rules.
2. All Commissaires shall keep a log of all races at which they officiate and shall produce this for examination by the relevant Cycling Ireland staff, Commission or Provincial Executive if requested to do so.
3. All Commissaires are required to wear the official uniform when officiating at a race. Where a Commissaire is either piloting or riding pillion on a motorcycle, they should wear appropriate safety clothing indicating they are acting as a Commissaire.
4. The Chief Commissaires if dissatisfied on any matter of safety may take action, as he deems appropriate. This may include the cancellation of the race.
5. The Commissaire will ensure that only licence holders with the appropriate licence take part in each race.
6. The Commissaire shall ensure that all competitors have been made aware of any special rules and all prizes for the race.
7. Commissaires will act as advisers to the Chief Commissaire except where other authority is delegated to them under the rules, or by the Chief Commissaire. They will observe the progress of the race and report any breach of the rules, in writing, to the Chief Commissaire immediately after the race.
8. The Chief Commissaire will submit a report of the race to Cycling Ireland on the standard report form within 7 days. A copy of this report will also be sent to the Race Organiser, Secretary of the Province in which the race has taken place and the Secretary of the College of Commissaires. This should be completed electronically. **Races and National Championships that appear on the UCI Calendar should have their Commissaires Reports completed on the relevant UCI Report Form.**
9. The Chief Commissaire will, to the best of their ability, ensure that all competitors and officials observe the rules under which the race is being held, but they will not be liable for any consequence of any failure on their part to do this.
10. The Chief Commissaire will deal with all claims/objections presented within the rules and impose any of the following penalties: Warning, Caution, Fine, Relegation or Disqualification.
11. The Chief Commissaire may impose penalties in accordance with Appendix AT.4, the Scale of Penalties for Race Incidents and AT.10 List of Track Penalties. Where the penalty provides for the licence holder to be reported to the Provincial Executive, which authorised the race, the licence holder should be verbally advised of this proposed action.
12. If the Provincial Executive considers it necessary to initiate action in respect of rule G6.A1.11 above, then such action must be carried out in accordance with Cycling Ireland's Complaints/Disciplinary process.
13. Where the College of Commissaires is made aware of any rider or official who has been disciplined in respect of a race incident then the College will arrange for all Commissaires to be advised.
14. No person may act as Promoter and Commissaire at the same race. No Commissaire acting on any race should be a member of the promoting club, notwithstanding this in respect of rule G6.A2.10 it may be necessary for the appointment to be made from within the promoting club.

ARTICLE 2 - TRAINING AND APPOINTMENT

1. Cycling Ireland Commissaires will be age 18 or older and in good standing with Cycling Ireland. Any person wishing to train as a Commissaire must have been a member of Cycling Ireland, or another UCI recognised National Federation, for a minimum of 3 years prior to starting the training.
2. Initial general training to become a Road, Track and Cyclo Cross Commissaire, will consist of a foundation course of a minimum duration of 16 hours including a written examination conducted by the Course Lecturer. Specific Track, Mountain Bike, Cyclo Cross or BMX discipline courses may be run as required subject to prior approval by the College of Commissaires.
3. A score of 60% or over in the General Examination will be considered a pass and entitle the successful applicant to use the term Trainee Commissaire. In the Track Specific Examination, a score of 50 to 69% will entitle the successful applicant to use the term National Track Commissaire Grade B. A score of 70% or over in the Track Specific Examination will entitle the successful applicant to use the term National Track Commissaire Grade A.
4. Trainee Commissaires may be appointed to races by their Provincial Executive in order to gain the necessary experience required to be appointed as a National Commissaire Grade B.
5. Such appointments shall be logged by the Trainee Commissaire on the Trainee Commissaire Assessment Form and presented to the Chief Commissaire for comment and signature.
6. A Trainee Commissaire may apply to the College of Commissaires for grading as a National Commissaire Grade B when they have gained adequate experience, but no application may be made within a one-year period of completing the training course.
7. The appointment of a Commissaire will be marked by the presentation of a suitably inscribed certificate.
8. Commissaires shall be graded as follows:

UCI INTERNATIONAL COMMISSAIRES: Appointed by the UCI only. May officiate at any race.

UCI INTERNATIONAL COMMISSAIRES (Non UCI Appointed): A UCI International Commissaire who has reached their 70th Birthday and no longer receives International appointments directly from the UCI. May officiate at any race.

NATIONAL COMMISSAIRES: They will be graded as follows: -

Elite: A National Commissaire who has attended and passed a National Elite Commissaire Course recognised by the UCI. They may act as **Chief Commissaire** at National Championships, where it is not mandatory for a UCI Commissaire to officiate, National Leagues, Stage Races and all other races approved by Cycling Ireland.

GRADE A: Must comply with the requirements, set out elsewhere in these rules and have attended an upgrading course. They must have undergone a written and oral test and have gained 70% or over, in the test. Once they have passed this test, with the pass mark as indicated above, they will be appointed by the College of Commissaires to one event for Practical Examination under the supervision of a UCI Commissaire, UCI Commissaire (Non UCI Appointed) or UCI National Elite Commissaire. They will assess the candidate's practical knowledge, and deem them to have passed or failed the Practical Examination. Once they pass the Practical Examination they will then be graded as Grade A National Commissaires. They may act as **Chief Commissaire** at National Championships, where it is not mandatory for a UCI Commissaire to officiate, National Leagues, Stage Races and all other races approved by Cycling Ireland.

GRADE B: Must comply with the requirements, set out elsewhere in these rules. They may act as **Commissaire** at National Championships, National Leagues, Stage Races and all other races approved by Cycling Ireland.

TRAINEE COMMISSAIRE: A licence holder who has attained a pass mark following the completion of a course as defined in rule G6.A2.2 above, and has not gained the necessary experience to be classified as a National Commissaire.

		UCI International	UCI National	Elite National	National Grade A	National Grade B
UCI Calendar Races	Chief Commissaire	Yes	No	No	No	No
	Commissaire	Yes	Yes	Yes	Yes	No
UCI Recognised National C'ships *	Chief Commissaire	Yes	No	No	No	No
	Commissaire	Yes	Yes	Yes	Yes	Yes
Non UCI Recognised National C'ships	Chief Commissaire	Yes	Yes	Yes	Yes	No
	Commissaire	Yes	Yes	Yes	Yes	Yes
National League	Chief Commissaire	Yes	Yes	Yes	Yes	No
	Commissaire	Yes	Yes	Yes	Yes	Yes
Stage Races	Chief Commissaire	Yes	Yes	Yes	Yes	No
	Commissaire	Yes	Yes	Yes	Yes	Yes
Provincial Race	Chief Commissaire	Yes	Yes	Yes	Yes	Yes
	Commissaire	Yes	Yes	Yes	Yes	Yes

* Cycling Ireland may apply to the UCI for prior permission to use a UCI National, Elite National or National Grade A Commissaire if no UCI International Commissaire is available.

9. Commissaires will be assigned to each race by the Provincial Executive of the province in which the race starts.
In the case of National Championships, the Chief Commissaire and additional Commissaires, including Moto-Comms, will be assigned by the College Of Commissaires. In the appointment of additional Commissaires preference will generally be given to those commissaires from the Province within whose area the race is to be promoted.
In National League events the Chief Commissaire will be appointed by the College of Commissaires and in stage races of 3 days and over the Chief Commissaire will be assigned by the College of Commissaires, after consultation with the Race Organiser, and any additional Commissaires required will be assigned by the Provincial Executive within whose area the race is promoted.
In the case of races on the International Calendar and races, deemed by the Technical Working Group of Cycling Ireland to be National Tours, all Commissaires will be assigned by the College of Commissaires in consultation with the Cycling Ireland **Sports and Operations Director** and the Race Organiser.
In the case of the Irish National Youth Championships, the Chief Commissaire together with all other Commissaires and Technical Officials, shall be appointed by the College of Commissaires in consultation with the Provincial Executive of the province the races are to take place in.
The relevant party, as the case may be, will give 4 weeks' notice in writing to each Race Organiser informing them of the names of the Commissaires appointed and requiring them to liaise with the Commissaires informing them of the arrangements for the race. A copy of this letter should be sent to the Commissaires.
10. Should the College of Commissaires or the Provincial Executive fail to carry out its function in the assignment of Commissaires, or should the assigned Commissaire fail to attend the race, the Race Organiser must appoint a responsible person, who is a member, as Acting Commissaire and this person shall have the authority and duties of a duly assigned Commissaire. Preference should be given to a member from a club, other than the organising club. They will include in their report an indication of where responsibility lies for the absence of the Commissaire.
11. When a Commissaire fails to officiate in this role at any race for a year, the College of Commissaires may request that he will attend a refresher course before being appointed to a race.

ARTICLE 3 – COMMISSAIRES' TRANSPORT

- The road race organiser will provide the Commissaires with suitable transport and driver, which if possible should have an opening roof, fitted with a two way communication system and a public address system to allow them to carry out their function.
- Commissaires will be reimbursed for reasonable out of pocket expenses, as indicated on the Cycling Ireland Website.

ARTICLE 4 – COMMISSAIRES' REVIEW COMMITTEE

1. The objectives of the Commissaires Review Committee is to oversee the performance of Commissaires and to ensure that Cycling Ireland's Technical Regulations are applied fairly, impartially and consistently by Commissaires. The Commissaires Review Committee will be appointed by the College of Commissaires and should contain at least one Senior Commissaire and the **Cycling Ireland Sports and Operations Director**– subject to no conflicts of interest.
2. A complaint in respect of the actions of a Commissaire, relative to their application of the Technical Regulations, or where they have been seen not to have acted in a fair or unbiased manner, may be reported in writing by any licence holder, club or committee/commission to the College of Commissaires. Any such complaint will be investigated as per Cycling Ireland's Complaints/Disciplinary process.
3. Where a Commissaire is the subject of a number of complaints the Committee have the right to recommend to the College of Commissaires, that they should re-sit the Commissaires Course and Exam (obtaining a pass), before being appointed to further races.

CHAPTER G7 - OTHER OFFICIALS

ARTICLE 1 - STARTER

1. The starter may be chosen by the race organiser from amongst the race Commissaires or a **competent person**. It shall be the starter's responsibility to ensure that competitors are called to the start and are informed of the distance of the race, the location of the finish, and any other relevant information.
2. The starter will exclude competitors improperly attired or whose equipment does not conform to the Equipment Appendix AT.2, and shall report such competitors to the Chief Commissaire.
3. The starter alone shall determine the validity of the start and shall declare a false start when required by the rules. The starter shall inform other officials when the start is imminent.

ARTICLE 2 - JUDGES

1. For all road, track and cyclo cross races, a Chief Judge shall be appointed by the Organiser. They may be assisted in placing finishers by other Judges selected by them from appropriate competent persons.
2. The Chief Judge alone will determine the order of finishing. In the event of a close finish they may refer to any photographic aid to assist them in reaching a decision. They shall attempt to place as many finishers as possible. Competitors in a group who cannot be placed shall be considered equal.

ARTICLE 3 - TIMEKEEPER

1. The Timekeeper will record all times necessary to allow the classification to be given and any times requested by the promoter. They shall submit the timings to the Chief Commissaire at the end of the race in writing.
2. Road based races shall be rounded down to the nearest second. Track races shall be timed to one hundredth of a second, except as required elsewhere in the rules.
3. In races with more than one timekeeper, if the timekeepers disagree, the mean time of all times recorded by the timekeepers shall be taken.

ARTICLE 4- JUDGE-REFEREE

1. The Chief Commissaire, at track meetings, shall appoint a Commissaire to act as Judge-Referee; they may not carry out this task themselves. The presence of a Judge-Referee shall be compulsory for the sprint, keirin, points race, elimination and Madison.
2. The Judge-Referee shall solely monitor the conduct of riders in the race and their conformity with the racing regulations. **They shall refer their decisions to the Chief Commissaire who will make the final decision on the incident.**
3. To assist the Judge-Referee with this task they may consult with the other commissaires, or any video evidence that may be available.

ARTICLE 5- MOTOMARSHAL

1. A motorcyclist who performs marshalling duties in the form of advanced warning to other road users of an approaching Cycling Event. Such duties may also involve communicating instructions to cyclists in a road race on behalf of the Race Commissaires, in order to assist with the safety and sportsmanship of the event. This person must wear an identifiable item of clothing in addition to appropriate safety clothing. This individual will be appointed by the race organiser and confirmed to the Chief Commissaire prior to the start of the event.

CHAPTER G8 - CALENDAR

1. Events will be promoted only by an affiliated club, or a group, approved by Cycling Ireland **Sports and Operations Director** on payment of the appropriate fee. The fee shall be as decided from time to time by the AGM.
2. Application to promote events for the next calendar year will be made, online, from the 15th September until the 31st October. **Under the management of Cycling Ireland Events Coordinator** each Provincial Calendar Coordinator will review and approve, or reject, all events submitted online to be promoted in their province. Similarly, Commissions may review and approve, or reject, within its discipline. The applicant for any event rejected must be advised of the rejection and reasons for such. All approved events will be reviewed by the Cycling Ireland Event Coordinator who will be responsible for establishing and publishing the full Cycling Ireland Calendar, by province and discipline, for the next calendar year. Events submitted after the closing date will have no priority in the allocation of dates.
3. Events for inclusion in the UCI Calendar must be made to the **Sports and Operations Director** in accordance with the UCI regulations.
4. Save as is otherwise provided in this rule all applications to promote events shall be made on the Cycling Ireland Approved System, on the Cycling Ireland Website.
5. Approval for an Event not previously entered on the calendar may be granted by the **Cycling Ireland Event Coordinator after consultation with the Provincial Calendar Coordinator** , but only after consultation with and approval from the Promoter, of any race scheduled for that day in an adjacent province with the exception of Sundays.
6. The inclusion of an additional Sunday event or a change to a race as listed in the calendar for a Sunday must be approved by the Cycling Ireland **Event Coordinator**. Approval for such inclusion or change must be submitted at least 21 days in advance of the date of the race to the Cycling Ireland Event Coordinator.
7. Omitted
8. **Omitted**
9. The Road Racing season cannot start before the 1st Saturday in March.
10. In preparing the road racing calendar dates will be reserved in advance of seeking general race applications for the following:
 - All National Road Championships;
 - National Road Series Dates;
 - Established race dates; the protection of such a date is only relative to the Province in which the race is promoted
 - All Provincial Road Race Championships, which should take place on the same weekend.
11. Non-open races may only be run on Mondays through to Thursdays. Notwithstanding non-open races which are run as a series of races and known as a league may be run at any time subject to these being promoted for a defined group of riders e.g. Masters, women, time trialists etc . A club promoting an open race may run a non-open race on the day of their open promotion regardless of the day of the week in respect of riders of 50 years old and over and women.
12. National Road Championships identified in the table below will be awarded **by the Event Coordinator after approval of the Sports and Operations Director** to an approved organisation or Club on the proposal of the hosting Province, which should be made ideally two years in advance of the Championships. Any province has the right to opt out of its sequence by advising the Technical Working Group two years in advance of its allocated slot. In such a situation the province opting out will take up its next normal slot as per the schedule. Organisers accepting the Championships must promote all races described in each Championship Bundle.

Year	Sen Men (incorporating U23's), Sen Women (inc U23), Jun Men & Jun Women, RR & TT inc Para & Tandem; Sen Men, U23 Men, Elite Women: Jun Men & Jun Women.	M40, M50 & M60 Road Races. M40, M50 & M60 Time Trials Women's Masters Road Race (Incorporating WM50) & TT	National Criterium C'Ship	National Hill Climb C'Ship	National Cyclo Cross C'Ship	National BMX C'Ships	National Youth Road C'Ships
2023	Ulster	Leinster	Connacht	Munster	Leinster	Munster	Connacht
2024	Munster	Connacht	Ulster	Leinster	Munster	Leinster	Leinster
2025	Leinster	Ulster	Munster	Connacht	Connacht	Ulster	Munster
2026	Connacht	Munster	Leinster	Ulster	Ulster	Munster	Ulster
2027	Ulster	Leinster	Connacht	Munster	Leinster	Leinster	Connacht
2028	Munster	Connacht	Ulster	Leinster	Munster	Ulster	Leinster
2029	Leinster	Ulster	Munster	Connacht	Connacht	Munster	Munster

14. Approved organisations or Clubs applying to run National Championships in road, time trial, hill climb, criterium or cyclo cross must include a signed off copy of that championship's specific specification document available online at www.cyclingireland.ie

TECHNICAL REGULATIONS

CHAPTER T1 - LICENCES

1. All persons riding a race or carrying out any function, in connection with any team, or with the organisation of any race, will hold a current licence from their National Federation, save marshals or other persons who are assisting in the running of the race, but who are not the race organisers. The organiser will be able to identify these non-licence holders if requested by the Chief Commissaire.
2. Before competing or participating in any approved race, a person may be requested to produce a current licence to the appointed Commissaire, for inspection, **this may be hardcopy or electronic**. Failure or refusal to do so may result in the person being prohibited from taking part in the race.
3. A person, not being a member of a National Federation nor under suspension from a National Federation, may take out an Event Licence to comply with rules T1.1 and T1.2 above. Event Licences are not valid for National Championships at any time, nor Road Races (scratch and handicap) prior to the 1st August (excludes officials).
4. A rider's licence will only contain either the name of their UCI Registered Team or their Cycling Ireland Registered Club - (see Glossary).
5. A rider may compete for an entity other than that displayed on their licence under the following conditions
 - (a) A National, Provincial or County Team selection;
 - (b) As a member of a Composite Team or as a guest rider;
 - (c) In a stage race where the approved special race regulations allows for Composite Teams then such teams must be made up entirely of riders holding Cycling Ireland licences or a licence issued by any other National Federation but containing an IRL Nationality. With the permission of the **Sports and Operations Director** however, a composite team may contain riders with nationalities other than IRL. Notwithstanding the above a rider whose team is entered in the event may only be included in a Composite Team where their club team has the maximum number of riders entered as allowed under the Specific Race Regulations for the event.
 - (d) In a stage race a Cycling Ireland Club or Club Team may include riders who are not members of that Club or Club Team but hold either a Cycling Ireland licence or a licence issued by another National Federation with an IRL Nationality. No more than 1 guest rider will be permitted on any team with a Maximum of 4 riders and 2 guest riders on a team of 5 or more riders. Notwithstanding the above a rider whose team is entered in the event may only be included as a Guest Rider where their club team has the maximum number of riders entered as allowed for under the Specific Race Regulations for the event.
 - (e) A rider being a member of a UCI Registered Team may not participate on either a Composite Team or as a Guest Rider as referred to in points (c) and (d) above.
6. In stage races confined to women then in addition to T1 5a and T1.5b above the following will apply
 - (a) In a stage race where a club has not the required number of entrants to satisfy the approved special race regulations and the approved special race regulations allows for Composite Teams then such teams can be composed as follows, and such teams and team name will be subject to approval by the Women's Commission
 - (a1) entirely of riders from different clubs and such a team may obtain sponsorship for this event and adopt a name in line with the sponsorship. Such sponsors must not currently be involved with a CI club.
 - (a2) members of several clubs combining as a team and competing under the name and registered jersey of one of these clubs.
7. In respect of rules T1.5(b), T1.5(c) and T1.6(a) above, a rider participating on a team other than as displayed on their licence, must be in possession of a letter from their Team/Club giving permission to compete for such a team.

Riders Registered with UCI Continental Teams. Members of UCI Continental Teams may ride events registered on the CI national calendar and open to A+ or W+ riders subject to the following.

Holder of a CI Licence - no limitation

Holder of a licence issued by another National Federation – subject to holding a letter of approval from their National Federation to compete abroad may only ride as an individual rider.

However, where a written agreement exists between bordering countries in accordance with UCI Regulations then riders from such a country will be entitled to the same privileges as a CI licence holder.

CHAPTER T2 – CATEGORIES/GRADING

1. Categories which are based on age will be determined by subtracting the year of birth from the current year with the exception of Youth (10) and Youth (12).
2. Licences will be issued for the following Categories: -
 - (a) Youth (10) A rider who has not yet reached their 10th birthday. Such a licence will be restricted and will exclude competition on open roads. But will permit the holder to compete in Mountain Bike, Track, Skills, Cyclo Cross, BMX, and events, which are run on closed circuits. (Maximum gear is in line with gearing for 12's).
 - (b) Youth (12) Riders who have reached their 10th birthday, 11 and 12 years of age in the current year.
 - (c) Youth (14) 13 and 14 years of age in the current year.
 - (d) Youth (16) 15 and 16 year of age in the current year.
 - (e) Junior** 17 and 18 year of age in the current year.
 - (f) Espoirs (U23)* 19 to 22 years of age in the current year and not a member of a UCI World Team.
 - (g) Seniors* 19 years of age or over in the current year.
 - (h) Masters Men M30 – 30 to 39 years of age in the current year – MTB, Enduro & BMX Only
M40 - 40 years or over in the current year.
M50 – 50 years or over in the current year.
M60 – 60 years or over in the current year
 - (i) Masters Women MW - 40 years or over in the current year.

A rider who satisfies the above criteria may opt for the appropriate Masters Licence however this must be done on their initial licence application for that year. However, any such rider cannot subsequently revert back to Senior category.

Note – In Enduro there is no M60 Category, M50 relates to all male riders of 50 years of age and over in the current year.

* Grades may be A1, A2, A3 or A4

** Grades may be A2, A3 or A4 , and W2 or W3

Any Male or Female rider who is a member of a UCI registered team will be deemed to be an A+ or W+ rider.

3. Where appropriate the following categories are recognised by the UCI.

MALE: -

- (a) Youth Aged 16 years and under.
- (b) Juniors 17 and 18 years of age.
- (c) Under 23 19 to 22 years of age.
- (d) Elite 23 years of age and over including all those persons who are members of a UCI World/Professional Team .
- (e) Master 30 years of age and over and are not members of a UCI registered Trade Team. This is an optional category.

FEMALE: -

- (a) Youth Aged 16 years and under.
- (b) Juniors 17 and 18 years of age.
- (c) Under 23 19 to 22 years of age.
- (d) Elite 19 years of age and over.
- (e) Master 30 years of age and over. This is an optional category.

CHAPTER T3 - UPGRADING

1. Points will be awarded on all open races in Ireland as follows: -
 - (a) All open mid-week races (excl. Bank Holidays) and weekend open races under 50km, to be awarded points **3-2-1** regardless of distance;
 - (b) In A1, A2, A3 & Junior Road Races over 50km points to be awarded: 10-9-8-7-6-5-4-3-2-1; with the exception of open mid-week races as indicated in T3.1(a) above;
 - (c) In A4 road races over 50km, points to be awarded, 8-7-6-5-4-3-2-1; with the exception of open mid-week races as indicated in T3.1(a) above;
 - (d) National League road races points will be awarded 12-11-10-9-8-7-6-5-4-3-2-1;
 - (e) In any road race with 20 riders or less points to be awarded 3-2-1;
 - (f) National Senior Road Race Championship – Double points as detailed in (d) above;
 - (g) National Masters and National Junior Championships, National Women’s Championships 12-11-10-9-8-7-6-5-4-3;
 - (h) National Time Trial Championships 6-5-4-3-2-1;
 - (i) National Hill Climb Championship 6-5-4-3-2-1;
 - (j) National Criterium Championship 12-10-8-6-4-2;
 - (k) International Calendar single day races – Double points awarded as (d) above;
 - (l) A1 Stage races – per stage as (a) and (b), above. Time Trial stage points 6-5-4-3-2-1, final general classification - points to be awarded: 15-14-13-12-11-10-9-8-7-6-5-4-3-2-1;
 - (m) A2, A3 & A4 stage races – per (a) and (c) above. Time Trial stage points 6-5-4-3-2-1, final general classification - points to be awarded 10-9-8-7-6-5-4-3-2-1;
 - (n) International Calendar stage races – per stage as (f) and (h) above, final general classification points to be awarded 34-32-30-28-26-24-22-20-18-16-14-12-10-8-6.

Points Table –																
Placing		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Open Mid-Week Races	T3.1.(a)	3	2	1												
Open RR over 50km – ex open mid-week	T3.1.(b)	10	9	8	7	6	5	4	3	2	1					
Open A4 RR over 50km – ex open mid-week	T3.1.(c)	8	7	6	5	4	3	2	1							
National League	T3.1.(d)	12	11	10	9	8	7	6	5	4	3	2	1			
Race 20 riders or less	T3.1.(e)	3	2	1												
National RR Champ	T3.1.(f)	24	22	20	18	16	14	12	10	8	6	4	2			
National Masters, Junior & Womens RR Champs	T3.1.(g)	12	11	10	9	8	7	6	5	4	3					
National TT Champ	T3.1.(h)	6	5	4	3	2	1									
National HC Champ	T3.1.(i)	6	5	4	3	2	1									
National Crit Champ	T3.1.(j)	12	10	8	6	4	2									
UCI Race Single Day	T3.1.(k)	24	22	20	18	16	14	12	10	8	6	4	2			
A1 Stage Race Final GC (1)	T3.1.(l)	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
A2,A3,A4 Stage Race Final GC (2)	T3.1.(m)	10	9	8	7	6	5	4	3	2	1					
UCI Stage Race Final GC (3)	T3.1.(n)	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6
UCI Stage Race Final GC A2 riders		6	4	2												
Note (1) - Stage Points as (a) and (b), above in respect of road stages with 6-5-4-3-2-1 for TT Stage																
Note (2) - Stage Points as (a) and (c) above in respect of road stages with 6-5-4-3-2-1 for TT Stage																
Note (3) – UCI Stage Points as (f) and (h) above																
Points in Handicap Races are allocated as per Scratch Races, not for placings per category																

2.
 - (a) Newcomers to the sport will be granted an A4 licence. Holders of an A4 licence may only compete with other A4 licence holders with the exception of handicap races and the National Masters Road Race Championships. Notwithstanding in events restricted to Juniors, Masters or Women, A4 licence holders may compete with other category riders. Those returning to the sport after an absence will normally be granted an A3 licence, however this may be reviewed following an application to the National Grading Officer. Downgrading from A3 to A4 is not possible
 - (b) An A3 rider who has amassed 15 points ,this includes the points carried from the previous year, will be upgraded to A2 with zero points.
 - (c) An A3 rider with less points than the upgrade threshold indicated in T3.2.b above at year end will carry 50% of their total points rounded down through to the following year.
 - (d) An A4 (including Junior A4) rider on amassing 13 points, cumulative across years will be upgraded to A3.
 - (e) Category A3 or A2 riders may opt to upgrade by one category on their first licence application for the season, **upon approval from the National Grading Officer.**

3.
 - (a) A youth rider on becoming a Junior will be graded as A3. However, upon reaching 45 points as a first year Junior they may be upgraded to A2 for the remainder of that season. A 2nd year Junior A2 may opt to commence the season as an A3 on zero points or remain as an A2 with zero points. A 2nd year Junior A3 on reaching 30 points may be upgraded to A2 for the remainder of that season. A Junior A3 rider may opt to remain an A3 for the remainder of the season in order to focus on their studies. Such upgraded Juniors will not be exempt from the Junior Maximum Distance (140km) and will be entitled to ride Junior only events. In the event of a race (A2) being above the maximum distance, a junior with an A2 licence may ride the A3 race at that event.
 - (b) A 2nd year Junior A3 on moving to Senior will be graded as A3 with zero points. A 2nd year Junior A2 on moving to Senior will be graded as A2 with Zero points. However, any Junior who has amassed 50 Points or more in their 2nd year as a Junior may apply to the National Development Coach for grading to a higher grade.
 - (c) An A2 rider on amassing 20 points, this includes points carried from the previous year, in a calendar year will be upgraded to A1 with zero points.
 - (d) An A2 rider with less points than the upgrade threshold indicated in T3.3.c above at year end will carry 50% of their total points rounded down through to the following year.
 - (e) An A2 rider may apply to the National Grading Officer for a downgrade to A3 with 5 points if they fail to score 6 points in a full season at A2. Downgrades will be at the discretion of the National Grading Office (grading@cyclingireland.ie) taking account of the rider's known ability. Such requests must be made prior to the 28th February.
 - (f) An A1 rider at the end of the year with zero points will be graded as A2 with 5 points at the beginning of the following year, unless the rider has already been upgraded to A1 during that year. However, those riders so affected by this rule will be subject to review by the National Grading Officer (grading@cyclingireland.ie).

4.
 - (a) Riders in the year of their 40th birthday and each year thereafter may apply for Masters designation on their licence.
 - (b) A1, A2 or A3 Masters riders in their 46th to 49th year may apply, on their first licence application for the relevant licence year, for an A2 or A3 Masters licence with zero points brought forward. Such riders are subject to automatic upgrades during the licence year on reaching the relevant points threshold.
 - (c) A1, A2 or A3 Masters riders in their 50th or greater year may apply, on their first licence application for the relevant licence year, for an A2 or A3 Masters licence with zero points brought forward. Such riders are exempt from automatic upgrades during the licence year unless requested by the rider on reaching the relevant points threshold.
 - (d) A1, A2 or A3 Masters riders in their 60th or greater year may apply, on their first licence application for the relevant licence year, for an A2, A3 or A4 Masters licence with zero points brought forward. Such riders are exempt from automatic upgrades during the licence year unless requested by the rider on reaching the relevant points threshold
 - (e) Women, on their first licence application, may opt for an A4,A3 or A2 licence. In any event women will not be upgraded beyond A2 but are otherwise subject to the rules for upgrading and downgrading.

5. Upon reaching the necessary points for upgrading, the riders will submit their licence and number to Cycling Ireland for re-issue with their new category.

6. Commissaires have the power to withdraw a rider's licence if their points total is in excess of that required for upgrading and to submit it in accordance with rule T3.5 above.
7. When a rider reaches the appropriate points total for re-grading the rider will be deemed to be re-graded from that point in time.
8. When a grading dispute arises, this may be submitted to the National Grading Officer for resolution.
9. Former International riders will normally be issued with an A1 licence. However, on representation to the National Grading Officer they may be re-graded as A2 or A3.

CHAPTER T4 - GEAR, DISTANCE AND COMPETITION LIMITS

ARTICLE 1 - YOUTH

1. Youth riders will be subject to the following rules as detailed in Table 1 below, with the exception of Irish Championships and Stage Races.

TABLE 1

YOUTH COMPETITION:			
	16 / 15	14 / 13	12 / 11
Gear	6.94m *	6.67m *	6.27m*
How Often	4 days per week 3 consecutive	3 days per week 3 consecutive	3 days per week 3 consecutive
Hill Climb	2km	1km	1km
Time Trial	40km	16km	8km
OFF ROAD:			
Cyclo Cross	30 Min	30 Min	20 Min U10-10min & U8-5min
Mountain Bike	50 Min	30 Min	20 Min
ROAD:			
Max. Ave. Stage Dist	45km	20km	7.5km
Uncontrolled R.R.	60km	25km	10km
Uncontrolled Criterium	40km	25km	10km
Restriction		Max 3 races/day	Max 3 races/day
TRACK:			
Sprint	Max 750m	Max 500m	Max 1 lap
St. Start TT	500m	250m	250m
Flying Start T.T.	Max 750m	Max 500m	Max 500m
Individual Pursuit	3km M – 2km FM	2km	1km
Team Pursuit	4km	3km	2km
Distance Race	Max 7.5km	Max 5km	Max 2km
Team Sprint	3 legs	2 legs	2 legs
Restriction	No Rider will compete over more than 20kms in one day with a minimum of 30 minutes between events	No Rider will compete over more than 15kms in one day with a minimum of 30 minutes between events	No Rider will compete over more than 10kms in one day with a minimum of 30 minutes between events
Stage Race	See T4.A1.11 Below		
Irish Championships	See T4.A1 4-9 Below		

*It is recommended that the gear rollouts as indicated above should be obtained as follows,
 6.94m = 16 sprocket x 52 chain wheel
 6.67m = 16 sprocket x 50 chain wheel
 6.27m = 17 sprocket x 50 chain wheel

Notwithstanding the above, riders selected onto a Cycling Ireland Youth Squad must comply with the minimum sprocket and maximum chain wheel sizes as indicated above.

2. In all youth races it will be mandatory to offer at a minimum, 1st, 2nd & 3rd Placed prizes in respect of both Youth Men and Youth Women in each category, U12, U14 & U16. In addition an unplaced 11, 13 and 15 rider's prize may be offered in all youth racing.

3. In Youth Time Trial events, specialist low profile bicycles, time trial bars, fixed wheel bicycles and aero helmets are not permitted. Bicycles used in time trial events must be as per road race regulations.
 - (a) In under 16 Youth Track events, time trail bars are permitted in Time Trial and Pursuit events.
 - (b) Disc, Tri-Spoke or similar wheels are not allowed in Youth Track Events, and rim depth cannot be greater than 35mm.

Additional Part – comes into force 01.01.2024 – **Postponed for review by Youth Racing Review Group**
Wheels with rim depth greater than 35mm are not permitted in Youth Road Races and Time Trials.
4. Irish Youth Road Championships
 - (a) The Championships will be held over a single weekend and will consist of:
Irish Youth Road Race Championships;
Irish Youth Criterium Championships;
Irish Youth Time Trial Championships .
 - (b) The Irish Youth Championship will be conducted in respect of each year within the unrestricted licence bands i.e. 11,12,13,14,15 and 16 years of age for boys and girls. However in respect of the number of girls competing then authority is granted for the combining of 11&12 years of age, 13 &14 years of age and 15 &16 years of age in both the Road race and criterium Championships
 - (c) The races will be conducted in accordance with the regulations hereunder in respect of each discipline.
 - (d) Medals will be awarded to the first 3 riders in all age groups.
 - (e) The winner of the U12, U14 & U16 race at the Youth National Championships may, for the remainder of that year, wear the National Champions Jersey in races of that discipline.
From the 1st January, the winner of the U11, U13 &U15 race at the National Youth Championships in the previous year may wear the National Champions Jersey in an U12, U14 or U16 race of the same discipline. Rule to be the same for boys and girls, but girls dropping down a grade will lose their entitlement to wear the Champions Jersey.
5. Irish Youth Road Race Championship
 - (a) Irish Youth Road Race Championships in respect of each youth year as described in rule T4.A1.4(b) above, may be held each year.
 - (b) Gear restrictions and maximum distances will be as described in Table 1 above.
6. Irish Youth Criterium Championship
 - (a) Irish Youth Criterium Championships in respect of each youth year as described in rule T4.A1.4(b) above, may be held each year .
 - (b) Gear restrictions and maximum distances will be as described in Table 1 above .
 - (c) The circuit should be between 1.5 and 3.5kms.
 - (d) In a Criterium a competitor suffering an acceptable mishap i.e. puncture, crash or breakage of a part of their bicycle will be granted a lap out with the exception of the last 3 laps. There will only be one such lap out permitted.
 - (e) An official pit or pits must be established at which scrutinised machines and wheels will be made available and where a lap out may be claimed in respect of rule T4.A1.6 (e) above, at the discretion of the Pit Commissaire.
 - (f) Competitors granted a lap out, should rejoin the field in the same position, but at the rear of the group in which they were, prior to the mishap.
 - (g) If a group, defined as the breakaway group, laps the main field they shall be given a clear passage, and no rider within the main field shall take advantage of such an incident.
 - (h) If a group, defined as the breakaway group, catches riders who have been dropped by the main field, then such dropped riders may take advantage of the situation until they regain the main field but must not lead.
 - (i) Riders can only work together with riders who are at the same point in the race. If a rider deliberately drops back from any bunch, to assist a rider who is gaining, both riders may be disqualified.
 - (k) The commissaires have the right to withdraw riders about to be lapped if it is felt that by leaving such riders in this may adversely affect the result.
 - (l) All riders will finish on the same lap as the winner.

7. Irish Youth Time Trial Championship

- (a) Irish Youth Time Trial Championships in respect of each youth year as described in rule T4.A1.4(b) above, may be held each year.
- (b) Gear restrictions and maximum distances will be as described in Table 1 above.
- (c) The course may be on a circuit, out and home or straight away.
- (d) To facilitate their start all competitors will be held by a person appointed by the organiser whose purpose will be to help the rider maintain balance. They shall neither push nor restrain them.
- (e) A competitor's time will commence from the start time allocated to them. However, in the event of a rider reporting to the timekeeper after their start time, and where the timekeeper considers that, to start them immediately could possibly interfere with the starting of other riders, then the time between them reporting to the timekeeper and being started may be deducted from their gross finishing time.
- (f) Riders will ride alone and unassisted. When overtaking another competitor they will do so as widely as possible (not less than 2 metres) and the overtaken rider will drop back until the other rider is 25 metres ahead. Riding side by side for a distance greater than 1 km constitutes pacing. Infringement of this rule will lead to the disqualification of the competitor(s).
- (g) Where following vehicles are permitted the driver must hold a licence issued by a federation affiliated to the UCI. They shall carry a neutral observer and maintain a distance of at least 25 metres behind the rider.
- (h) The following vehicle may carry equipment necessary for changing wheels or bicycles.
- (i) No equipment for riders may be prepared or held outside the following vehicle nor will persons riding in the vehicle, excessively reach out or sit on the windowsill, while the vehicle is in motion. Breakdown service must only be given with both the rider and vehicle stationary.
- (j) In the event of a rider being caught by another rider then the following vehicle may only pass the caught rider when the gap between the two riders is 50 metres.
- (k) In the event of a rider with a following vehicle being caught by another rider with a following vehicle, then until such times as the gap between the two riders is 50 metres the vehicle of the faster rider will have precedence.
- (l) Restarts will not be permitted under any circumstances.

8. Irish Youth Cyclo Cross Championship

- (a) The Irish Youth Cyclo Cross Championships may be held each year in respect of each Youth Category. Gear restrictions as detailed in Table 1 above will apply.
- (b) Medals will be awarded to the first three riders and the winning team of three riders based on points.
- (c) In the event of a tie in the team competition the winners will be the team with the first three riders to finish.

9. Irish Youth Track Championships

The Irish Youth Track Championships may be held each year in respect of each Youth Category for the Sprint, Time Trial & Distance races. The distance of such races will be in accordance with Table 1 Track, above.

10. Controlled Stage Race

- (a) Controlled Stage Races for 11, 12, 13, 14 categories may take place up to a maximum of 11 days, however a rest day will be introduced if the race is to last for more than 5 days.
- (b) Daily place-to-place distances will be up to a maximum of 40kms and senior riders will control the pace. A 30-minute rest stop will be taken at mid distance if the overall distance is greater than 25kms.
- (c) Skills, sprints, mini-sprints, maxi-sprints, track and cyclo cross may take place during the course of the controlled stage race.
- (d) For all such races application will be made to Cycling Ireland for approval with full details of duration, distance, intermediate races etc.

11. Youth Stage Races

- (a) Youth stage races may take place up to a maximum of 4 days and may be run on a timed or points basis.

- (b) All road stages excluding a split stage will be limited in distance to that as specified in Table 1 Uncontrolled Road Race.
 - (c) The two half stages of a split stage will be limited in total distance to that as specified in (b) above.
 - (d) The interval between the split stages will be a minimum of 3 hours.
 - (e) The daily average distance may not exceed that as specified in Table 1 above.
12. In races Youth riders may only compete with their own age group, save that first year Junior girls may compete in a grade lower than that as shown on their licences, if they elect to do so, but will be subject to the gear restrictions of the lower grade.
 13. Youth riders of 15 years and older may be allowed to ride Club League events providing it is allowed within the specific league rules and provided that such Club League events are run on a handicap basis. Riders will be restricted to youth gear rollout and distance limits at any such event.

ARTICLE 2 - JUNIORS

1. Junior gear restrictions removed by UCI 2023
2. Youth riders on reaching Junior grade will be graded as A3. Riders of junior age on joining Cycling Ireland for the first time will be granted a Limited Competition Licence for their first year. Should such Junior riders wish to have a full competition this needs to be approved by either CI High Performance Representative or CI Technical Consultant.
3. One stage race limited to Juniors, of a maximum duration of 6 days may be promoted in any year providing there is not more than one split stage.
4. A time trial forming part of a split stage will be limited to 20 kms.
5. Maximum Competition distances / Time for winning rider, for Juniors shall be as follows. Should an organiser need an exception to these distances based on the Course or the Combination of Categories – approval should be sought from the Cycling Ireland Technical Consultant.

Junior	RR	TT	Stage RR	Stage TT	Split Stage TT	Cyclo Cross	Cross Country MTB
Men	140km	40km	120km	40km	20km	40 Mins	1.15 Hours
Women	140km	40km	120km	40km	20km	40 Mins	1.15 Hours

ARTICLE 3 - YOUTHS AND JUNIORS GENERAL

1. With the exception of National Championships, Masters and Women of 2nd year junior age or over may be allowed to take part in Youth (16) races but will not be subject to the maximum gear limit for the grade with which they race.
2. All prize winners and other riders designated must present their bicycles for a gear check at the facilities provided by the organiser immediately following the race or at any other location so designated.
3. The gear measured will be the highest obtainable on the machine.
4. Failure to appear or the bike being over geared for the age category, will lead to a penalty being applied which will normally be disqualification (in a road race) or relegation (in a stage race).
5. In any dispute relative to rule T4.A3.4 above, the Chief Commissaries decision is final.
6. With written permission of the appropriate CI High Performance Representative or **CI Sports and Operations Director**, youth development squad riders and Junior development squad riders, who have not upgraded under rule T3.3.A, may be allowed to compete in higher classification events. This written permission must be presented to the race Commissaire prior to the start of the event if requested – **this permission will only be for listed events and as preparation for future International Events**. These riders will still be subject to their appropriate gear restriction. **(either CI or Future International Event Limit)**

7. The C.I. Code of Conduct and Safeguarding Procedures for Young and Vulnerable Adults must be rigorously adhered to.
8. In all road races restricted to Youth and Junior riders, provision must be made to ensure that a vehicle is available in order to transfer any rider unable to continue in the race for whatever reason, to the finish line. In open races that Junior riders enter – they are responsible for making sure they have a safe means of transfer back to the start/finish area should they be unable to continue in the race for whatever reason. **Person driving such vehicles should be covered by Cycling Ireland Safeguarding Regulations.**
9. **It is strictly forbidden for a Youth rider to remove both hands from the handlebars from 200 meters before until 100 metres after the line at the conclusion of the race. Failure to adhere to this will result in a penalty as described hereunder.**

Single day race. Disqualification.

Stage race with general classification based on time. Relegation to last place in the group they were with plus a 5 min time penalty in the general classification.

Stage race with general classification based on points. Relegation to last place in the group they were with plus a 10 points penalty in the general classification.

However if the rider is completely alone at the finish they may remove one hand to acknowledge their win.

CHAPTER T5 - PRE-RACE

ARTICLE 1 - ENTRIES

1. All those who compete in any of the races authorised by Cycling Ireland and organised under Cycling Ireland rules do so at their own risk, whether or not they are Cycling Ireland members, and no liability shall attach to Cycling Ireland or any of its officials with respect to any loss or injury sustained or caused by anyone competing in these races.
2. An entrant to any race authorised by Cycling Ireland and organised under Cycling Ireland rules shall be deemed to be competing under these rules from the beginning of Sign-On to the end of the race formalities on the day of the race.
3. Where entry forms, programs or items of a similar nature advertising a race is produced, they will include the statement "Under Cycling Ireland Rules".
4. Where entry forms are issued they will give details of the course to be used, time and place of start, dressing rooms, entry fee, closing date for entries, address of promoter and any other details the race organiser may wish to include.
5. Pre-entry on Cycling Ireland's online system is mandatory for all for Irish Championships.
6. In the case of an excessive number of entries on the day of the race, priority will be given to those whose entry and fee is received prior to the closing date.
7. **Omitted**
8. After having entered a race a rider may not withdraw and compete in another race on the same day, except with the written consent of the promoter of the race first entered by the rider.
9. Any rider who enters a race while under suspension will be liable to additional penalties.
10. If more than 100 riders enter for a race the organiser may, at their discretion, divide the field into two races with equal prize funds.
11. (a) In races open to senior category riders including A4s i.e. handicap races up to 120kms, the maximum number of riders permitted to start shall be 140. Where promoters accept in excess of 140 entries than a separate race for A4s must be run. Both races may be on the same course at the same time. However, the time gap between the start time for each event must be such that under normal circumstances the two races will not intermingle.

(b) Any event Limited to A4 Riders may only accept a maximum of 110 riders.
12. Promoters of National events may accept entries from riders of UCI Teams registered in countries other than Ireland.
13. Promoters of National events may accept entries from more than three Foreign Teams.

Note. The Board at its meeting on 22nd Nov 2013 gave permission for the derogation of UCI rules to allow for T5.1.12 and 13 above.
14. Race Organisers have the right to accept or refuse entries for their event.

ARTICLE 2 - COSTUMES AND IDENTIFICATION

1. All riders shall, when racing, wear a jersey with sleeves and a pair of shorts, possibly in the form of a one piece. By shorts it is understood that these come above the knees. Jerseys without sleeves shall be forbidden. It is also forbidden to wear non-essential items of clothing other than where weather conditions make them appropriate for the health and safety of the rider.

2. Wearing of rigid safety headgear shall be mandatory in all Cycling Ireland approved cycling events, during training sessions on track, mountain bike, BMX and Cyclo-cross courses and for all pre event warm ups.
3. Riders belonging to a Cycling Ireland affiliated club must, when competing in an open race authorised by Cycling Ireland and organised under Cycling Ireland rules, wear the registered clothing of their affiliated club. In races where a one piece suit is normally worn and a club one piece suit is not available then the rider, with the commissaires agreement, may wear a plain one piece suit.
4. In competitive races where registered club clothing is not mandatory then, with the exception of clothing as referred to in rule T5.A2.5 below, such clothing should not carry any advertising other than the manufacturers logo.
5. Where a rider is competing as a member of a representative or composite team or is entitled to wear a classification leaders jersey or a champions jersey then the conditions as laid down under rule T5.A2.3 above should not apply.
6. For un-attached riders or these riders competing under a Cycling Ireland event licence then the conditions as laid down under rule T5.A2.4 above shall apply.
7. Advertising on Club or Provincial clothing is permitted as follows: Jersey: The name, firm or brand name of the sponsor or sponsors may be shown freely on the jersey and must be declared to Cycling Ireland. The jersey may carry other advertising, even different depending on the races and countries, with no limit as to the number of different forms. Shorts: Advertising on the shorts must be contained within a 9cm wide lateral strip.
8. The wearing of numbers is mandatory in all Cycling Ireland competitive races. In open time trials or time trials within a stage race only one back or shoulder number may be used.
9. For Road Races riders may be required to show their two official Cycling Ireland numbers at the request of the Commissaire prior to signing on and they shall ensure that the numbers are visible and legible at all times. The numbers shall be well fixed and may not be folded or altered in any way. Riders failing to wear their two numbers in this fashion will be subject to discipline under AT.4.4.
10. Numbers where supplied by the race organiser shall generally be black characters on a white background with the following dimensions.

SIZE OF NUMBER	18 cms (H) x 16 cms (W)
CHARACTERS	10 cms with line thickness 1.5 cm
ADVERTISING	maximum height of 6 cms on lower or upper part of number
11. In the case of a lost or disfigured number or licence, a replacement will be issued upon request from Cycling Ireland, subject to the payment of the appropriate replacement fee.
12. A rider retiring from a road race for any reason will remove their numbers. Every rider wearing their number will be considered as being still in the race whether or not they were the victim of an accident or delayed to a greater or lesser extent. A rider not wearing their numbers will be regarded as no longer in the race and will not interfere in any way with the other riders.
13. Inscriptions on clothing will not be made illegible, covered or defaced in any way from the start of a race until the rider changes following any lap of honour, presentation or interview immediately after the race.
14. Rain capes if worn must be transparent or in the design and layout of the registered jersey and must not obscure the riders numbers.

ARTICLE 3 - START OF A ROAD RACE

1. The start and finish of a road race will be situated where it will minimise inconvenience to other road users. The organiser will notify the police of the race at least one month in advance or in accordance with the appropriate legal requirements, and must ensure that Cycling Ireland's Safety Code is adhered to.
2. A control point shall be provided at both the start and finish to allow the formalities to be completed. It shall be located where it will cause the minimum amount of obstruction.
3. **If a signing on sheet is used, this must contain the Cycling Ireland approved waiver declaration, and will be available at the start control point and must be signed by each competitor prior to them being allowed to take the start. Other methods of control of riders are acceptable as riders have already acknowledged the waiver while entering online.**
4. The Chief Commissaire/ Race Organiser will decide on whether service vehicles will be permitted and the maximum number of such vehicles.
5. These persons who wish to provide service to a team/rider by driving in the race cavalcade must hold a current licence issued by a UCI affiliated National Governing Body, which must be produced on demand to the Chief Commissaire. Such persons will be required to sign on in accordance with rule T5.A3.3 above.
6. A maximum of one service vehicle per club/team will be permitted in the race cavalcade.
7. With the following exceptions the order of service vehicles will be decided by the drawing of lots at a time and place as laid down by the Chief Commissaire. Only those persons as designated under rule T5.A3.5 above, and in attendance at the appropriate time and place will be eligible to participate in the draw.

Position 1 in the cavalcade will be automatically allocated to: -

- (a) Service vehicle in respect of the defending champion, in either Provincial or County championship.
- (b) Service vehicle in respect of promoting club.

In the case of point (a) above, the promoting club will then be allocated position 2 in the cavalcade. In respect of National Road Race Championships see rule T10.A1.32 below.

8. The organiser will make known in advance the route to follow and the location of the finish. Riders will follow exactly the course laid down under pain of being disqualified. Objections/claims from riders who have gone off course will only be successful if it is proven that the responsibility for the error rests with the race organiser, steward provided by them or police. In this case the organiser will be obliged to consider the riders who went off course as being in a separate race and will provide prizes for them.
9. No rider will unnecessarily delay the start of a race. However, at the discretion of the Chief Commissaire, a brief delay may be permitted to enable a minor repair etc. to be executed.
10. All competitors in a race shall be started in the same manner. This may be with one foot on the ground, with holders or by rolling start. Where holders are used they shall not push but only hold the rider to maintain his balance.
11. A decision to neutralise a race will normally be taken by a Commissaire in consultation with a representative of the race organisation. If appropriate the police may also be consulted. This decision may only be taken where the incident giving rise to the neutralisation is outside the organisers control.
12. A road race may be started as follows: -
 - (a) Standing start from the start line
 - (b) Neutralised section followed by a rolling start
 - (c) Neutralised section to a remote start line
13. The neutralised section must not be greater than 10 km. A rider having a mechanical mishap in the neutralised section should be allowed to regain the field before the start is given.
14. Care must be taken with toilet needs in the interest of public decency. Competitors or other licence holders will be penalised for any indiscreet action.

CHAPTER T6 - BEHAVIOUR OF PARTICIPANTS IN A CYCLING EVENT

1. The fact that an offence is not intended is not an acceptable excuse.
2. A rider will not engage in any action for the purpose of obstructing another rider such as pushing or pulling by the jersey or saddle. These examples are not definitive.
3. No rider will cut across the line of another rider without sufficient lead to avoid the risk of a fall.
4. A dismounted rider may finish a race pushing, pulling or carrying their machine but without assistance.
5. Riders riding dangerously will be liable to sanction, as will any rider who makes any gesture with the hands during a group finish in circumstances likely to create a danger.
6. Riders shall be strictly forbidden to deviate from the line selected when starting to sprint if in doing so it endangers the other rider(s).
7. In scratch races riders who are lapped may help one another as permitted under rule T7.A1.11 but must not give pace to those who have lapped them, or interfere in any intermediate or final sprint, unless permitted by the special race rules for the race. Competitors who fail to act within this rule will be instructed by the Commissaire to withdraw from the race.
8. No competitor shall benefit from their misconduct, nor shall any team benefit from the misconduct of one or any of its members or support personnel.
9. Members of Cycling Ireland whilst engaged in any cycling related events in any capacity must abide by Cycling Ireland's Code of Conduct AT.9 and shall refrain from any acts of violence, threats, insults or other improper behaviour including the use of foul or abusive language or from putting other persons in danger. They must not by word, gesture, writing or otherwise question the honour of other members, officials, sponsors, federations, the UCI or cycling in general. The right of criticism shall be exercised in a reasonable manner and with moderation.
10. The Commissaire may withdraw any competitor who is physically inadequate or inexperienced and who presents a danger to other competitors or to themselves.
11. Competitors must not warm up on the course, if by so doing they may interfere with other races. Competitors failing to adhere to this regulation may, after a first warning by the Commissaire, be withdrawn from their race.
12. Competitors must not accept pace or tow from any non-competitor in a race either motorised or otherwise.
13. Participants must at all times conform to all traffic regulations in force relative to the course on which the race is held.
14. Riders must observe the standard position as defined by article UCI 1.3.008. Sitting on the bicycle's top tube is prohibited. Furthermore, using the forearms as a point of support on the handlebar is prohibited except in time trials.

UCI Position 1.3.008 The rider shall normally assume a sitting position on the bicycle. This position requires that the only points of support are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle.

CHAPTER T7 - ROAD RACING

ARTICLE 1 – SINGLE DAY RACES

1. A road-racing course shall be a circuit covered one or more times, place to place, or a combination of these. It shall generally be left handed and not cross itself within ten kilometres.
2. First aid personnel are mandatory for all open road races and Cycling Ireland's Safety Code must be adhered to.
3. Stewards will indicate the direction to be followed but no action by them is to be interpreted as implying that it is safe for the rider to proceed. Each competitor will make their own judgment regarding the safety of any manoeuvre.
4. Competitors must not use glass containers during a race.
5. The organiser may at their discretion establish a static feed zone and such a zone must be advised to competitors and helpers prior to the start of the race.
6. Notwithstanding rule T7.A1.5 above feeding is generally permitted from a following vehicle after 30 kms and up to 20 kms from the finish of the race. However, this may be extended by the Commissaire if conditions merit such a change.
7. Save for a group of 15 riders or less, feeding must take place behind the following commissaries vehicle.
8. In a group of 15 or less riders, feeding may generally take place alongside the rider.
9. Feeding as defined in rules T7.A1.5, T7.A1.6 and T7.A1.7 above, must not take place on a descent, nor within 1 km of a prime.
10. In the interests of safety of both riders and public, all items discarded by riders and in feed zones must be into the road verge and due precaution must be exercised at all times.
11. Except where otherwise prohibited, competitors may exchange food, drink, **small items of equipment** or accessories between themselves. However, the exchange of tubular tyres, wheels and bicycles, and the waiting for a rider, who has been dropped for whatever reason, shall be confined to members of the same team.
12. Wheels and bicycles will only be handed up by helpers on foot and this will only take place at the rear of the groups. Whilst receiving such assistance the rider will remain stationary.
13. The pushing of one rider by another is forbidden.
14. Team (service) vehicles must not exceed 1.66m in height. The driver or person deemed to be responsible for the vehicle during the race must be in possession of a licence issued by a UCI Registered National Federation and be accompanied by another competent person. However, at the commissaries discretion, they may permit a vehicle in excess of this height, or a motorcycle acting as Team Service, to take up position at the rear of the official race cavalcade.
15. With the permission of the Commissaire, team (service) vehicles may be allowed to proceed to a breakaway group when it has achieved a nominal one-minute gap, back to the next group, but such action is entirely at the Commissaire's discretion.
16. No equipment for riders may be prepared or held outside a service vehicle, nor will persons travelling in the vehicle, excessively reach out or sit on the windowsill whilst the vehicle is in motion.
17. Depending on the route and possible interference with other traffic, the Commissaire will have the power to restrict the number of following team vehicles. They will have the power to instruct specific vehicles to act as neutral vehicles, in consultation with the race organiser, where possible and with the agreement of the vehicle driver.

- 18.
- (a) It shall be strictly forbidden to cross level crossings when the barrier is down. Apart from risking the penalty for such an offence as provided by law, offending riders shall be disqualified from the race by the Commissaire.
 - (b) The following rules shall apply:-
 - (1) Where one or more riders who have broken away from the bunch are held up at a level crossing but where the gates are open before the field catches up, no action shall be taken and the closed level crossing shall be considered a mere passing incident.
 - (2) Where one or more riders with more than 30 seconds, advance on the field are held up at a level crossing and the rest of the field catches up while the gates are still closed, the race shall be neutralised and re-started with the same gaps, once the official vehicles preceding the race have passed.
 - (3) If one or more riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed level crossing shall be considered a passing incident.
 - (4) Any other exceptional situation (prolonged closure of the barrier, etc.) shall be resolved by the Commissaries on the ground.
19. All directional markings placed on public roads shall be temporary in nature. Every effort should be made by promoting clubs to remove such markings as soon as the race is over.
20. The maximum distance for one-day races shall be as follows: -
- | | |
|--------------|--------|
| Junior Men | 140kms |
| Senior Men | 200kms |
| Junior Women | 80kms |
| Elite Women | 140kms |
| A4 Riders | 120kms |
21. Sign on will close a minimum of 10 minutes prior to the start of all road races.
22. In the event of a team prize, it shall be awarded to the team with the lowest sum of the riders placings of its 3 best placed riders who comply with rule T5.A2.3 above. In the event of a tie the winners will be the team with the first three riders home and if this cannot be established the decider will be the team with the highest placed finisher.

ARTICLE 2 - CRITERIUMS

1. A race on a circuit of less than 3kms will be deemed to be a Criterium.
2. A Criterium may be over a set number of laps or time. If on time it is recommended that by at least mid-way in time, the number of laps remaining to complete the race should be calculated and advised to the competitors. This can be advised by lapboard or announcement.
3. In a Criterium a competitor suffering an acceptable mishap i.e. puncture, crash or breakage of a part of their bicycle will be granted a lap out with the exception of the last 5 laps. There will only be one such lap out permitted unless provided for under special race regulations for the race.
4. An official pit or pits must be established at which machines and wheels will be made available and where a lap out may be claimed in respect of rule T7.A2.3 above, at the discretion of the Pit Commissaire.
5. Competitors granted a lap out, should rejoin the event in the same position, but at the rear of the group in which they were, prior to the mishap.
6. If a group, defined as the breakaway group, laps the main field they shall be given a clear passage, and no rider within the main field shall take advantage of such an incident.
7. If a group, defined as the breakaway group, catches riders who have been dropped by the main field, then such dropped riders may take advantage of the situation until they regain the main field but must not lead.
8. Riders can only work together with riders who are at the same point in the race. If a rider deliberately drops back from any bunch, to assist a rider who is gaining, both riders may be disqualified.
9. The Chief Commissaire has the right to remove lapped riders whom they deem to be out of contention.
10. Primes may be made available during the race and the allocation of such primes will be at the organisation's discretion.
11. All riders will finish on the same lap as the winner, with the exception of the situation as defined in T7.A2.13 below.
12. First aid personnel are mandatory for Criterium races and Cycling Ireland's Safety Code must be adhered to.
13. Where a group of riders (2 or more) lap the field and are still in a lapped group at the bell, the bell will first be sounded for the lapped riders, and those riders a lap up will continue for another 3 laps when the bell will sound again for the leaders last lap.

ARTICLE 3 - STAGE RACES

1. Regulations for stage races should be modelled on the draft UCI stage race regulations, available from Cycling Ireland. In addition to which any special regulations in respect of any stage race must be submitted to Cycling Ireland for prior approval and made available to all competitors prior to the start of the race.
2. Stage races shall be run over a minimum of 2 days. If there is more than one race in a day then such races will be deemed to be half-stages. There may not be more than two half-stages in any day of racing. The individual winner shall be the rider with the lowest cumulative time.
3. Road races, time trials or criteriums may be included as stages and unless otherwise stipulated they will be governed by the rules relating to these races.
4. A prologue may be included in a stage race on condition that:
 - (a) It does not exceed 8 kms;
 - (b) It is run as a time trial with one-minute intervals;
 - (c) It counts towards the general individual classification;
 - (d) Any rider who suffers a mishap during the prologue and is unable to complete the distance shall be permitted to ride stage 1 and be credited with the lowest recorded time in the prologue.
 - (e) No other stage may be held on the same day as the prologue;
 - (f) The prologue shall count as a race day.
5. With the exception of a time trial stage/prologue stage all competitors must sign the control sheet at least 10 mins prior to the stage start.
6. The finishing deadline shall be set in the specific regulations for each stage in accordance with the characteristics of the stage.
7. The timekeepers will attribute the same time to all riders passing in a group at the finish. However, where the opportunity offers and there is an appreciable gap between the back wheel of one rider and the front wheel of another rider of at least one second, then separate times will be given by the timekeeper to each rider of each defined group, and all riders in the defined group will have the same time allocated.
8. Riders who suffer a duly noted mishap within the last kilometre will be awarded the time of the group they were with when the mishap occurred, and they will be given the position in which they subsequently cross the finish line. Failure to cross the finish line will result in the rider being placed last on the stage. These provisions will not apply in TT stages, nor where the road stage finishes at the top of a climb. Such stages shall be defined in the race regulations.
9. In criterium stages and road stages finishing on a circuit, all competitors will finish on the same lap as the winner. Each lapped competitor will be given a time penalty equal to their average lap time multiplied by the number of laps lost.
10. **Removed**
11. Time bonuses may be given for each stage in these races. The maximum number of such bonuses shall be:
 - (a) half stages: 2 sprints including the finish
 - (b) stages: 4 sprints including the finish

Bonuses awarded shall be as follows:

Intermediate Sprint:	3" - 2" - 1"
Finish:	(a) half stage: 6" - 4" - 2"
	(b) stage: 10" - 6" - 4"

No bonuses will be awarded during stages without a bonus also being awarded at the finish.

However, bonuses can be awarded at the finish without bonuses during the stage.

In any case, such bonuses shall be shown only in the General Classification. No bonuses shall be awarded for Individual and Team Time Trial **stages**.

12. All times shall be calculated by rounding down to the nearest second.

13. The starting order of a prologue stage or when the first stage is a time trial, shall be drawn up by the race organiser in conjunction with the Chief Commissaire. Otherwise, the starting order shall be the reverse of the individual general classification adjusted, where possible, in order that riders of the same team do not start consecutively.
14. The starting order of team time-trials stages shall be the reverse order of the general team classification. Where this does not exist, the starting order shall be determined by drawing lots. The classification of these stages shall count towards the general individual classification and the team classification. The race regulations shall determine how times are to be recorded, including those of dropped riders.
15. The Commissaire's decisions shall be given to the race organiser who will distribute them to the competitors, managers and press.
16. Stage results and classifications shall be made available not later than one hour before the start of the next stage.
17. The organiser may provide leaders jerseys in respect of each classification, which must be worn following the prologue or first stage, or in respect of a mountains classification on the stage following the first such prime.
18. In the event of a time trial stage, unless the organiser provides a leader's classification one piece suit, the rider is not obliged to wear the classification jersey unless the special race regulations make the wearing of the classification jersey mandatory.
19. The order of priority of the leaders jerseys is as follows:-
 - (a) General Classification by time;
 - (b) General Classification by points;
 - (c) Climbers Classification;
 - (d) Other Classification Jerseys i.e. Stage Jersey
20. The organiser may request where one rider leads more than one classification that the next person is awarded the classification jersey in order of the above priority.
21. Stage distances are as defined in the following table: -

	MAX	AVE	IND T.T.*
Junior Men	120 kms	100 kms	40 kms
Senior Men	240 kms	180 kms	60 kms
Junior Women	80 kms	60 kms	20 kms
Elite Women	130 kms	100 kms	40 kms

* Where the individual time trial is run as a half stage then these distances must be reduced by 50%.

The distance of the prologue is not taken into account for calculating the average daily distance.

22. The numbers of half stages is limited as follows without taking account of the prologue.

Races under 6 racing days	2 half stages
Races of 6 racing days or more	4 half stages

23. Stages may finish on a circuit on the following conditions:

The circuit will be at least 3km in length.

The maximum number of laps of the circuit shall be:

- 3 for circuits of 3 to 5km in length
- 5 for circuits of 5 to 8km in length
- 8 for circuits of 8 to 12km in length

- (a) The times shall always be taken on the finishing line.
- (b) Where the finish takes place on a circuit, riders will not help one another unless they have covered the same distance.

- (c) The Commissaires shall take all the measures necessary to ensure the proper conduct of the race especially if the race situation changes after it enters the circuit.
24. During the first stage, the order of Team Vehicles shall be determined according to the position of the first rider of each team in the general individual classification by time at the end of the prologue or, where no such classification exists, by drawing lots. For the following stages the driving order shall be determined according to the position of the first rider of each team in the general individual classification by time.

ARTICLE 3A - GENERAL INDIVIDUAL CLASSIFICATION

1. The times, as recorded by the timekeeper in each stage, shall be entered on the general individual classification with account being taken of bonuses and penalties.
2. The rider with the lowest overall time will lead the classification.
3. When two or more riders make the same time in rule T7.A3A.2 above then the following criteria will be applied in order until the riders are separated.
 - (a) Fractions of a second as recorded in the individual time trial stages, including the prologue shall be added back into the total time.
 - (b) Sum of places obtained in each stage.
 - (c) Place obtained in the last stage ridden.

ARTICLE 3B - POINTS CLASSIFICATION

1. Points may be awarded at the finish of each stage and at intermediate places throughout the stage at the organisers' discretion.
2. The rider with the highest total of points will lead the classification.
3. Where two or more riders have the same points total then the following criteria shall be applied in order until the riders are separated.
 - (a) Number of stage wins.
 - (b) Number of wins in intermediate sprints counting for the points classification.
 - (c) General individual classification by time.

ARTICLE 3C - MOUNTAINS CLASSIFICATION

1. Points may be awarded at the summit of climbs as categorised by the organiser.
2. The rider with the highest total of points will lead the classification.
3. Where two or more riders have the same points total then the following criteria shall be applied in order until the riders are separated.
 - (a) Number of first places in the highest category climbs.
 - (b) Number of first places in climbs on the next lowest category and so on.
 - (c) General individual classification by time.

ARTICLE 3D - TEAM STAGE CLASSIFICATION

1. The team classification for the stage shall be calculated on the basis of the sum of the 3 lowest individual times from each team.
2. Where two or more teams have the same time then the following criteria shall be applied in order until the teams are separated.
 - (a) The sum of the places acquired by the three best placed riders in the stage.
 - (b) The placing of their best rider on the stage.

ARTICLE 3E - TEAM GENERAL CLASSIFICATION

1. The team general classification shall be calculated on the sum of the team stage times as defined in rule T7.A3D.1 above in respect of each stage ridden.
2. Where two or more teams have the same time then the following criteria shall be applied in order until the teams are separated.
 - (a) Number of first places in the daily team classification.
 - (b) Number of second places in the daily team classification.
 - (c) The placing of their best individual rider in the General Individual Classification by time.

ARTICLE 4 - INDIVIDUAL TIME TRIALS

1. Time trial courses may be on a circuit or on an out and home course. However, in these races over a set (record) distance then the start and finish must be within 1 kilometre of each other or on a Cycling Time Trials (CTT) approved course. The finish should be indicated by a chequered flag or other such definable means.
2. Courses over a set (record) distance shall be measured from start to finish in the direction in which it will be ridden and along a line approximately 600mm from the nearside kerb or edge. In the event of a roundabout then the measurement will be taken in the line the rider would normally take to comply with the Highway Code or Rules of the Road.
3. In open time trials it is compulsory for competitors to display a race number. This may either be supplied by the organisation, or their Cycling Ireland number.
4. A control sheet may be provided, and all competitors may be required to sign this sheet before they will be permitted to start.
5. Starting order may be by random selection, number order, sign on order or seeded with the fastest rider last. Gaps between riders will be one minute.
6. To facilitate their start, all competitors will be held by a person appointed by the organiser whose purpose will be to help the rider maintain balance. They shall straddle the rear wheel and support the rider by holding the rear of the saddle. They shall neither push nor restrain them.
7. A competitor's time will commence from the start time allocated to them. However, in the event of a rider reporting to the timekeeper after their start time, and where the timekeeper considers that, to start them immediately could possibly interfere with the starting of other riders, then the time between them reporting to the timekeeper and being started may be deducted from their gross finishing time.
8. Food and drink may only be handed up by persons on foot.
9. Riders will ride alone and unassisted. When overtaking another competitor they will do so as widely as possible (not less than 2 metres) and the overtaken rider will drop back until the other rider is 25 metres ahead. Riding side by side for a distance greater than 1 km constitutes pacing. Infringement of this rule will lead to the disqualification of the competitor(s).
10. Where a time trial is part of a stage race then a competitor who infringes rule T7.A4.9 above will be liable for a time penalty in accordance with the table in Appendix AT.5.
11. Where following vehicles are permitted, the driver must hold a licence issued by a federation affiliated to the UCI. They may be required to carry a neutral observer and maintain a distance of at least 25 metres behind the rider.
12. The following vehicle may carry equipment necessary for changing wheels or bicycles.
13. No equipment for riders may be prepared or held outside the following vehicle nor will persons travelling in the vehicle, excessively reach out or sit on the windowsill, while the vehicle is in motion. Breakdown service must only be given with both the rider and vehicle stationary.

14. In the event of a rider being caught by another rider then the following vehicle may only pass the caught rider when the gap between the two riders is 50 metres.
15. In the event of a rider with a following vehicle being caught by another rider with a following vehicle, then until such times as the gap between the two riders is 50 metres the vehicle of the faster rider will have precedence.
16. Restarts will not be permitted under any circumstances.
17. In a hill climb time trial competitors must not cover any portion of the climb on foot nor be accompanied by persons on foot.
18. Finishing times will be taken to the nearest 1/10 of a second at least.
19. The organiser will appoint turn steward(s) who shall remain in position at the designated turn(s) until such times as all riders have passed and shall record the time that each rider passes them.
20. Megaphones or loud hailers may be used.
21. In the event of a team prize it shall be awarded to the team with the lowest cumulative time and who comply with T5.A2.3. In the event of a tie the winning team will be the team with the lowest points score based on finishing positions.

ARTICLE 5 - TEAM TIME TRIALS

1. Team time trials will be run in accordance with the rules relating to individual time trials with the following addendums.
2. Teams may consist of 2 or more members. No team shall have more than the number specified by the organiser nor less than that required to give a finishing time as detailed in rule T7.A5.3 below.
3. Where teams consist of 2 or 3 members the team time shall be that of the 2nd or 3rd finisher respectively. Whilst for a 4-person team the team time shall be that of the 3rd finisher.
4. Where teams consist of more than 4 members then the organiser will indicate in their race regulations which finisher the team time will be taken on.
5. Composite teams may be permitted.
6. Items of food and drink and bicycles, or parts thereof may be exchanged between members of the same team.
7. Pushing is not permitted, even among members of the same team. Where a team or member(s) of a team are found guilty of such offence the team will be liable to disqualification.
8. A rider dropped by their team may not assist them on the return or any following lap unless they have made up lost ground. Where a team or member(s) of a team are found guilty of such offence the team will be liable to disqualification.
9. A rider that has been dropped by their team may neither join another team nor receive or provide assistance to anyone other than their own team members.

CHAPTER T8 - TRACK

ARTICLE 1 - CONDUCT OF RIDERS

1. Riders shall refrain from any collusion, manoeuvre or movement likely to hinder the conduct or distort the result of the race.
2. Other than when prevented by circumstances beyond their control, all riders qualifying for repechage or the following round of the competition must participate or else they will be disqualified.
3. Riders may carry no object on them, or on their bicycles, that could drop onto the track. They may not wear, or use on the track, any radio communication system. In addition, any electronic device with a display (for instance a powermeter) must be hidden so that it cannot be read by the riders.
4. A rider may not have the race stopped because of some irregularity of which they consider themselves the victim.
5. Unless otherwise provided, any rider having fallen or left the track to dismount from their bicycle, may accept help in remounting. They shall resume the race at the point where they left the track.
6. The blue band does not form part of the racing surface of the track. If a rider rides on the blue band voluntarily, and if, in doing so, it is considered that the rider has obtained an advantage, the latter will be relegated or disqualified depending on the seriousness of the fault.
7. Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning or by disqualification from the race according to the gravity of the fault.
8. Riders wishing to compete in any track event must be Track Accredited by a recognised cycling organisation. This accreditation must be presented when requested to do so by an appropriate official.
9. While riding on the track, riders shall, at all times, be in firm control of the bicycle and have a least one hand on handlebar (or extension).
10. Riders' number(s) if supplied, must be worn and positioned in the appropriate position as requested by the event official.
11. In the event that bicycles are checked to ensure conformity with UCI and Cycling Ireland Regulations with dedicated measuring devices, Commissaires are entitled to re-check positions after the event on a random basis. Should the bicycle or positions have been modified in infringement with these regulations, the riders will be disqualified.
12. Bunch Events refers to the following track events – Points, Madison, Scratch, Elimination Omnium or Tempo.

ARTICLE 2 - TIMEKEEPING

1. Times shall be taken to the thousandths of a second (hundredths when using manual timing) whenever the time determines the result.

ARTICLE 3 – START, LAP COUNTER & BELL

1. The starter, located on the track centre, shall give the start by means of a pistol shot or other appropriate method.
2. Any rider holding up the start for reasons not accepted by the starter shall not be permitted to start.
3. Unless otherwise provided in a specific provision, the start of the sprint lap(s), including the last lap, of a race shall be indicated by a bell. The bell shall be rung once only when the leader on the track crosses the finish line. Points will be awarded, or the race will be over upon the next time the leader on the track crosses the finish line. The final determination as to who the leader on the track is shall be made by the Chief Commissaire. Either the Chief Commissaire, or a Commissaire designated by the chief, shall indicate the leader on the track during bunch races.

4. Once the race has started, the remaining distance to be raced shall be indicated by the lap counter, even if the total distance raced is not the same as indicated in the regulations for the event.
5. Gaining laps - A rider or team shall be considered to have gained a lap when they have caught up with the rear of the largest racing bunch on the track. In all cases, the final determination as to which is the largest bunch on the track shall be made by the Chief Commissaire.

ARTICLE 4 – STOPPAGE & NEUTRALISATION

1. The starter alone shall judge whether to stop the race in the case of a false start.
2. Stoppage of the race shall be indicated by a double pistol shot, or other appropriate means, except for the following races: kilometre and 500 metres time trial. Means shall be indicated to riders before the event starts.
3. For outdoor tracks, weather conditions, may cause events to be shortened or stopped. Where this eventuality is not covered under the individual race regulations below, the Chief Commissaire shall consult with the Race Organiser, and advise riders by appropriate means of this decision during the event. Every effort should be made to ensure any shortening of the event does not cause a significantly different result to what may have happened if the event was to have been run over the full distance. This decision shall only be taken in the interests of safety.
4. Neutralisation - Unless otherwise provided in a specific provision, in a bunch event, in the case of a recognised mishap of a rider, or both riders of a team in Madison, the rider, or team, shall be entitled to a neutralisation for the number of laps closest to 1250 metres (5 laps on a 250m-track), counted from the moment of the mishap until they resumed their position that they occupied before the mishap.

Beyond the distance of 1250 metres, neutralised riders or teams begin to lose laps until they resumed their position that they occupied before the mishap.

Neutralised riders or teams may not return to the track within the last kilometre. Should this last kilometre start during the allowed neutralisation period of a recognised mishap, and the riders not be able to return prior to the start of the last kilometre, these neutralised riders or teams shall appear in the final placings depending on the points accumulated prior to the mishap. **Except for stand alone scratch races.**

ARTICLE 5 - RECOGNISED MISHAP/RESTART

1. The following shall be considered recognised mishaps:
 - a legitimate fall
 - a puncture
 - the breakage of an essential part of the bicycle.All other incidents are considered un-recognised mishaps.
2. In each round of a standing start event a team or rider is only permitted two starts. One restart shall be given either as the result of a false start, or in the event of a **Recognised** mishap.

ARTICLE 6 - CONTROL

1. All track races will be under the control of a Commissaire(s) and other appropriate officials.
2. Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning, indicated by a yellow flag, or by disqualification from the race, indicated by a red flag, according to the gravity of the fault.
3. If a rider is relegated in a competition, that relegation may also carry with it a warning, depending on the gravity, intent and impact of the fault.
4. Any rider receiving a second warning, or being relegated for a third time is disqualified. This disqualification shall also apply to a rider receiving one warning and one relegation.

ARTICLE 7 - 200 METRE TIME TRIAL

1. A 200 metres Time Trial shall take a flying start from the 200 metres line and shall be used to select the participants and rankings for the sprint competition.
2. Riders shall take the start in the order determined by the Commissaire(s). For National Championships seeding shall be based on the results of the last championship held, in reverse order with highest placed rider going last.
3. The rider shall enter the track as soon as they have been passed by the previous rider who has triggered the timing device.
4. The rider shall build up speed over a distance depending on the length of the track:

250 metres track or smaller:	3.5 laps
285.714 metre tracks:	3.0 laps
333.33 metre track:	2.5 laps
400 metres track and longer:	2.0 laps.

For National Championships the distance will be advised by the Race Commissaire

5. In case of dead heat, the riders concerned will be classified according to the best time in the last 100 metres. In the case that the last 100 metres time cannot be recorded, or if the riders are still tied, the riders concerned will be classified by drawing lots.
6. In the case of a mishap, the rider shall take a new start. Only one new start will be permitted.

ARTICLE 8 - SPRINT

1. The sprint is a race between 2 or more riders over a distance of 1 or 2 laps.
2. Heats may be based on the times recorded under Rule T8.A7.1, or on other defined criteria. The number of riders qualifying for the heats shall be dependent on the number of riders entered, and advised prior to the start of the qualifying 200m Time Trial. (see table below for example)
3. Should a rider drop out of a two-up heat, their opponent shall go to the starting line to be declared the winner. They need not cover the distance.
4. The starting position shall be determined by drawing lots. The rider drawing number 1 shall start on the inside of the track.
In two-heat races, the other rider shall take the position on the inside of the track in the second heat.
For the deciding round, a fresh draw shall take place.
5. The start shall be given by whistle.
6. The rider on the inside of the track, unless overtaken, shall lead at least at walking pace and make no manoeuvre to force their opponent through until reaching the pursuit line on the opposite side of the track. A maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds following which, the leading rider shall be directed by the starter to continue. If they fail to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately re-run as a two or three-up race, without the relegated rider.
7. Before the last 200 metre line, or the start of the final sprint, riders may avail themselves of the full width of the track but must, nevertheless, leave sufficient space for their opponent to pass and shall refrain from any manoeuvres that could provoke a collision, a fall or cause any rider to ride off the track.
8. During the final sprint, even if launched before the last 200 metres, each rider shall remain in their lane up to the finish, unless they have at least a clear cycle-length lead and shall not make any manoeuvre to prevent the opponent from passing.

9. A rider may not challenge or pass on the left of an opponent riding in the sprinters' lane. If the leading rider leaves the sprinters' lane, and their opponent attempts to pass to their left, they may not return to that lane unless they still have a clear cycle-length lead.
10. A rider passing on the right of their opponent, who is in the sprinters' lane, may not crowd them or cause them suddenly to reduce speed.
11. A rider starting the sprint outside the sprinters' lane may not drop into that lane if it is already occupied by their opponent unless there is a clear cycle-length lead.
12. Should the leading rider drop down below the measuring line they shall be relegated unless they do so involuntarily and unless, at that moment, the result may be considered a foregone conclusion.
13. If in a 3 or more up race a rider behaves in an irregular manner to favour another rider, they shall be relegated. The race shall be immediately re-run without them.
14. The race may be stopped only:
 - (a) in the case of a fall.
If the fall was intentionally caused by a competitor, that competitor shall be relegated or disqualified from the tournament according to the gravity of the fault committed and the other competitor declared the winner. In three or four-up heats, the race shall be immediately restarted with the remaining two or three riders.
Should the fall have been caused by a competitor riding too slowly in a curve or by any other unintentional fault, the race shall restart and the offending rider shall take the inside of the track.
If the fall is not caused by a competitor committing a fault, commissaires shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the fall should be considered final.
 - (b) in the case of a puncture.
 - (c) in the case of the breakage of an essential part of the bicycle.

In all of these three cases, the commissaires shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the incident should be considered final.

- (d) in the following cases:
 - (1) If a rider loses their balance, falls or touches an opponent or the barrier, the race shall be restarted and the rider in question shall take the inside of the track.
 - (2) If the starter observes a flagrant infringement and stops the race before the bell rings to indicate the start of the last lap, the commissaires may relegate or disqualify the rider committing the infringement. The other rider shall be declared the winner or in the case of a three or four-up race, it shall be restarted as a two or three-up race.
15. If the rider committing the infringement is not relegated or disqualified, the race shall be restarted and the opponent shall decide the starting position.

Starters	System	Event	Composition	First	Others
16	1/8 Final	1	Q1 - Q16	1A1	Ranked 9-16 based on 200m qualification time
	8 heats of 2 riders	2	Q2 - Q15	2A1	
	Winner qualifies	3	Q3 - Q14	3A1	
	straight win	4	Q4 - Q13	4A1	
		5	Q5 - Q12	5A1	
		6	Q6 - Q11	6A1	
		7	Q7 - Q10	7A1	
		8	Q8 - Q9	8A1	
8	1/4 Finals	1	1A1 - 8A1	1B	Ranked 5-8 based on 200m qualification time
	4 heats of 2 riders	2	2A1 - 7A1	2B	
	Winner qualifies	3	3A1 - 6A1	3B	
		4	4A1 - 5A1	4B	
4	1/2 Finals	1	1B - 4B	1C1	1C2
	2 heats of 2 riders	2	2B - 3B	2C1	2C2
	Winner qualifies				
	Best of 3 heats				
4	Finals	1	1C1 - 2C1	1st	2nd
	2 heats of 2 riders	2	1C2 - 2C2	3rd	4th
	Best of 3 heats				

ARTICLE 9 - INDIVIDUAL PURSUIT

- Two cyclists compete over a fixed distance. The riders start on opposite sides of the track. The winner is determined by either catching the other rider or recording the fastest time.
- Races shall be run over:
 - 4 Km for Men
 - 3 Km for Women
 - 3 Km for Junior Men
 - 2 Km for Junior Women.

For Masters Competitions UCI Standard Distances based on age should be used.

- This race shall be organised in two series:
 - The qualifying rounds to select the best 4 riders on the basis of their times.
 - The finals

The riders with the two best times shall ride off in the final for first and second place, while the two others shall ride off in the final for third and fourth places.

- For the qualifying rounds the commissaires shall make up each match from riders presumed to be of equal ability, but without matching the two presumed to be the best. For National Championships pairing shall be based on the times recorded in the last championship held, again without matching the two riders presumed to be best.
- During the qualifying rounds account shall be taken solely of times. If a rider is caught, they must finish the distance to have a time recorded. A caught rider may not ride in the slipstream of their opponent, nor pass them, on pain of disqualification. Similarly, the catching rider may not ride in the slipstream of their opponent, on pain of disqualification.

6. In a race between two of the four best riders (finals), if one rider catches the other the race is deemed to have finished.
7. A rider is considered to have been caught at the point that the chain set on their opponent's bicycle draws level with that on their own bicycle.
8. Should a rider fail to take the start of a final, their opponent is declared the winner. A rider failing to start the final for first and second places shall be placed second, a rider failing to start the final for third and fourth places shall be placed fourth. If the reason for failing to ride is not accepted, the absent rider shall be disqualified and their place shall remain vacant.
9. In the event that riders record the same times to the closest thousandth of a second (one hundredth with manual timing), the rider who records the best time for the final lap shall be declared the winner.
10. The blue band shall be made impassable round the bankings by the placing every 5 metres of 50 cm long pads of a synthetic material.
11. At the start the two riders shall be positioned at diametrically opposite points on the track.
12. A lap counter and a bell shall be set up at each rider's finish line.
13. Removed
14. At the start each rider shall be held in an appropriate manner.
15. The start shall be taken on the inside edge of the track.
16. Riders starting point:
 - (a) for the qualifying rounds the commissaires shall determine the starting point for each rider.
 - (b) in the final, the rider who has, in the qualifying round, recorded the best time shall finish in front of the finishing straight.
17. The starter shall stop the race with a double pistol shot or other appropriate means in the event of a false start. The race will then be restarted. A rider who causes two false starts in the qualifying round shall be eliminated. A rider who causes two false starts during the finals, loses the final.
18. A pistol shot or other appropriate means shall mark the end of the race at the moment on which each rider crosses their finish line at full distance or, in the races covered by rule T8.A9.6 above, at the moment that one rider catches the other.
19. Qualifying rounds:
In the first half-lap, in the event of a **recognised** mishap, the race is stopped and restarted immediately. After the first half-lap the race shall not be stopped. A rider who is the victim of a mishap shall be permitted to ride again at the end of the qualifying rounds (either alone or matched against another rider in the same situation).
A rider may be only permitted to have 2 starts.
20. Finals:
In the event of a **recognised** mishap in the first half-lap, the race shall be stopped. It shall be restarted within a period of 5 minutes by both riders.
After the first half-lap no mishap will be taken into consideration. The rider that suffers a mishap shall be considered beaten in finals.
21. In each round, including the final, only one new start may be permitted as a result of mishaps.

ARTICLE 10 - TEAM PURSUIT

1. Two teams of four riders compete against each other in a 4 km race, starting on each side of the track. The winner is determined by either catching the other team or recording the fastest time.
2. Except for the specific details (even implicit) in this sub-section, the rules of the individual pursuit shall apply equally to the team pursuit.

3. Teams shall be made up of riders entered for this race. The composition of the team may vary from one race to another. The team manager must notify the commissaires of any changes at least **30 minutes** before each start. For National Championships all riders must be members of the same club/team and be entered on that club/team for the event. Clubs/teams that have more than one team entered cannot swop riders between the teams once the competition is started.
4. The time and the classification of each team shall be taken on that of the third rider of each team. The time shall be measured on the front wheel of the third rider of each team.
5. A team is caught when the opposing team (at least 3 riders riding together) arrives at or within a distance of one metre of it.
6. Qualifying rounds shall be organised to find the 4 best teams. During the qualifying rounds account shall be taken solely of times. If a Team is caught they must finish the full distance to have a time recorded. A caught Team may not take pace from their opponents, nor pass them, on pain of disqualification.
7. On tracks of less than 400 metres, each team shall ride alone against the clock. On other tracks the commissaires shall make up each match from teams presumed to be of equal ability, but without matching the two presumed to be the best. For National Championships pairing shall be based on the times recorded in the last championship held, again without matching the two teams presumed to be best.
8. This event shall be organised in two phases:
 - (a) The qualifying heat to select the 4 best teams on the basis of their times;
 - (b) The finals.

The teams, having made the two best times, shall ride off the final for first and second places, the two others shall ride off the final for third and fourth places.
9. If one team is caught by the other during the finals, the race is over and the catching team shall be declared the winner.
10. Should a team fail to start in the finals, its opponents shall be declared winners. A team failing to start the final for first and second places shall be placed second; a team failing to start the final for third and fourth places shall be placed fourth. If the reason for failing to ride is not accepted, the absent team shall be disqualified and their place shall remain vacant.
11. Situations of teams not starting and ties on time shall be decided in accordance with the regulations for the individual pursuit.
12. The riders of each team shall start side-by-side behind the start line. The distance between riders shall be one metre.
13. The rider on the inside of the track shall lead to the first relay.
14. The starter shall stop the race for a false start by a double pistol shot or other appropriate means when, for example, one of the riders anticipates the start or if the rider on the inside of the track fails to take the lead.
15. A team which causes two false starts in the qualifying round shall be eliminated. A team which causes two false starts during the finals, will lose its final.
16. Pushing between members of the same team is strictly forbidden on pain of disqualification in the qualifying rounds. During the finals, that team will lose its final.
17. When the commissaires see that a team is about to be caught, they shall, in order to avoid a collision with the other team or hinder its progress, signal to the former team with a red flag that it may not effect any more relays and remain at the bottom of the track until the opposing team has passed, and red flags have been removed.

Any failure to act on this instruction shall result in the immediate disqualification of the team.

18. The race shall be over at the moment that the third rider of each team crosses the finishing line for the final time at full distance or, in the finals, at the point that one team (at least 3 riders riding together) catches the other team.
19. During the qualifying round:
During the first half-lap, if any team suffers a **recognised** mishap the race shall be stopped and restarted immediately. If a mishap occurs after the first half-lap and only one rider is involved, the team may either continue with 3 riders, or stop. If the team chooses to stop, it must do so within one lap of the place of the mishap or they face disqualification. Where practicable, the other team shall continue. The team of a rider which has stopped following a mishap shall restart at the end of the qualifying rounds, where applicable with another team in the same situation.
If a team suffers a mishap during its subsequent ride, it shall continue with 3 riders or be disqualified. In each round, including the final, only one new start may be permitted as a result of mishaps.
20. During the finals:
In the event of a **recognised** mishap in the first half-lap, the race shall be stopped and restarted. If the team suffers a further **Recognised** mishap during its subsequent ride, it shall be eliminated. After the first half-lap no mishap will be taken into consideration. The team shall continue if they still have three riders on the track.
Otherwise this team must stop and will be considered beaten.
In each round, including the final, only one new start may be permitted as a result of mishaps.
21. For National Championships on >250m outdoor velodromes – after discussion between the Track Commission and the Chief Commissaire – the championship may be run as a straight final one team at a time – in this case all teams must be notified prior to the start of the competition.

ARTICLE 11 - KILOMETRE AND 500 METRE TIME TRIAL

1. The race known as the “kilometre” or “500 metre” race respectively is an individual time trial race with a standing start.
2. Each rider shall take the track alone.
3. The starting order shall be set by commissaires. For National Championships, seeding shall be based on the results of the last championship held with the fastest rider going last. Riders who did not compete in the previous championships will be seeded according to best known times in previous 12 months with last year’s competitors having priority.
4. The races shall be ridden directly as a final.
5. In the case of a draw, each rider shall be placed equal.
6. All competitors must ride the course at the same meeting. If it is not possible for all the participants to ride this race, for example because of atmospheric conditions, the entire race shall be rerun at the following meeting and no account shall be taken of the times previously made.
7. The rider shall be held at the start by an appropriate means.
8. The start shall be taken on the inside edge of the track.
9. In the case of a false start the rider shall restart immediately.
In the case of a **recognised** mishap, the rider shall take a new start after a rest of approximately 15 minutes.
A rider may be only permitted to have a total of two starts.

ARTICLE 12 - POINTS RACE

1. The Points Race is a race in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps.
2. Intermediate sprints are run off after each number of laps closest to 2 kms.

For Non Championship events the distance between sprints shall be as advised by the Commissaire prior to the event start.

3. The distance of the race shall be as agreed prior to the start of the race but shall not exceed 40 kms.
4. The first rider in each sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point. Points awarded in the last sprint will be doubled – 10 points, 6 points, 4 points and 2 points.
In the case of a tie in a sprint, the riders will be awarded the same position with the corresponding points for that position (for example, if two riders tie for first in a points sprint, they will both score 5 points; there will not be a second place in this case).
Any rider that gains a lap on the main field is awarded 20 points.
Any rider that loses a lap on the main field is deducted 20 points.
In a race of less than 6 sprints the points gained/deducted will be 10 points.
5. Where two or more riders are equal on points, the places in the final sprint shall declare the winner.
6. Before the start, the riders shall be lined up along the railings, in the case of a large number of entrants the Starter or Chief Commissaire may decide to line half the riders up against the railings and the other half held at the inside edge of the track.
7. A flying start shall be taken after one neutralised lap.
8. Sprints shall be run according to the rules governing sprint races.
9. A rider shall be considered to have gained a lap and be awarded 20 (or 10) points, as indicated above when they catch up with the rear of the largest racing bunch.
10. A rider or riders having dropped behind the bunch and having been caught up by one or more riders ahead of the bunch, may not lead these riders, under penalty of disqualification.
11. If, at the moment of a sprint considered for classification, one or some rider(s) catch up with the main bunch, this (these) rider(s) shall gain a lap and be awarded 20 (or 10) points. **They shall also be given the points for that sprint.**
12. **The bell will be rung for all riders that can contest for points in the next sprint, if riders gain a lap after hearing the bell, they receive the points for gaining a lap and the sprint points. If not all points are awarded the bell shall be rung again as the bunch passes and remaining points awarded on next passage of the finish line. Riders can only win points for one position in a sprint.**
13. Riders one or several laps down may be withdrawn by the commissaires panel.
14. In the event of collusion between riders, the riders concerned may be disqualified, possibly after a warning.
15. removed
16. removed
17. Should more than half the riders fall, the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken from the positions at the moment of the fall.
18. A rider suffering a recognised mishap in the last kilometre may not return to the track but shall nevertheless appear in the final placings depending on the laps won or lost and the points accumulated prior to the mishap.
Other riders not finishing the race shall be excluded from the final placings.
19. If the track becomes impracticable to race for any reason, the commissaires shall decide as follows:

DISTANCE	DECISIONS		
		Complete rerun The same day	Resume race with points accumulated
	Stopped before:	Stopped after:	Stopped after:

10 km	8 km	/	8 km
15/16 km	10 km	/	10 km
20 km	10 km	10-15 km	15 km
24/25 km	10 km	10-20 km	20 km
30 km	15 km	15-25 km	25 km
40 km	15 km	15-30 km	30 km

ARTICLE 13 - KEIRIN

- Riders compete in a sprint after completing a number of laps behind a motorised pacer who leaves the track at the point closest to 750m from the finish. The number of laps without the motorised pacer shall equal the number of laps behind the motorised pacer.
- The race shall be run over the number of laps closest to 1.5km.
- Where heats are required, the maximum number of riders shall be 7.

The competition shall at least include:

- 10 Riders
- A qualifying round, 2 heats of 5 riders;
- A final for 7th to 10th place
- A final for 1st to 6th place

The competition shall be organised as shown in the following table:

1st round			
No. of riders	No. of Heats	No. of riders per heat	
10 to 14	2	5 - 7	Top 3 in final for 1 -6 4th to 6th in final for 7 -12

No. of riders	1st round			Repechages			1/2 Finals		
	No. of Heats	No. of riders per heat	Riders qualified per heat for the 1/2 final	No. of Heats	No. of riders per heat	Riders qualified per heat for the 1/2 final	No. of Heats	No. of riders per heat	
15 to 21	3	6 - 7	2	2 - 3	5 - 7	2 - 3	2	6	Top 3 in final for 1 -6 4th to 6th in final for 7 -12
22 to 28	4	5 - 7	2	4	3 - 5	1			
29 to 42	6	4 - 7	1	6	3 - 6	1			

For composition of heats refer to UCI Rules 3.2.135

- The pacer shall ride within the sprint line starting at 30 km/h and shall gradually increase speed to 50 km/h prior to leaving the track on the commissaire's instruction at the point closest to 750 metres before the finish.
- The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side in that order on the pursuit line, the sprinters' lane being left free. The riders shall be held, but not pushed, by assistants.
- The start shall be given when the pacer approaches the pursuit line in the sprinters' lane. At the start, riders shall take their positions determined by the draw, directly behind the pacer, for at least the first lap, failing which the race shall be stopped and riders that failed to comply shall be disqualified. In the restart, the remaining riders shall again take their same relative positions behind the pacer.

The riders shall remain immediately behind the pacer until such times as the pacer leaves the track.

7. In the case when one or more riders pass the leading edge of the front wheel of the pacer before the pursuit line when they leave the track, the race will be stopped and rerun without the rider(s) at fault which will be disqualified.
8. The race shall be run according to the Sprint Regulations.
9. The race will be stopped if one or more riders are at fault or behave in an unsporting manner while being placed behind the derny. The race will be rerun without the rider(s) at fault.
10. A restart shall take place immediately if a mishap occurs within the first half-lap.

ARTICLE 14 - TEAM SPRINT

1. The Team Sprint is a race run over three equal legs dependant on the size of the track. Each leg comprising either a full or half lap and no leg shall exceed 250 metres. For tracks of 250 metres or less two teams will ride against each other. For tracks greater than 250 metres teams will be seeded by the race commissaires and ride individually. Each rider shall lead for one leg before pulling out.
2. For events on tracks of 250 metres or less the race shall be organised in two series:
 - (a) The qualifying heats to select the 4 best teams on the basis of their times;
 - (b) The finals.The teams having made the two best times shall ride off the final for first and second places, the two others shall ride off the final for third and fourth places.

For events on tracks of larger than 250 metres the event shall be run as a straight final.

3. In case of a draw, the best time made during the last lap/leg shall decide.
4. If a team fails to take the start in a final, it shall not be replaced. The other team shall be declared the winner.
If the reason for which that team did not ride is not accepted, the absent team shall be disqualified.
5. Teams shall be made up of riders entered for this race. The composition of a team may be modified from one heat to another. An incomplete team may not take the start.
The team manager must notify the commissaires of any changes **30 mins** prior of the relevant race. For National Championships all riders must be members of the same club/team and be entered on that club/team for the event. Clubs/teams that have more than one team entered cannot swop riders between the teams once the competition is started.
6. The start shall be taken in the middle of each straight. During the qualifying races, the place of each team shall be determined by the commissaires. Subsequently, the team having made the best time in the preceding stage of the competition, shall start in front of the main grandstand.
7. The riders of each team shall start side by side behind the start line. The lateral distance between riders shall be 1.5 metres. The rider, placed on the inside of the track, shall be held by a starting block or other appropriate means and shall be the leading rider.
8. The leading rider shall lead the first lap/leg and move towards the outside of the track and then drop back to leave the track without hindering the other team.
The rider that was in second position shall lead the following lap/leg and then he shall drop out in the same manner.
The third rider shall end the last lap/leg alone.
9. At the completion of their lap/leg, the leading edge of the leading rider's front wheel must cross the pursuit line ahead of the leading edge of the front wheel of the following rider. Thereafter, the leading rider must draw aside immediately and ride above the sprinter's line not later than 15 meters after the pursuit line. Pushing between members of the same team is strictly forbidden.

If any of the requirements above is not met, the team shall be relegated to the last place in the stage of the competition.

10. Qualifying rounds:
In the event of a **Recognised** mishap, the team must restart at the end of the qualifying rounds. Any team which may have been hindered by a mishap to its opponents may, by decision of the commissaires' panel, be granted a restart at the end of the qualifying rounds.
In the qualifying rounds a team may only be permitted two starts.
11. Finals:
In the event of a **recognised** mishap the race shall be stopped and restarted. If the team suffers a further mishap (whether or not recognised) during its subsequent ride, it shall be relegated.
In each round, including the final, only one new start per team shall be permitted as a result of mishaps.

ARTICLE 15 - MADISON

1. The Madison Race is a speciality run over an agreed distance up to 50kms with intermediate sprints involving teams of two riders in which the final placings are determined according to the accumulated points won by teams during the sprints and by taking laps.
2. The race shall be conducted with a maximum of 20 teams.
3. The two riders of each team shall carry the same rider number but of different colours.
4. The race shall contain sprints approximately every 2.5 kms.
5. The first team in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point. Points awarded in the last sprint after the full distance will be doubled - 10 points, 6 points, 4 points and 2 points.
In the case of a tie in a sprint the riders will be awarded the same position with the corresponding points for that position (for example, if two riders tie for first in a points sprint, they will both score 5 points; there will not be a second place in this case).
6. Where there is a draw on points, the places in the final sprint shall decide.
Any team that gains a lap on the main bunch is awarded 20 points.
Any team that loses a lap on the main bunch is deducted 20 points.
7. One rider from each team shall make a standing start and ride until the first relay.
8. Riders of a same team may relay one another at will by a touch of the hand or the shorts.
9. Sprints shall be run according to the Regulations governing Sprint.
10. A team shall be considered to have gained a lap when it catches up with the last rider of the largest bunch **riding on the track**. A rider who drops behind the bunch shall not assist chasing rider(s) to gain a lap on the pain of disqualification of their team.
11. If, **after the bell for a** sprint considered for classification, one or some rider(s) catch up with the biggest bunch, this (these) rider(s) shall gain a lap and the relevant sprint points, **any remaining points will be awarded to the next riders on their next passage of the finish line**.
12. Teams lapped three times by the main bunch may be removed by the commissaires.
13. Should one of the riders suffer a mishap, their team-mate shall immediately take the team position in the race. There shall be no neutralisation. The rider must take this position immediately they are notified by the Commissaires. Failure to do so will result in this team losing laps.
14. Replaced by T8.A4.4
15. In the case of a fall involving over one-half of the teams (calculated on the basis of one rider per team), the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken and each team shall retain the laps won or lost at the moment of the fall.

16. If the race is stopped because of inclement weather the following shall apply.

Before $\frac{1}{2}$ distance	Rerun
Between $\frac{1}{2}$ and $\frac{3}{4}$ distance	Restart at distance covered with points and laps acquired
After $\frac{3}{4}$ distance	Result stands

ARTICLE 16 - SCRATCH

1. The Scratch Race is an individual race over a specified distance.
2. The maximum distance shall be 15 kms.
3. Before the start, riders shall be lined up along the railings. In the case of a large number of entrants the Starter or Chief Commissaire may decide to line half the riders up against the railings and the other half held at the inside edge of the track.

A flying start shall be taken after one neutralised lap.

4. Riders overtaken by the main bunch shall immediately leave the track.
5. The final placings are determined during the final sprint, taking into account laps gained.
6. In the case of collusion between riders, the commissaires may disqualify the riders concerned.
7. The last lap of the race shall be indicated by a bell.
8. Any rider not finishing the race will not be placed.
9. The race may be stopped in the case of a mass fall. The commissaires shall decide whether a fresh start shall be given for the complete distance, or for the part of the distance remaining to be ridden from the positions at the moment of the fall.
The same rules shall apply where the race has to be abandoned because of inclement weather.

ARTICLE 17 - ELIMINATION RACE

1. The Elimination Race is an individual race in which the last rider in each intermediate sprint is eliminated.
2. The organisation of the competition shall be governed by the specific race regulations.
3. Riders shall assemble on the finishing straight.
4. A flying start shall be taken after a neutralised lap during which the riders shall ride in a compact group at a moderate speed.
5. A sprint shall be run every lap. On tracks of 250 metres or less the sprint shall be every 2 laps.
6. After each sprint the last rider, according to the position of their rear wheel on the finishing line, shall be eliminated. They shall immediately leave the track. If one or more riders are lapped or abandon the race between sprints, they shall be the riders eliminated in the next sprint.

In certain cases, the commissaires may decide to eliminate a rider other than the last rider in the sprint (for example, if a rider passes on the blue band). The Chief Commissaire shall be responsible for making the final decision on who should be eliminated based on information from the judge-referee and other commissaires.

In all cases the decision on which rider shall be eliminated must be made and announced prior to the riders passing the pursuit line on the back straight after the elimination sprint. If no decision can be made by this time, then no rider shall be eliminated until the next sprint. This shall be indicated by a green flag at the start line.

An eliminated rider shall leave the track immediately, failing which they shall be disqualified. In the case where a rider does not leave the track within 200m of the finish line, the Chief Commissaire may decide to neutralise the race in order to remove the rider.

7. The last two riders remaining in the race shall ride the final sprint. Their placing shall be based on the position of their front wheels on the finishing line.
8. The fact that a rider may gain a lap shall not count.
9. In the case of a recognized mishap by one or more riders, as decided by the President of the Commissaires Panel, the race shall immediately be neutralized for a maximum distance of the number of laps closest to 1250 meters to allow the affected riders to return to the bunch. In the case where all riders on the track suffer a recognized mishap, the race shall be neutralized for a maximum of 3 minutes to allow the affected riders to return to the race.

The neutralization shall be indicated by a yellow flag on the start line and all riders on the track shall ride in a compact group at a moderate speed. No account shall be taken of the position of any riders off the front or back of the bunch at the time of the mishap.

The race shall be restarted by the withdrawal of the yellow flag and the sounding of a whistle. Any riders not able to rejoin the race at this point shall be eliminated and their position determined according to the time of their elimination. The bell shall be rung the following lap to indicate the start of a sprint lap.

Except in the case when all riders on the track suffer a recognized mishap, once four or fewer riders remain on the track, no neutralization shall be granted, and any riders not finishing shall be eliminated and their position determined according to the time of their elimination.

ARTICLE 18 – OMNIUM

1. The omnium is a single competition consisting of four events which shall be held over one day in the following order:
 - 1) Scratch Race: Elite Men 10km,
Elite Women & Junior Men 7.5km, and
Junior Women 5km
 - 2) Tempo Race: Elite Men 10km,
Elite Women & Junior Men 7.5km, and
Junior Women 5km
 - 3) Elimination
 - 4) Points Race: Elite Men 25km,
Elite Women & Junior Men 20km, and
Junior Women 15km
2. Wherever possible there shall be an interval of at least 30 minutes between events.
3. Any rider failing to attempt to start in one of the events shall not be allowed to take part in the subsequent events but shall be considered to have abandoned the competition. They shall therefore figure last in the final classification with the provision “DNF” (did not finish).
4. For all the races, riders shall be lined up in single file along the railing in the order listed on the start list. For the Points Race, Elimination and Tempo Race this order shall be based on the current intermediate Omnium classification.
5. A full result shall be produced for the first three events. For these three events only, each winner shall be awarded 40 points, each second place shall be awarded 38 points, each third place shall be awarded 36 points, etc.

Riders ranked 21st and below shall each be awarded 1 point.
6. Prior to the start of the Points Race, a current ranking with the points totals shall be drawn up, and the riders will start the Points Race with these points accrued over the first three events. Riders shall add to, and lose points from, their points totals based on the laps gained and lost, and the points won in sprints, during the Points Race.

The final overall Omnium ranking shall evolve through the Points Race.

The winner of the Omnium shall be the rider who has obtained the highest total of points.

7. Any rider abandoning any of the events shall be considered to have abandoned the competition and shall be recorded in the final classification after the last placed rider with the provision "DNF" (did not finish) with no ranking.

In the case of the Scratch Race and the Tempo Race, a rider losing two laps shall be withdrawn. That rider will be penalised with a deduction of 40 points in the classification of the Omnium and will be allocated the next available rank determined by the number of riders remaining on the track at this moment. If, for any reason, the rider is not withdrawn, they will be classified as though they had been at the point at which they lost their second lap (including the deduction of points).

In the case of the Scratch Race, any rider not finishing the race due to a fall in the final kilometre, or not being able to return to the track during the final kilometre, will be allocated the next available ranking (and points) considering the laps taken and the number of riders remaining on the track at this moment.

8. In the event of a tie in the final ranking, the places in the final sprint of the last event, the Points Race, shall break the tie.

ARTICLE 19 – FLYING 250 METRE

1. The flying 250 metre is a race against the clock with a flying start.
2. Riders shall take the start in the order determined by the commissaires.
3. The distance used to accomplish momentum shall be approx. 1.5 laps.
4. In the case of a tie, riders will be ranked according to the best times in the last 200 metres.
5. In case of a mishap, the rider shall take a new start. Only one new start per rider is permitted.

ARTICLE 20 – TEMPO RACE

1. The Tempo Race is a speciality in which the final placings are determined according to the accumulated points won by riders during the sprints and by taking laps.

The races shall be held over the following distances:

Men Elite	10 km
Women Elite	7.5 km
Men Junior	7.5 km
Women Junior	5 km

2. Except for the specific details (even implicit) in this Article, the rules of the Points Race shall apply equally in the Tempo Race.
3. After the first 4 laps sprints shall be conducted every lap. After the completion of 4 laps the bell shall be rung to indicate the start of sprint laps.
4. The first rider in each sprint shall be awarded 1 point, including the final sprint. Any rider that gains a lap on the main field is awarded 20 points.

Any rider that loses a lap on the main peloton is deducted 20 points.

ARTICLE 21 - STARTING BLOCKS

Refer to latest UCI regulations available at www.uci.org

ARTICLE 22 - TRACKS

For new Tracks or Velodromes please refer to the latest UCI regulations available at www.uci.org

CHAPTER T9 – CYCLO-CROSS

ARTICLE 1 – CATEGORIES

1. Irrespective of the category designated on a riders licence, for the Cyclo-Cross season riders shall compete in the category they would be allocated from 1st January in the following year. For a consistent approach to the promotion of Cyclo-Cross events, the Off-Road Commission recommends, where deemed necessary, the amalgamation of categories and race schedules for National Calendar events as outlined at: <https://www.offroadcyclingireland.ie/wordpress/cx-event-organisers/>

ARTICLE 2 – COURSE

1. Above and beyond any legal or administrative issues that apply, and each person's responsibility for their own protection, the organiser shall ensure that the course does not constitute a danger to the riders or the public.
2. A cyclo-cross course shall include roads, country and forest paths, and meadowland alternating in such a way to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections. The duration for each standalone race category and amalgamation of categories is specified in the table below:

Category	Duration
U6	1-2 mins
U8	5 mins
U10	10 mins
U12	15-20 mins
U14-U16	30 mins
Junior (Men & Women)	40 mins
Masters	M40 – 50 mins M50 – 45 mins M60 – 45 mins
Senior Women	50 mins
Senior Men	55 mins
B Race amalgamation	45 mins
A Race amalgamation	50 mins

The times specified are used to determine the number of laps in a race based on the time it takes to cover the first lap. The calculation will result in the number of laps expected to be as close as possible to the duration specified which can be slightly above or slightly below. The announcement of the number of remaining of laps should not take place until at least the end of the second lap.

3. The course shall be rideable in all circumstances whatever the climatic conditions. Clay or easily flooded areas should be avoided as should streams or rivers.
4. The course shall form a closed circuit of a minimum recommended length of 2.5 kms and maximum length of 3.5 kms of which at least 90% shall be rideable.
5. Over its full length the course should be a minimum of 3 mts wide and be well marked and protected. The use of harmful elements such as wire (barbed or not) and metal poles shall be forbidden. Moreover, the course shall not approach any object that could constitute a danger to the riders.
6. The starting straight shall be at least 150 mts long and at least 6 mts wide. It shall be as straight as possible and not run downhill. The first narrowing or obstacle after the starting stretch shall not be abrupt but shall allow all the riders to pass easily. The first bend shall be less than a full right-angle turn.
7. The finishing straight shall be at least 100 mts in length and 4 mts wide and shall be either flat or uphill.
8. The start and finish straights shall be free of obstacles.

9. The course shall contain a maximum of 6 obstacles that oblige riders to dismount. The length of an obstacle should not be longer than 80 mts and the total length of obstacles may not exceed 10% of the total course.
10. Steps may not be placed on downhill stretches.
11. The course can contain one artificial obstacle, which can consist of two wooden planks 4 -6 mts apart. They may not be greater than 40 cms high and shall be the full width of the course. The space between the two planks shall be completely filled in.
12. The course may cross bridges or footbridges provided that they are at least 3 mts wide and that there is a protective barrier on both sides. A non-slip surface (carpet wire-mesh etc) shall be used on these.
13. No acrobatics on the part of the riders shall be required to overcome obstacles. "Bunny hopping" of obstacles is permitted.
14. The pit is the only part of the circuit where riders can change wheels or bicycles.
15. If possible two pits shall be provided placed carefully around the course in places where speeds are not high but not on stony or downhill stretches. They shall be straight and free from artificial obstacles. If, during each lap, riders pass two points sufficiently close to each other then just one pit, known as a double pit may be set up. In the National Cyclo-Cross Championship a Double Pit arrangement must be used as indicated in the UCI regulations.
16. There should be a race lane and a pit lane through each pit. And these lanes should be indicated by tape and signs. Yellow flags should be positioned to indicate the start and the finish of the pit lane.
17. To the side of the pit lane shall be the mechanics area, which should be at least 2 mts deep.
18. Riders may change wheels or bicycles at any pit.
19. The pit lane may only be used by the rider to effect a change of wheel or bicycle and this must only occur within the pit area and at the same point. They must not discard their machine in order to cause an obstruction to other competitors using the pit lane.
20. A rider passing the yellow flag denoting the end of the pit lane and deciding that they wish to change their wheels or bike must proceed to the next pit. A rider who is still in the racing lane (between the two yellow flags) may enter the pit lane as long as they retrace their route in the racing lane and enters the pit lane at its start (yellow flag) without obstructing other competitors.
21. A rider may only enter the pit lane at its designated start yellow flag and may not move between race lane and pit lane.
22. The exchange of wheels or bikes between riders is forbidden.
23. All riders must start with one foot on the ground. Riders causing a false start may be disqualified.
24. Races should not normally exceed 50 minutes in duration for Seniors and 40 minutes for Juniors.
25. The start of the last lap will be designated by the ringing of a bell.
26. All riders will finish on the same lap as the winner.
27. Riders may carry fluids and install bottles on their spare bicycles in the pit area. Hands free water carrying systems such as back packs are permitted and riders may also carry water bottles in their jersey pockets. However, it is forbidden to receive a bottle (or other refreshment) from anybody along the course. Extra fluids can only be obtained during the race when a rider takes a spare bicycle, already equipped with a bottle, from the pit area.
If a rider does not have a spare bicycle, the bottle must be placed on the ground in the pits only and the rider must place at least one foot on the ground to pick up the bottle before continuing.

CHAPTER T10 - CHAMPIONSHIPS

1. The use of the word Championship will be restricted to those races approved by the Technical Working Group of Cycling Ireland or Provincial Executive as National/Provincial/County Championships.
2. A rider must hold the appropriate current licence in respect of the year of the Championship.
3. A rider competing in Irish National Championships in any calendar year may only compete for a maximum of two clubs. Once a rider has competed in a National Championship for their second club he may not revert to their initial or any other club to compete in any further National Championships. All riders using the Foreign Licence Login for National Championships entry must produce their current licence at Sign On. Failure to do so may cause their entry to be rejected.

ARTICLE 1 – NATIONAL CHAMPIONSHIPS

1. National Championships in respect of road, time trial, track and off road excluding youth may be promoted each year and these are detailed in Appendix AT 7.
2. Prior to the holding of any additional National Championship, or reinstatement of a lapsed National Championship, a written submission must be made to the Technical Working Group of Cycling Ireland by the appropriate commission. This submission must include the rationale for the request, along with where these additional or reinstated national championships fit in with the appropriate commissions' future development plans.
3. Such a submission must be made prior to 31st December for inclusion in the following year's calendar of events.
4. If accepted by the Technical Working Group then such an event will be deemed to be a "demonstration" event for which no National Champion jersey or National Champion Medals will be awarded. Demonstration National Championships must be run under full National Championships Rules, with regard to entry dates, age banding, etc.
5. The Sports and Operations Director will observe, or appoint an observer to report to the Technical Working Group on the "demonstration" event in order that a decision can be made as to the validity of the event to go forward as a Championship event from the following year.
6. National Championships will not be promoted unless included in the published calendar of races, except with the consent of the Technical Working Group of Cycling Ireland. All championships appearing in the Cycling Ireland Calendar will be permitted to run in that year irrespective of entry numbers.
7. Applications to promote National Championships will be submitted before 1st October each year in relation to the following year's Championships.
8. Applications to promote National Championships must be in respect of all Championships as indicated in the Championship Bundle in rule G8.12.
9. Cycling Ireland Approved Electronic Entry System is mandatory for all National Championships and such entries will be accepted up until 7 days before the event.
10. Only those riders whose entries are received by the closing date shall be allowed to ride the relevant National Championship.
11. Where the number of starters does not meet the minimum requirement as set out in the table below, the Championship will receive a yellow flag warning. In the following year, if the same championship were to receive a 2nd yellow flag, the championship will be moved to the Lapsed National Championship list.

Senior Championships (Male and Female)	10 starters Male	5 starters Female
U23 Championships (Male and Female)	5 starters	
Junior Championships (Male and Female)	5 starters	
Championship Track Team Events (All riders from same club)	5 teams	
M40 Championships/ Women Masters	5 starters	
M50 Championships	5 starters	
M60 Championships	5 starters	
Paracycling Championships – Each Division	3 starters	
BMX Championships (All Categories)	5 starters	
Youth Championships (All Categories)	5 starters	

In respect of Masters Championships there is no amalgamation of age bands. If the Championship does not attract the minimum number of starters it will follow the above process for yellow flagging.

12. On the day of a National Championship no other race in respect of that discipline and category shall be promoted.
13. Individual Medals will be presented to the first three placed eligible riders in all National Championships.
14. Removed
15. A National Champion's Jersey will be presented to all National Champions with the exception of Youth Champions; however, no rider may be awarded more than one such jersey in any year.
No jersey will be awarded in a Championship event where there are less than 3 Open events held in any one year in that discipline.
The National Champions jersey will have the Cycling Ireland logo and name inscribed in an area on the right breast.
The jersey must not be covered during the presentation ceremony.
16. In respect of the Senior Road Race Championship for Men & Women where the first rider placed is an U23 (Espoir) rider then the National Champion's Jersey will be awarded to this rider and this will be the only Jersey awarded.
Where the first rider placed is an Elite rider then they will receive the National Champion's Jersey as will the first U23 (Espoir) rider placed who will be known as the National U23 (Espoir) Champion.
17. In respect of the Senior Road Race Championship there will be 2 sets of Individual Medals relative to the two categories and in the situation where an U23 (Espoir) rider is one of the first three riders placed then they will receive two medals.
18. In the Senior Road Race Championship there will only be one set of Team Medals in accordance with rule T10.A1.22 below.
19. In respect of the Women's Masters Road Race Championship there will be two sets of individual medals and winners' jerseys available – Women's Masters who are in the 40-49 Masters bracket and Women Masters in the 50 plus Masters bracket.
20. In the above Championship no rider can win two individual medals or jerseys.
21. In the Masters Women's Road Race Championship there will only be one set of Team Medals in accordance with rule T10.A1.22 below.
22. In all National Road Race Championships any rider finishing in a time exceeding that of the winner by more than 8% shall not be placed.
23. With the exception of the National Track Championships a set of 3 team medals will be awarded to the winning team which must be affiliated to Cycling Ireland in accordance with rule T7.A1.22, and who complies with T5.A2.3.
24. Rule T10.A1.23 above, will only apply if a minimum of 3 teams have entered the race.
25. Removed.
26. The winner of jerseys, as defined in rule T10.A1.15 above, may provide further identical jerseys which must be worn in all races of a similar discipline until the day prior to the following year's Championship. Where the winner is a member of a sponsored team then such jersey may carry the sponsors name(s) in accordance with T10.A4.27 below but such a jersey must have the approval of the Cycling Ireland **Sports and Operations Director**. The wearing of this jersey will not disbar the rider from eligibility for any team awards. Failure to wear a National Champions Jersey designed to match the design currently registered with the UCI, may result in the rider being fined €250 per offence.
27. Advertising by club, region or national sponsor, in races where appropriate, is authorised as follows: -
Front and back of jersey in rectangle 20cms high, on the sleeves - max. 9cms in single line, on the sides of the jersey, a strip 9cms wide. The manufacturer's logo may appear only once in an area not exceeding

30cms square. Shorts of a similar colour to the Jersey are permitted with one manufacturer's logo on each leg.

28. The Championship race sponsor may provide a jersey, which includes their agreed advertising and the Cycling Ireland logo and name, for presentation and wearing on the podium. They may also present headwear for wearing on the podium, with their agreed advertising, to all medal winners.
29. The following riders may compete in a National Championship:
 - (a) Members of Cycling Ireland with the relevant Competition Licence and an IRL Nationality
 - (b) Members of a UCI affiliated federation with an IRL Nationality on their licence.
30. Championship races will be run in accordance with the rules governing the various disciplines within these regulations.
31. National championships which carry UCI points must be run according to UCI regulations and have a UCI Commissaire officiating.
32. The National Criterium Championship will have the following special regulations:
 - (a) All details of the course must be submitted to the Cycling Ireland **Events Officer** for approval at the beginning of the year.
 - (b) The maximum number of riders allowable is 60. (This may be reviewed for an exceptional circuit).
 - (c) Team medals will be awarded in accordance with rules T7.A1.22 and T5.A2.3.
 - (d) Lapped riders will be requested to withdraw, subject to the Commissaires instructions on the day. If withdrawn, they must report to the pits to be included in the classification. They can contribute to the team award provided that they are not withdrawn prior to the last 10 minutes or 10 laps (whichever is shorter).
 - (e) Primes are allowed after the first 10 minutes and before the last 10 minutes or 10 laps subject to agreement of the Commissaires.
33. In respect of the National Tandem Championship both pilot and stoker should be from the same club save where the stoker has a proven disability in which case a mixed team may be permitted.
34. Riders can only ride one National Championship for any given discipline in that year.
35. In the Senior Men's and Senior Women's Road Race the order of service vehicles will be as follows.

Position 1 in the cavalcade will be automatically allocated to: -

- (a) Vehicle of Defending Champion
- (b) Draw from the service vehicles of Riders on Teams Registered with the UCI – UCI World Teams, UCI Pro Teams and UCI Continental Teams
- (c) Draw from the service vehicles of Clubs/Teams with 3 or more riders starting the race
- (d) Draw from the service vehicles of Clubs/Teams with 2 or less riders starting the race.

In all other Road Race National Championships the order of service vehicles will be as follows.

Position 1 in the cavalcade will be automatically allocated to: -

- (a) Vehicle of Defending Champion
- (b) Draw from the service vehicles of Clubs/Teams with 3 or more riders starting the race
- (c) Draw from the service vehicles of Clubs/Teams with 2 or less riders starting the race.

The draw for order of service will normally take place at the Managers Meeting. Any Managers failing to attend the Meeting before the roll call, may be placed at the rear of the cavalcade after all Managers who attended the meeting – this may result in an additional draw between those Managers who did not attend.

36. The seeding for National Championship Time Trials will be based on the results of the previous year's event with the fastest 10 finishers being allocated the last 10 starting positions. The defending champion starting last, previous year's silver medallist one from last etc. Where all the previous year's top10 finishers are not entered then the remaining last 10 places may be allocated to riders with known time trialing ability. The last 10 riders should be seeded at 2 minute intervals.
37. The starting list, as drawn up by Cycling Ireland Events Coordinator, must be approved by Cycling Ireland's **Sports and Operations Director** before issuing.

38. The National Paracycling Time Trial championships may be run for the following Divisions
 C - Solo bicycles with riders classified within the C1 to C5 paracycling sports classes,
 H - Handcycles with riders classified within the H1 to H5 paracycling sports classes,
 B - Tandems with one rider classified as B in the paracycling sports class,
 T - Tricycles with riders classified within the T1 to T2 Paracycling sports classes.

Tandems – B -will compete in the National Paracycling Time Trial Championship.

The result of the Paracycling Time Trial National Championship will be determined in accordance with the table of performance factors as published by the UCI - UCI Regulations 16.1.005 calculated as indicated below.

As per Table T10.A1.11 above, any division failing to attract a minimum number of starters will receive yellow flags as indicated in this regulation.

39. Within the National Paracycling Time Trial Championship, each rider's recorded time in seconds will be adjusted by the factor applicable to their Paracycling Category as per the Table of Standard Performance Factors referred to above. The riders Factored Time will be calculated by applying the percentage factor to their actual recorded time in the event.
40. A National Paracycling Road Race championships may be run for the following Divisions
 C - Solo bicycles with riders classified within the C1 to C5 paracycling sports classes,
 H - Handcycles with riders classified within the H1 to H5 paracycling sports classes,
 B - Tandems with one rider classified as B in the paracycling sports class,
 T - Tricycles with riders classified within the T1 to T2 Paracycling sports classes.

Due to the different classes within each division, the Commissaire President, in cooperation with the Paracycling commission, may introduce a basic handicap system to allow all entrants to be competitive. As per Table T10.A1.11 above, any division failing to attract a minimum number of starters will receive yellow flags as indicated in this regulation.

41. The National Paracycling Track championships may be run for the following Divisions
 C - Solo bicycles with riders classified within the C1 to C5 paracycling categories,
 B - Tandems with one rider classified as B in the paracycling categories,

The events will be as follows

Division	Flying 200m	Pursuit 3km	Kilo TT	500m TT	Scratch
B – Male/Female	X	X	X		
C - Male/Female	X	X			X
C- Male			X		
C- Female				X	

Due to the different classes within each division, the Commissaire President, in cooperation with the Paracycling commission, may introduce a basic handicap system to allow all entrants to be competitive. As per Table T10.A1.11 above, any division failing to attract a minimum number of starters will receive yellow flags as indicated in this regulation.

ARTICLE 2 – PROVINCIAL CHAMPIONSHIPS

1. The regulations and eligibility regarding the control of Provincial Championships will be established by Provincial Federations. Provincial Executives will forward a copy of their regulations to Cycling Ireland.
*Note: Limited Competition (LC) licence holders are not eligible for Road Race Championships.
2. Licence holders satisfying one of the following criteria:
 - (a) Belonging to a club / team based in the Province;
 - (b) Unattached and resident in the Province;
 - (c) Residency in the Province;
 - (d) Belonging to a club / team based outside Ireland but,
 - 1) Immediate past address was in the Province or
 - 2) Most previous Irish club / team was based in the Province.

may compete in the Provincial Championships notwithstanding a rider may only compete in one set of Provincial Championships in any one season.

One set of Provincial Championships includes all disciplines for any calendar year.

Provinces may declare certain Championships as “Open Championships”, in which case the above criteria does not apply. However in these circumstances the Province must advertise this in advance and confirm as to who is eligible for the Championship Medals.

Minimum Numbers for each Provincial Championship event will be decided by each province. There is no requirement to have a minimum number of starters to award medals.

Provinces may award Provincial Championship Medals and/or trophies. Provinces may award a Champions Jersey for a Provincial Championship. Winners of such a provincial Champions Jersey will be permitted to wear it, within the Province, in competition in the same discipline and category in which it was won up until the day prior to the following years Championship.

ARTICLE 3 – COUNTY CHAMPIONSHIPS

1. The regulations regarding the control of County Championships will be established by Provincial Federations but these should not be in conflict with Cycling Ireland’s National Championship Regulations.

CHAPTER T11 - RACE FINISH

1. Road races, if possible, should finish on a straight uphill stretch of roadway of sufficient width to ensure safety. In any event the finish must be compliant with the requirements of Cycling Ireland's Safety Code. The finishing line shall be at right angles to the course. It shall be a white line measuring at least 4cm wide or a black line at least 4cm on a white background measuring 34cm on each side. Adequate measures will be taken to control spectators, both before and after the finish line. A marker will denote the last kilometre.
2. The finish of a race shall be judged when the front tyre first crosses the vertical plane passing through the finish line.
3. In a lap race the last lap will be signalled by a bell and the display of a lap card marked "1". The finish will be signalled by a chequered flag save as required elsewhere in the rules.
4. If the bell is rung in error on the wrong lap then the Commissaire will decide whether to accept the result at the end of that lap or require all or part of the race to be re-run. The Commissaire may exclude from the re-run any competitor he deems to have had no chance of a placing.
5. Where the judges are unable to separate the riders at the finish of a road race, criterium or cyclo-cross they shall declare a dead heat. In such circumstances the total value of the prizes for these places considered equal, will be divided by the number of riders adjudged equal. Similarly, where points are at stake the total number of points for these places considered equal will be divided by the number of riders adjudged equal.
6. A rider who does not complete the course will not forfeit prizes won by them.
7. The organiser has the sole right as to the value of the prize list including category prizes. However, the value of the prizes should be allocated in a sporting manner. Details of such prizes shall be advised to the Commissaire who shall ensure that this information is made available to all competitors prior to the start of the race.
Where there is not a separate Women's Race scheduled it shall be mandatory to offer at a minimum 1st, 2nd and 3rd placed prizes in respect of Men and Women.
8. The organiser may present a sash, pennant, headwear or jersey, the advertising on which must be in accordance with these regulations, to the winner or winning team. Such items must be displayed throughout the victory ceremony and must not be covered or defaced in any way.

CHAPTER T12 - OBJECTIONS/CLAIMS

1. Only licence holders will have the right to make objections/claims. The objector/claimant will prove their objection/claim and any party implicated by such an objection/claim has a right of defence.
2. All objections/claims will be submitted in writing and accompanied by the appeal money as determined by Cycling Ireland from time to time. This money will be returned if the objection/claim is upheld. If the objection/claim is not upheld the fee will be retained and forwarded to the Provincial Treasurer, save in the case of National Championships where it will be forwarded to the National Treasurer.
3. In the case of an objection/claim in relation to an occurrence which would affect an individual's placing, the objection/claim will be made by the individual in question. In the case of an objection/claim in relation to an occurrence which would affect a team's placing, the objection/claim will be made by a licensed representative of the team.
 - (a) Objections/claims in relation to the qualification of riders, machines or clothing or the regularity of any entry will be made verbally to the Chief Commissaire before the race. No fee will be payable.
 - (b) Objections/claims in relation to any irregularity occurring during the race will normally be made in writing to the Chief Commissaire no more than thirty minutes after the maximum finish time or the finish of the last rider. However, in the case of extenuating circumstances the Chief Commissaire has the right to extend this deadline.
 - (c) Objections/claims in relation to placings will be made in writing to the Chief Judge within 30 minutes of the announcement of the results.
4. In respect of rule T12.3(a) and T12.3(b) above, this will be considered and resolved by the Commissaires panel. In respect of rule T12.3(c) above this will be considered and resolved by the Chief Judge and their decision will be final and without further appeal.
5. In stage races, objections will be controlled as follows:

Objection	Time Limit	Fee
Any irregularity or action in contravention of the rules	1 hour after objector finishes	€25.00
About the result of the stage	Before the start of the next stage	€25.00
About the final result	30 minutes after results are given	€25.00

CHAPTER T13 – LEISURE CYCLISTS & LEISURE CYCLING

1. A Leisure cyclist is one who participates in non-competitive events of any duration or distance without any monetary reward for completing the event. A Leisure Cyclist may cycle as an individual or participate in organised group events. A Leisure Cyclist may be a member of a Cycling Ireland affiliated cycling club or be an unattached member of Cycling Ireland.
2. Leisure cycling may be defined as, but not exclusively as, non-competitive events, commuting, utility cycling, touring, Audax, charity cycles, community bike rides, club spins, training and sportives (events which may be timed for personal reference only, not for prizes or awards).

CHAPTER DI – DISCIPLINE

**To be replaced in 2022 by Cycling Ireland Disputes Resolution and Disciplinary Policy no
CIP_2021_3V2**

CHAPTER R1 - RECORDS

ARTICLE 1 - ROAD RECORDS

1. Road competition records are recognised at the following standard distances and categories:

Seniors & Elite Women	10mls, 25mls, 50mls, 100mls, 12hrs and 24 hrs
Juniors Men & Women	10mls and 25mls
Masters Men & Women	10mls, 25mls, 50mls, 100mls, 12hrs and 24 hrs

These are in respect of Individual, tandem (both same and mixed gender pairings) and 3 person teams

Road competition records may only be set in races in which there is an Approved Commissaire officiating. Where no performance exists for a record, the Technical Consultant of Cycling Ireland or a Committee/Commission so approved, shall decide a time, which must be beaten, in order to claim a record. Road competition records will be subject to the rules governing time trials. A new record can only be claimed at the conclusion of the event by the best time in the category.

2. No performance will be considered without a claim on the appropriate Cycling Ireland Record Claim Form, which must be lodged by the competitor, within one month of the event. This claim should be sent directly to Cycling Ireland's Technical Consultant.
3. The claimant must provide documentary evidence that the course measurement is accurate and that the time keeping complied with the rules of Cycling Ireland. No record may be claimed where the rider/riders did not start at their allotted times. Where a record is claimed on an out and back course, a written report must be supplied by the turn steward confirming that the rider/riders passed them, and the time they passed at. Where Junior records are claimed, the Commissaire must confirm that the rider's bike was checked to ensure that the current gear restriction has not been exceeded.
4. In respect of measuring a new time trial course for record purposes a minimum of 3 GPS measuring instruments may be used and the mean of all 3 instruments will be the accepted distance providing it is equal to or greater than the record distance. This measurement must be observed by a Commissaire who will be responsible for completing the course verification form.
5. The course used must comply with the regulations regarding start and finishing positions, or on a Cycling Time Trials (CTT) course approved for record purposes.
6. All members of a team claiming a record must be members of the same club.
7. No claim will be approved which does not improve the existing record by one second (200 yards for 12 and 24 hour races). All times will be rounded up to the next full second.
8. Place to place records will take place from the main post office to the equivalent in another town. Records will be rounded up to the next full second and may be made in either direction. Records will be between; Dublin - Belfast, Belfast – (London)Derry, Dublin - (London)Derry, Dublin - Galway, Dublin - Limerick, Dublin - Cork, Dublin - Waterford, Dublin – Wexford, Galway – Limerick, Mizen Head - Fair Head and Mizen Head – Malin Head. Separate records will be recognised for Men and Women riders, Tandems and Teams, as defined in rule R1.A1.1 above. Where no performance exists for a record, the Technical Consultant of Cycling Ireland, or a Committee/Commission so approved, shall decide a time which must be beaten for a record to be claimed.
9. **All regulations concerning Place to Place Records and proposed Record Attempts can be found in Appendix AT.12**

ARTICLE 2 - TRACK RECORDS

1. Track records are recognised as follows:

Senior Men Unpaced Standing Start	1 Km, 4 Kms, 1 Hr., 4 Kms Team
Senior Men Unpaced Flying Start	200 Mts, 500 Mts.
Women Unpaced Standing Start	500 Mts, 3 Kms, 1 Hr., 4 Kms Team
Women Unpaced Flying Start	200 Mts, 500 Mts.
Junior Men Unpaced Standing Start	1 Km, 3 Kms, 4 Kms Team
Junior Men Unpaced Flying Start	200 Mts, 500 Mts.
Junior Women Unpaced Standing Start	500 Mts, 2 Kms
Junior Women Unpaced Flying Start	200 Mts, 500 Mts.

In respect of team record claims, the team may be a National, Regional or Club Team.

2. Claims on the appropriate Record Claim Form and submitted within one month of the event to the **Sports and Operations Director**, will be considered if the following conditions are met;
- Track approved by the UCI or measured in accordance with the UCI regulations;
 - An Official Commissaire in attendance and approved by Cycling Ireland;
 - If manual timekeeping is used the two timekeepers using liquid quartz crystal display watches will be required with the time taken as the mean of the two recorded times;
 - If electronic timing is used then only one timekeeper is required;
 - The time is recorded in an open or confined race or a time trial at an open track meeting;
 - The time/distance is recorded at a private time trial within 21 days of notification to the Track Commission of such an attempt;
 - Beat the previous record by at least one hundredth of a second;
 - The bike used complies with the equipment regulations;
 - Records can only be claimed at the end of a full session in respect of any records broken during that session.
3. Records will be approved by the **Sports and Operations Director** of Cycling Ireland.
4. Where no time or distance exists for any record listed under rule R1.A2.1 above, then the **Sports and Operations Director** will establish a standard which must be equalled or broken under the conditions listed in rule R1.A2.2 above, before a claim is considered.
5. All records, with the exception of set time records, shall be timed to the nearest one hundredth of a second.
6. The area of the track inside the Measuring Line (Black Band), shall be made unrideable during record attempts.
7. In an attempt on a standing start record, the rider may be held at the start but not pushed, or a mechanical starting gate may be used. The start may be indicated by the blowing of a whistle.
8. The rider will start with the front of their front wheel vertically over the start line. The time shall start upon the rider's front wheel coming into contact with the starting line, and finish with the rider's front wheel coming into contact with the finish line.
9. Claims for records at races where Official Race Communiqués are issued, may be supported by the submission of this communiqué to the **Sports and Operations Director**.
10. Where a record is being attempted as a private time trial, then a minimum of 21 days notice must be given to the **Sports and Operations Director**, up to a maximum of 7 possible alternative dates may also be given in the notice of the attempt.

11. It shall be the riders responsibility to arrange for the appropriate personnel to be approved by the **Sports and Operations Director**, where the record attempt is being made under rule R1.A2.10 above, and the rider shall be responsible for all costs incurred.
12. Where an attempt is made on a set time record, arrangements should be made to indicate the last lap which should be completed by the rider. The distance covered (additional distance) from the start of this last lap until of the set time is as follows $D = (L \times TR)/TL$ where D is additional distance, TR is time remaining to complete time, TL is time of last lap and L is lap distance. The Total Distance = (L x No of laps prior to the last lap) + D.
13. Where a mishap prevents the rider from completing the last lap, the time of the preceding lap shall be taken as TL.
14. An Anti-Doping test is not required on the completion of a track record attempt whether successful or not.

ARTICLE 3 - ALL COMERS' RECORDS

1. Any person who holds a UCI approved licence who, competing under Cycling Ireland rules and conditions, betters the last best time previously recorded may lodge a claim for recognition of their performance as an "All Comers Record".
2. The above rule shall apply to Competition, Place to Place and Track Records.

ARTICLE 4 – PARACYCLING RECORDS

- (a) In respect of a Paracycling Record Claim where no previous performance exists, there will be no requirement to invoke R1.A1.1 above in respect of the setting of a standard time to be beaten.
- (b) Paracycling records will be recognised in the following :-
 1. B – Men and Women -Blind and visually impaired;
 2. C1 to C5 – Men and Women - Solo Bikes (different standard for each category);
 3. H1 to H5 – Men and Women - Hand Cycling (different standard for each category);
 4. T1 to T2 – Men and Women – Tricycle (different standard for each category).

For full Paracycling Classification details refer to UCI Regulations Part 16 - Paracycling available at www.uci.org

- (c) Road Records
 1. Qualification criteria will generally be in accordance with the conditions as set in R1.A1.
 2. Tandem records will be based on the record time or standard established for a single bike over the record distances as detailed in R1.A1.1 or place to place as detailed in R1.A1.7.
 3. Where either the stoker or the pilot is a senior then the standard will be based on the senior record. Alternatively where the tandem pair is mixed women, junior combination then the standard will be the fastest ratified or standard of women or junior single bike.
- (d) Track Records
 1. Qualification criteria will generally be in accordance with the conditions as detailed in R1.A2.
 2. Track records will be recognised as detailed in R1.A2.1.
 3. The fastest time recorded in International Paralympics Competitions in respect of R1.A2.1 will be deemed to be the Irish Record where no standard record time exists, subject to fulfilling the requirements of R1.A2.2.
 4. International Paralympics Competitions include IPC European Championships, IPC World Championships and Olympic Games.

GLOSSARY

EVENT LICENCE: An Event Licence may be issued to limited competition licence holders through the Cycling Ireland Online Entry System on receipt of the appropriate fee. It shall entitle the holder to satisfy the requirements of rule G1.15, for the event in which the licence is issued. Not available for riders in National Championships, Criteriums, Stage Races, Massed Start Open or Handicapped Open races before the 1st August each year. Such a licence must not be issued to any person under suspension from any National Cycling Federation. Such a licence does not grant the holder membership of Cycling Ireland.

Where an organiser of a leisure event so wishes they may use the Event Licence system for those entrants who do not hold a licence issued by a National Federation. In such circumstances the licence fee to be applied will be agreed, in advance with the staff at Cycling Ireland. Notwithstanding the organiser may agree an overall fee in advance with the staff at Cycling Ireland and in such circumstances the sign on sheet will list all those taking part.

REFUND OF FEES: 20% of Event Licence fees issued for Cycling Ireland events will be refunded to the Treasurer of the Provincial Executive in whose area of control the event took place.

COMPOSITE TEAM: A Team not being a National, Provincial or County select team, made up of riders from more than one club. The team name should not be the name of any club represented on the team and all riders should wear identical jerseys.

LICENCES. Licences issued to members of Cycling Ireland allow for event participation as follows-

- a) Supporter – for members who do not participate in cycling events of any type.
- b) Leisure Member – for members who do not participate in races of any type.
- c) Limited Competition (LC) – for members who wish to participate in races other than open road races, e.g., open time trials, open MTB races, open cyclo cross, open BMX races, open track races, non open (club and league) races subject to any required accreditation such as for track racing.
- d) Full Competition (FC) – for members who wish to participate in all forms of racing including open road races, subject to any required accreditation such as for track racing. Notwithstanding Youth Licences 12-16 are Full Competition licenses in the appropriate grade.

LEAGUE RACE is a race open to members of more than one club and non-attached members of CI provided they have the appropriate licence (LC). There will be no prize list per race but there may be an overall prize list. The promoter must appoint a competent person to fill the role of commissaire and in all other ways the race will be conducted under the rules of CI and adhere to the CI Safety Code.

Club and League races may only be run on Mondays through Thursdays. Notwithstanding League Races may be run at any time subject to these being promoted for a defined group of riders e.g. masters, women, time trialists etc. Such events must be authorised at the time of the annual calendar approval and be listed in the Annual Road Events Calendar.

A club promoting an open race, may run a race on the day of their open promotion regardless of the day of the week, in respect of 50+ riders and women.

STAGE RACE: Any race that takes place on 2 or more successive days.

AN INVITATION RACE: is one in which only riders invited by the promoter may compete.

ALL TERRAIN RACE: Primarily a cyclo cross race and run under the cyclo cross regulations as contained herein but open to bicycles defined as mountain bikes.

A RECOGNISED MISHAP: is an unintentional crash, puncture or the breaking of an essential part of the bicycle. A puncture caused by the tyre coming off due to inadequate gluing is not a **recognised** mishap nor is any result of insufficient tightening of any component.

BICYCLES: Refer to the attached regulations AT2 Equipment.

RELEGATION: is a penalty consisting of a loss of finishing position, points, or time depending on the type of race. It may be assessed against a rider, a team or both.

DISQUALIFICATION: This shall result in the riders' elimination from all classifications and losing all prizes in the race in question. It may take the form of a rider being forbidden to start, if the infringement is seen before the race begins, or that of their elimination from the race if discovered during the race.

If the refused start or disqualification is not acted upon in time, the offence shall be penalised by an elimination or disqualification as appropriate.

REPRIMAND: A young and inexperienced rider may be reprimanded about an offence and records of reprimands will be kept by Cycling Ireland.

CAUTION: A person guilty of un-acceptable behaviour and whose example is likely to be followed by others may be cautioned under the disciplinary rules.

MINISPRINTS AND MAXISPRINTS: are races for Youth Riders in the 12 and 14 age group, in which the riders will, at all times, be supervised by coaches and/or Senior Riders who will ride at the front of the group, controlling the speed. Free competition will be allowed only for a specified distance immediately before the finish.

SKILLS COMPETITIONS: are events in which riders are required to complete a short course in an enclosed area and in which they will be required to negotiate obstacles and display skill in bicycle control. Fault points will be marked for failure to negotiate obstacles. A standard time will be set for each course based on an average speed of 16 k.p.h. plus 5 seconds for each obstacle. Riders will incur 1 Fault Point for each full second by which they exceed the standard time. The winner will be the rider with the least Fault Points. Riders who are equal on points will be separated by their times.

A MOUNTAIN BIKE COMMISSAIRE: is a member of Cycling Ireland who has successfully completed a Cycling Ireland approved course on Mountain Bike Racing and will conclude with a written and/or oral examination.

A TRACK COMMISSAIRE: is a member of Cycling Ireland who has successfully completed a Cycling Ireland approved course on Track Racing and will conclude with a written and/or oral examination.

NOTICE: A minimum period of 21 days.

BEGINNER YOUTH: A person who would normally satisfy the requirements detailed in rule T2.2 but has not previously taken part in any competitive races.

CLUB/CLUB TEAM: An entity formed in conformity with these Technical Regulations and the Memos and Articles of Cycling Ireland.

TEAM: An entity formed in conformity with the UCI Technical Regulations and registered with the UCI. Notwithstanding the term may be applied to riders selected to represent a County, Province, Country or Composite Team.

PROMOTIONS GROUP: A group of six or more members of Cycling Ireland who act in concert to carry out activities consistent with the Memorandum of Association of the Irish Cycling Federation and for which activities approval has been sought and granted by the CEO/Technical Consultant of Cycling Ireland. A Cycling Promotion Group shall consist of affiliated members from more than one club and may include unattached members, or a group of unattached members. Such groups will be deemed to be sub-committees of Cycling Ireland and will be required to register with Cycling Ireland prior to the last day of Feb each year. Where a group is formed after this date then such registration will take place within one month of the formal formation of the group. The registration will include the names of all members of the group and the club through which they hold Cycling Ireland affiliation. Such groups will be subject to a registration fee as shall be determined at the Annual General Meeting of Cycling Ireland.

ESTABLISHED RACE: An event run on the same date, weekend, or specific holiday for a period in excess of 5 years will become an Established Race.

APPENDIX AT.1 - ANTI-DOPING

UCI : The UCI Anti-Doping Rules, which apply to races on the various UCI Racing Calendars, may be viewed at www.uci.org

Sport Ireland : For domestic races, these are covered by the Irish Anti Doping rules and these may be viewed at www.sportireland.ie/anti-doping

WADA : The list of Prohibited Substances is updated from time to time, and the current list may be viewed at the above websites or www.wada-ama.org or alternatively a copy may be obtained by contacting the Anti-Doping Officer at Cycling Ireland.

Cycling Ireland

All riders should be aware that they may be required to submit themselves for Anti-Doping Tests, at any time, in an out-of-competition test, or at the end of a race. However, for out-of competition testing this is more likely to apply to those riders in receipt of Government Funding (Carded Cyclists).

It is therefore necessary to ensure that any dietary supplement, that includes for example energy bars, pre during and post competition drinks, vitamin, mineral, herbal or ergogenic aids, do not contain any substance that could lead to an adverse finding in the event of an Anti-Doping Test.

Cycling Ireland would recommend, based on research, the avoidance of all supplements.

Cycling Ireland Procedures regarding Filing Failure and/or Missed Test

Whereabouts Filing Failure / Missed Tests. Where one of CI's athletes fails to submit their whereabouts in time or an athlete has a missed test then the athlete will be subjected to a formal interview. The panel to consist of CI ADO, the HPD, the CEO and a Board representative. If the CEO or HPD are not both available, then as long as one of them is available, the interview may proceed.

APPENDIX AT.2 - EQUIPMENT

Refer to latest UCI regulations available at www.uci.org

1. The use of Radio Links or other means of Remote Communication with or between riders is strictly forbidden in all Cycling Ireland Races.

Handcycles

1. Handcycles participating in Time Trials on open roads must have a minimum of one High Intensity Luminous Red Flashing Light attached to the rear of the Handcycle.
If the Commissaire or Event Timekeeper consider the light to not be sufficient in terms of output and position, they may prevent the rider from starting the Time Trial.
It is a recommendation from the Cycling Ireland Paracycling Commission that Handcycles should have a second rear light fitted, in case of failure of one of the lights.
2. Handcycles participating in Time Trials on open roads must also carry a rear mounted safety flag of minimum height of pole 1.2m from ground level – with a fluorescent/bright flag of minimum dimensions 25cm x 25cm or a minimum 25cm sided triangle.
3. Cycling Ireland Paracycling Commission would also recommend, where possible depending on the design of the Handcycle, they also mount a fixed white Light in this position.

APPENDIX AT.3 – “BEGINNER YOUTH” RACES

1. Riders must be in possession of a current standard licence (12, 14 or 16).
2. Riders' bicycles will not be required to satisfy the Equipment Regulations as detailed in Appendix AT2.
3. Riders' bicycles must be in a safe condition.
4. Riders will not be restricted to the gearing requirements as detailed in rule T4.A1.1.
5. Races will be held over a maximum distance of 8 Km (road) or a maximum time of 30 minutes (off road).
6. All races will be handicapped based on the three youth age groups as defined in rule T2.2. That is, in a race, riders with a 12 licence shall be given a head start over 14 riders and finally 16's. Girls may start in the group below their 'actual' age category.
7. Notwithstanding rule AT.3.6 above, the organiser/handicapper may move any rider to another group if they are considered weaker or stronger than others within their age category.
8. Riders may compete in any clothing that does not present a danger to them.
9. All riders must wear rigid safety headgear for all races.
10. Riders must sign on prior to starting in any race, and such standard Cycling Ireland sign on sheets should be entitled Beginner Youths, with a section for each of the three age categories (12, 14, 16), to facilitate the handicapper.
11. Points will be awarded to the first 5 riders as follows in all Beginner Youth races 5-4-3-2-1.
12. Upon obtaining a total of 20 points in Beginner Youth races, Beginner Youths must transfer to the appropriate Youth Category.

APPENDIX AT.4 - SCALE OF PENALTIES FOR RACE INCIDENTS

To be read in conjunction with Cycling Ireland's Disputes Resolution and Disciplinary Policy.

Under the penalties defined below there are certain offences, which call for a report to be submitted by the Commissaire to the Provincial Executive or the Technical Consultant. Similarly, incidences as described in the Scale of Penalties may also be reported to either the Provincial Executive or Technical Consultant by another competent official or rider and dealt with in accordance with Chapter D.1.

The penalties listed in the following scale should be applied in most cases however, the penalties may be increased to double by the Commissaire in very serious cases.

Moreover, a rider or other licence holder committing a serious breach of conduct/regulations may be disqualified or excluded from the race by the Commissaire.

All financial penalties (fines) will be due to Cycling Ireland.

Notwithstanding the above, race incidents shall be punished in accordance with the following scale:

Reg	Race Incident	Stage Race	One Day Race
1	Starting race without signing on prior to start	Disqualification and reported in Commissaires Report	Disqualification and reported in Commissaires Report
1.1	Failure to sign stage start sheet	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1min. penalty	
1.2	Signing on for another rider	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1min. penalty	Report in Commissaires Report
1.3	False declaration, licence tampered with, invalid or not presented	Permission to start withheld or disqualification reported in Commissaires Report	Permission to start withheld or disqualification reported in Commissaires Report
1.4	Participation in a race after having abandoned another without having firstly sought the permission of the Commissaries Panel and the Organiser of the abandoned race	Disqualification	Disqualification
2	Bicycle/ Position		
2.1	Presentation at the start of a race with a bicycle not conforming to the regulations	Permission to start withheld	Permission to start withheld
2.2	Use of a bicycle in a race that does not conform to the regulations	Disqualification	Disqualification
2.3	Failure to ride in the standard position as described by UCI 1.3.008	Elimination or disqualification	Elimination or disqualification
3	Clothing		
3.1	Reporting at the start insufficiently or incorrectly dressed or with torn or improper attire	Permission to start withheld	Permission to start withheld
3.1.2	Rider riding or attempting to start, wearing the colours of someone other than their club or team	Permission to start withheld or disqualification and reported in Commissaires Report	Permission to start withheld or disqualification and reported in Commissaires Report
3.1.3	Failure to wear a jersey identical to that of other members of the same team (except where it is provided for in the regulations)	1 st offence: Warning 2 nd offence: 10 seconds penalty 3 rd and subsequent offences: 1min. penalty	Permission to start withheld
3.2	Presentation at the start of a race without mandatory helmet	Permission to start withheld	Permission to start withheld
3.3	Rider momentarily removing, incorrect wearing of mandatory helmet during the race or failure to secure chin strap	1 st offence: Warning 2 nd offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
4	Numbers		
4.1	Back, shoulder or frame numbers changed or badly positioned	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	1 st offence: Warning 2 nd offence: permission to start withheld
5	Back, shoulder or frame numbers missing, unrecognisable or obscured	Relegation to last place in their finishing bunch	Relegation to last place in their finishing bunch

6	Non return of race numbers after race	Reported in Commissaires Report	Reported in Commissaires Report
7	Putting on or taking off a garment against the regulations	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	1 st offence: Warning 2 nd offence: disqualification
8	Non regulation assistance to a rider of another team	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: disqualification	1 st offence: Warning and report to Provincial Executive 2 nd offence: disqualification
9	Flying relay		
9.1	Between members of the same team	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: 3 min. penalty 4 th offence: 5 min. penalty 5 th offence: disqualification Applicable to both riders During intermediate sprints: as above plus relegation to last in the group For offence in the last km: The offending riders shall be relegated to the end of group in which they finished.	1 st offence: relegation to last places in group 2 nd offence: disqualification Applicable to both riders
9.2	Between members of different teams	1 st offence: 1 min. penalty 2 nd offence: 3 min. penalty 3 rd offence: disqualification Applicable to both riders During intermediate sprints: as above plus relegation to last in the group For offence in the last km: The offending riders shall be relegated to the end of group in which they finished.	Disqualification of both riders
10	Sprint		
10.1	Deviating from selected line, endangering other riders	1 st offence: 1 min. penalty and relegation to last in group involved in the sprint 2 nd offence: 2 min. penalty and relegation to last in group involved in the sprint 3 rd offence: disqualification The commissaires panel may, in a particularly serious case, disqualify a rider for the first or second offence	Disqualification
10.2	Irregular sprint	1 st offence: 1 min. penalty and relegation to last in group involved in the sprint 2 nd offence: 2 min. penalty and relegation to last in group involved in the sprint 3 rd offence: disqualification The commissaires panel may, in a particularly serious case, disqualify a rider for the first or second offence	Disqualification
10.2.1	Holding the handle-bar with one hand when crossing the finishing line during a close sprint	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	Warning and reported in Commissaires Report
10.2.2	Releasing the handle-bars when crossing the finishing line during a close sprint	1 st offence: Relegation to last place in the group involved in the sprint 2 nd offence: Disqualification	Relegation to last place in the group involved in the sprint and reported in Commissaires Report
10.3	Jersey pulling	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
10.3.1	Jersey pulling in the last km of the race	1 st offence: 1 min. penalty and relegation to last place in group 2 nd offence: disqualification.	Disqualification
11	Pushing		
11.1	Pushing off against a vehicle, motorcycle or rider	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: 3 min. penalty 4 th offence: 5 min. penalty 5 th offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
11.1.1	Pushing by persons in motor vehicle or on motorcycle	1 st offence: 2 min. penalty 2 nd offence: 3 min. penalty 3 rd offence: disqualification Other licence holder: Removal from Race Cavalcade – Reported in Commissaires Report	1 st offence: warning 2 nd offence: disqualification Other licence holder: Removal from Race Cavalcade – Reported in Commissaires Report
11.2	Pushing amongst team mates	Each rider involved	Each rider involved

		1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	1 st offence: warning 2 nd offence: Disqualification
11.3	Pushing a member of another team	Each rider involved 1 st offence: 1 min. penalty 2 nd offence: disqualification	Each rider involved 1 st offence: warning 2 nd offence: Disqualification
11.4	Being pushed by a spectator	1 st offence: 10 seconds penalty 2 nd offence: 20 seconds penalty 3 rd offence: 30 seconds penalty 4 th offence: 1 min. penalty 5 th offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
12	Wilful obstruction of a rider or a team vehicle Creating a dangerous situation	Rider 1 st offence: Warning or 30 seconds penalty (depending upon seriousness) 2 nd offence: 1 min. penalty 3 rd offence: disqualification Team Manager or other licence holder 1 st offence: Relegation to last vehicle in cavalcade for the following stage, or removal from cavalcade 2 nd offence: Exclusion from race The Commissaires Panel may, in particularly serious cases, disqualify a rider or exclude any other licence holder from the race for the 1 st offence.	Rider 1 st offence: Warning 2 nd offence: disqualification Team Manager or other licence holder 1 st offence: Relegation to last vehicle in cavalcade 2 nd offence: Exclusion from race The Commissaires Panel may, in particularly serious cases, disqualify a rider or exclude any other licence holder from the race for the 1 st offence.
12.1	Failure to obey statutory traffic regulations or laws	Penalties may be levied by the Commissaires panel depending upon the seriousness of the infringement. Penalties may be warnings, time penalties, fines and/or disqualification.	Penalties may be levied by the Commissaires panel depending upon the seriousness of the infringement. Penalties may be warnings, time penalties, fines and/or disqualification.
13	Prohibited assistance to another rider during a circuit finish	Each rider involved 1 st offence: warning 2 nd offence: 2 min. penalty and relegation to last finishers on stage 3 rd offence: disqualification	Each rider involved 1 st offence: Warning 2 nd offence: disqualification
14	Wilful deviation from the course, attempting to be placed without having covered the entire course by bicycle, resuming the race after having accepted a lift in a vehicle or on a motorbike	Disqualification	Disqualification
15	Unintentional detour of the circuit resulting in an advantage	Relegation to last place on stage with the time of the last rider (who is inside the time limit)	Disqualification
16	Passing a level crossing which is already closed	A rider who causes other riders to cross shall be disqualified All other riders: 1 st offence: 3 min. Penalty 2 nd offence: disqualification	A rider who causes other riders to cross shall be disqualified All other riders: 1 st offence: Warning 2 nd offence: disqualification
17	Cheating, attempted cheating, collusion between riders of different teams	Not allowed to start or disqualification Team Manager or other licence holder: whether author, participant or accomplice. €125 Fine and reported in Commissaires Report	Not allowed to start or disqualification Team Manager or other licence holder: whether author, participant or accomplice. €125 Fine and reported in Commissaires Report
18	Rider holding on to their own team vehicle	Disqualification Team Manager or other team representative: €40 fine and relegation to rear of cavalcade or exclusion from cavalcade and reported in Commissaires Report	Disqualification Team Manager or other team representative: €20 fine and reported in Commissaires Report
18.1	Rider holding onto some other motor vehicle	Disqualification Other licence holder: €40 fine and report to race organiser and reported in Commissaires Report	Disqualification Other licence holder: €20 fine and reported in Commissaires Report
19	Sheltering behind or falling into the slip		

	stream of a vehicle		
19.1	Briefly (less than 10 seconds)	1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. penalty 4 th offence: 3 min. penalty 5 th offence: disqualification Team Manager, other team representative or licence holder: €20 fine and reported in Commissaires Report	1 st offence: Warning 2 nd offence: disqualification Team Manager, other team representative or licence holder: €20 fine and reported in Commissaires Report
19.2	For some time	1 st offence: 2 min. penalty 2 nd offence: disqualification Team Manager, other team representative or licence holder: €30 fine and reported in Commissaires Report	Disqualification Team Manager, other team representative or licence holder: €15 fine and reported in Commissaires Report
20	Non regulation service or medical assistance	1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. penalty 4 th offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
21	Team assistant leaning out or holding equipment out of a vehicle	1 st offence: €15 fine 2 nd and subsequent offences: €30 fine and relegation to rear of cavalcade	1 st offence: €15 fine 2 nd and subsequent offences: €30 fine and relegation to rear of cavalcade
22	Motorcycle carrying equipment other than wheels	€15 fine and exclusion from race	Warning and reported in Commissaires Report
23	Unauthorised refreshment/feeding i.e. outside feeding zones	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: 3 min. penalty 4 th offence: 5 min. penalty 5 th offence: disqualification Team Manager, other team representative or licence holder: €20 fine and reported in Commissaires Report	1 st offence: Warning 2 nd offence: disqualification Team Manager, other team representative or licence holder: €20 fine
24	Non- regulation supply of refreshments i.e. on a climb etc	1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. penalty 4 th offence: 3 min. penalty 5 th offence: disqualification Team Manager, other team representative or licence holder: €15 fine and reported in Commissaires Report	1 st offence: Warning 2 nd offence: disqualification Team Manager, other team representative or licence holder: €15 fine
25	Breach of regulations concerning vehicle movements during the race	Team Manager or other licence holder €40 fine	Team Manager or other licence holder €40 fine
26	Obstructing the progress of an official vehicle	Rider 1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty Team Manager or other licence holder 1 st offence: Warning 2 nd offence and subsequent offences: €20 fine	Rider 1 st offence: Warning 2 nd offence: disqualification Team Manager or other licence holder 1 st offence: Warning 2 nd offence and subsequent offences: €20 fine
27	Abandoning a Commissaire travelling in a team vehicle during the race	Not Applicable	Not Applicable
28	Failure to respect instructions by the Race Administration or the commissaires	Rider 1 st offence: Warning 2 nd offence: 10 seconds penalty 3 rd and subsequent offences: 30 second penalty Team Manager or other licence holder €40 fine	Rider 1 st offence: Warning 2 nd offence: disqualification Team Manager or other licence holder €40 fine
28.1	Failure to respect instructions concerning a vehicle	Vehicle sent to back of cavalcade for the entire stage in question and for 1 to 3 following stages depending on gravity of offence	Vehicle sent to back of cavalcade
28.2	Team vehicle passing a bunch of riders without the agreement of a Commissaire	Team Manager or other licence holder 1 st offence: €20 fine 2 nd and subsequent offence: €50 fine	Team Manager or other licence holder 1 st offence: €20 fine 2 nd and subsequent offence: €50 fine

29	Insults, threats, unseemly behaviour	Warning and Report to Race Organiser and Commissaires Report In particularly serious cases the panel may decide to disqualify and/or fine the rider, or fine and/or exclude a team manager or other team representative from the race	Warning and Report to Race Organiser and Commissaires Report In particularly serious cases the Commissaire may decide to disqualify and/or fine the rider, or fine and/or exclude a team manager or other team representative from the race
29.1	Unseemly behaviour at gathering points in towns or hotels	Warning and Report to Race Organiser and reported in Commissaires Report	Warning and Report to Race Organiser and reported in Commissaires Report
29.2	Acting in a manner which may offend public decency or morality	Report to Race Organiser. In particularly serious cases the panel may decide to disqualify and/or fine the rider, or fine and/or exclude a team manager or other team representative from the race	In severe cases disqualification and reported in Commissaires Report. The race organisation has the right to apply monetary fines, but competitors must be made aware of this in advance.
29.3	Being disrespectful to Race Officials or spectators	1 st offence: Warning and reported in Commissaires Report 2 nd offence: €20 fine 3 rd and subsequent offences: €50 fine	1 st offence: Warning and reported in Commissaires Report 2 nd offence: €20 fine 3 rd and subsequent offences: €50 fine
29.4	Being offensive verbally or in writing to Race Commissaires, administration, organisers or spectators. Blameable behaviour towards an opponent on the race. Displaying a hostile attitude towards race officials or race organisers	Report to the Race Organiser. A fine may be levied according to severity. In particularly serious cases the panel may decide to disqualify the rider or exclude a team manager or other team representative from the race	1 st offence: Warning and report to Provincial Executive 2 nd offence: disqualification
30	Acts of violence		
30.1	Among riders	Disqualification and reported in Commissaires Report	Disqualification and reported in Commissaires Report
30.2	Towards anyone else	Any licence holder Disqualification and reported in Commissaires Report	Any licence holder Disqualification and reported in Commissaires Report
31	Theft of food, drink or any other goods during the race	Disqualification and reported in Commissaires Report	Disqualification and reported in Commissaires Report
32	Carrying a glass container	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. Penalty 4 th and subsequent offences: 3 min. penalty	1 st offence: Warning 2 nd offence: disqualification
33	Illegal or dangerous throwing of an object The throwing of an object into the crowd	1 st offence: warning 2 nd offence: 1 min. penalty 3 rd offence: disqualification reported in Commissaires Report.	Warning and reported in Commissaires Report
34	Discarding a glass object	1 st offence: 2 min. penalty 2 nd offence: disqualification	Disqualification
35	Recrossing the finish line in the direction of the race while still wearing a race number	1 st offence: Warning 2 nd and subsequent offences: 10 second penalty	Warning
36	Failure (without good reason) to attend official ceremonies	Fine equivalent to 50% of the prize money	Fine equivalent to 50% of the prize money
37	Using a mobile telephone during a race	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. Penalty 4 th and subsequent offences: 3 min. penalty	1 st offence: Warning 2 nd offence: disqualification
37.1	In all Road Races including Criteriums riders must not at any time ride with either of their forearms on the tops of their handlebars	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. Penalty 4 th and subsequent offences: 3 min. penalty	1 st offence: Warning 2 nd offence: disqualification
37.2	Mechanical assistance, refreshments and behaviour of a team manager and/or rider which damages the image of cycling	€20 fine, for relevant parties and Vehicle sent to back of cavalcade for the following road stage and reported in Commissaires Report	€20 fine for relevant parties and reported in Commissaires Report
	ROAD STAGE RACES		
38	Failure to wear an awarded leader's jersey or one-piece	1 min penalty and not allowed to start until properly attired	
39	Demonstration or collusion to avoid being eliminated	Elimination	
	INDIVIDUAL ROAD TT RACES		

	(Applicable to stage races only)		
40	Riders failing to respect regulation distances or gaps	1 st offence: 30 seconds penalty 2 nd offence: 1 min penalty 3 rd offence: disqualification	
40.1	Slip-streaming	...x... seconds penalty according to scale of penalties table in Cycling Ireland Technical Regulations	
40.2	Tail gaiting a vehicle over a distance of at least 300m	Disqualification Team manager or other team representative: €30 fine	
41	Following vehicle failing to respect a distance of 10m	Rider 20 seconds penalty Team manager or other team representative: €20 fine	
42	Breach of regulations concerning the circuit and warming up	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	
	TEAM ROAD TT RACES		
43	Riders failing to respect regulation distances or gaps	1 st offence: 30 seconds penalty 2 nd offence: 1 min penalty 3 rd offence: disqualification	
43.1	Slip-streaming from another team	...x... seconds penalty according to scale of penalties table in Cycling Ireland Technical Regulations	Disqualification
44	Pushing amongst riders of the same team	1 min penalty for the team and each of the riders involved in the General Classification	Disqualification
45	Following vehicle failing to respect a distance of 10m	Rider 20 seconds penalty Team manager or other team representative: €20 fine	
46	Breach of regulations concerning the circuit and warming up	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	
	CYCLO-CROSS RACES		
47	Non-regulation exchange of material		Disqualification
48	Riders failing to respect the starting order		Moved to rear of Starting Grid
49	Lapped riders continuing after having been told by a race official to stop		Disqualification
50	Unauthorised refreshments		Disqualification

APPENDIX AT.5 - TABLE OF PENALTIES FOR STAGE RACE TIME TRIALS

Table of Time Penalties in Stage Race Time Trials																																
Dist in	Speed in Kph																															
Metres	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
50	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	
100	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	4	4	4	4	4	5	5
150	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3	4	4	4	4	4	4	5	5	5	5	5	5	5	5	6	6
200	2	2	2	2	2	2	3	3	3	3	3	4	4	4	4	4	5	5	5	5	5	5	6	6	6	6	6	6	6	7	7	7
250	2	2	2	2	3	3	3	3	4	4	4	4	4	4	5	5	5	5	5	6	6	6	6	7	7	7	7	7	8	8	8	9
300	2	2	3	3	3	3	4	4	4	4	4	4	5	5	5	6	6	6	7	7	7	7	8	8	8	9	9	9	10	10	11	12
350	3	3	3	3	3	4	4	4	4	5	5	5	5	6	6	6	7	7	7	7	8	8	8	9	9	10	11	11	12	13	14	15
400	3	3	3	3	4	4	4	5	5	5	5	6	6	7	7	8	8	9	9	9	9	10	10	11	12	13	14	15	16	17	18	19
450	4	4	4	4	5	5	5	6	6	6	6	7	7	8	8	9	10	11	11	12	12	13	14	15	16	17	18	19	20	22	23	
500	4	4	4	5	5	5	6	6	7	7	7	8	8	9	9	10	11	12	12	13	14	15	16	17	18	20	21	22	24	26	28	
550	5	5	5	6	6	6	7	7	8	8	8	9	10	10	11	12	13	14	15	16	16	17	18	20	22	24	26	27	29	31	33	
600	5	5	6	6	7	7	8	8	9	9	10	11	11	12	12	13	14	15	16	17	19	20	21	23	25	27	29	31	33	35	38	
650	6	6	6	7	7	7	8	8	9	10	11	12	12	13	14	15	16	17	18	20	22	23	25	27	29	31	33	35	37	40	43	
700	6	6	7	7	8	8	9	9	10	12	13	14	15	16	17	18	19	20	21	23	25	27	29	31	33	36	38	40	42	46	49	
750	6	7	7	8	8	8	9	10	11	13	14	15	16	17	18	20	21	22	24	26	28	30	32	35	37	40	42	44	47	50	55	
800	7	7	7	8	9	9	10	11	12	14	15	16	17	19	21	23	24	25	27	29	31	33	36	39	42	45	47	49	52	56	61	
850	7	7	8	9	9	10	11	13	14	15	17	18	19	21	23	25	27	29	31	33	35	37	40	43	47	50	53	56	59	62	68	
900	7	8	9	10	11	12	13	14	15	17	19	20	22	24	26	28	30	32	34	36	39	42	45	48	51	55	58	61	65	69	75	
950	8	9	10	11	12	13	14	15	17	19	21	23	25	27	29	31	33	35	37	39	42	45	48	51	55	60	64	67	71	75	82	
1000	8	9	11	12	13	14	15	17	19	21	23	25	27	29	31	34	36	38	40	43	46	49	52	56	60	64	68	72	77	82	90	

APPENDIX AT.6 - MOUNTAIN BIKE REGULATIONS

Note to Organisers:

These regulations have been adopted and amended from the UCI General Regulations in an effort to bring the Irish NPS and National Championships up to international standard. Cycling Ireland wishes to seek an overall improvement in the standards of all races and courses to prepare riders for competing against the world's best. Full compliance with the standards will initially be expected only from National Championship and NPS races, with Cycling Ireland and its officials operating a flexible approach to a wider application of the standards by other organisers. The only exception to this will be regulations relating to the safety of competitors and others involved in any promotion.

ARTICLE 1 - GENERAL RULES

1. Mountain Bike Competition Types

The mountain bike discipline includes the following race types:

- A Cross-country: XC
 - Olympic Cross-country: XCO
 - Marathon Cross-country: XCM
 - Cross-country point-to-point: XCP (point to point)
 - Short circuit Cross-country: XCC (Criterium)
 - Cross-country time trial: XCT (Time Trial)
 - Cross-country team relay: XCR (Team Relay)
 - Enduro

- B Downhill: DH (downhill)
 - Individual downhill: DHI
 - Massed-start downhill: DHM
 - 4X (Four Cross)
 - Parallel slalom: DS (Dual Slalom)

- C Stage races

2. Age Categories – Licences

- A Age categories are covered under Chapter T2.2
- B A licence conforming to the general regulations of the U.C.I. will be issued by Cycling Ireland to all Mountain Bike competitors as required.
- C Licences are valid for each calendar year and must be presented by all riders before they may be allowed to compete in a race.

3. Other categories and Grading

- A Cycling Ireland may have other classifications for domestic races based on the age and/or technical ability of its riders. (Example - Novice, Senior, Sport, Expert). Masters category is an optional class open to seniors who turn 30 in the year concerned.
Age guidelines: Novice/Sport: 18 years and over. Expert: 18 years and over.

- B MTB Senior Cross Country Categories are as follows:

Male	1 Senior 1
	2 Senior 2
	3 Senior 3
	4 Senior 4
Female	1 Senior Women 1
	2 Senior Women 2
	3 Senior Women 3

- C MTB Cross Country Grading:
Grading for the MTB Cross Country National Points Series (NPS) is administered by a Grading Panel (comprised of members of the Off Road Commission). A majority decision is required on grading decisions.

At the beginning of each year, the performance of the top 5 riders in each category will be analysed and it will be determined if they are to be upgraded. After publication of the grading list riders may request to be upgraded or downgraded by the Grading Panel. Requests must be received by the published deadline.

- D Regarding participation of junior riders in the XC NPS:
To align with UCI criteria for race durations, junior males can compete in categories up to but not exceeding Senior 2, and junior females can compete in categories up to but not exceeding Senior Women 2.

A junior rider wishing to compete in a category higher than that advised above must obtain specific permission from the Off Road Commission. This permission must be co-signed by the rider's parent/guardian.

4. Single Sponsored Rider

Solely for the purposes of competing in Mountain Bike races a rider may apply for a licence as a single sponsored rider. The rider applying may be one of the following:

- a) A member of an existing Cycling Ireland registered club with a full or Limited Competition licence.

An applicant will require a letter from the current club signed by one of the senior club officers giving permission for the rider to ride as a single sponsored rider and either a copy of the contract or a letter of intent from the sponsor. Upon receipt of this paperwork CI will issue a letter of authority giving permission for the rider to compete in MTB events as a single sponsored rider. See note III below.

- b) An unattached member with a full licence

Applicant will require to submit either a copy of contract or a letter of intent from the sponsor. Upon receipt of this paperwork CI will issue a letter of authority giving permission for the rider to compete in MTB events as a single sponsored rider.

- c) An unattached member with a restricted Limited Competition licence.

Applicant may apply for a replacement Limited Competition licence showing sponsor. Application must be accompanied by either a copy of contract or a letter of intent from the sponsor. See note IV below

Note:

- I) In all cases riders, when competing in MTB races, must compete in the clothing of the sponsor or in plain clothing
II) A single sponsored rider may only compete for their sponsor in MTB events and may not compete for their club whilst they hold a letter of authority to compete as a single sponsored rider.
III) The letter of authority must be available for inspection by the Chief Commissaire at any MTB event in which the rider is competing.
IV) The fee in respect of this letter of authority will be the same amount as that required for a replacement licence.

5. National Championships

National Championship Medals and Jerseys will only be awarded to those riders with a UCI code of IRL in accordance with UCI regulations. National Championship medals will only be awarded in: Senior, Junior, Master.

Youth championships may be run for the following categories:

- XC – for 16 and 14 and;
DH – for 16 and 14.

All National Championships are subject to the minimum entry and starter requirements as set out in chapter T10.

Riders must indicate at sign on their category which must be in keeping with their CI licensing details.

6. Age Restrictions

XC- minimum age for National Championships/NPS	4 years and over
DH- minimum age for all DH races	12 years and over
XCM- Marathon	19 years and over
Stages Races	19 years and over
International DH races	17 years and over
Four Cross races	17 years and over
Enduro	14 years and over

Note – Youths aged 11 on the 1st January and over may be permitted to compete in Challenger/Sport events but only with the authority of the Off Road Commission.

7. Commissaire

- A Commissaires will be assigned to each race by the hosting club. In the case of National Championships the Chief Commissaire will be assigned by the College of Commissaires and any additional Commissaires required will also be assigned by the Off Road Commission.
- B They are responsible for the overall competition. They supervise the start arrangements, the officials, other officials (the Commissaires) and the results service. They ensure the application and respect of the regulations in all circumstances and collaborate with the Race Organiser in the completion of their duties. They will discuss any penalties with the appropriate officials.
- C The Commissaires must be provided with suitable facilities for their work, and a covered area at the start and finish line(s).
- D The race organisation must provide radios for the Commissaire.

8. Race director

The Race Director will co-ordinate the organisation of the race and ensure that adequate personnel for each duty are available. Will ensure that training and competition can be safely held. Will arrange provision of all necessary equipment and facilities for the timing of the race.

9. Race officials

Race Officials will be placed at strategic points around the course to ensure compliance with the regulations. Race Officials will collaborate with the Commissaire in the completion of their duties and report any accidents or infringement of regulations to the Commissaire. They will avoid discussing alleged incidents with riders, team officials or spectators.

10. Marshals

- A The race organisation must provide enough marshals to ensure the safety of the riders and spectators. Marshals must be properly briefed and issued with course maps which provide simple reference points for locating accidents. Furthermore, the Race Organiser must ensure that the marshals are fully conversant with all relevant Cycling Ireland Regulations.
- B The minimum age for a marshal is 18 years of age. Marshals must be positioned to provide sufficient radio control points along the course. They should each have food, drink, appropriate clothing, a whistle, a radio. They should be easily identifiable with a distinct mark or uniform. All spectator crossings must have at least two marshals - one on each side of the course to ensure that spectators can safely cross the course.

11. Timekeepers

Will time each competitor and collaborate with the Commissaires at the start and the finish in the completion of their duties.

12. Rider safety

- A Only essential vehicles of the organisation, security, safety and the media are permitted access to the course.
- B Spectators, including those on bikes, must be kept off the course at all official training and racing times.

13. The venue / course

- A The course for a mountain bike race should be totally rideable and include, where possible, forest roads and tracks, fields, earth or gravel paths. Paved or tarred/asphalt roads should not exceed 15% of the total course.
- B The race organiser must set aside a warm up area near the staging area where riders may prepare themselves for the race.
- C The race organisation and the registration area will be situated in a closed and covered area.

14. Identification of Riders during (training and) Competition

Competitors must fasten numbers supplied by the Race Organisation as follows:

- A A number, or rider name, to be placed on the front of the bike - the Front Plate. These plates are applicable to all forms of Mountain Bike competition.
- B The figures on the Number Plate must have a minimum height of 8 cm and a minimum width of 1.5 cm.
- C All figures must be block figures.
- D The outside dimensions of all numbers must not exceed 18cm by 18 cm.
- E Only the organisation may place advertising on the numbers and plates.
- F Advertising on the Front Number Plate cannot exceed 6 cm in height maximum.
- G The background colour of all numbers should be white with the figures in black.
- H Race numbers must be waterproof.
- I Riders must not cut, fold or mutilate race numbers.

15. Clothing

- A Authorised advertising on a competitor's clothing shall be allowed with the exception of the National Champion's jersey when it is presented on the podium.
- B The jersey must be worn at all national and international races other than when the rider competes as a member of an Irish representative team. i.e. Olympic, World or European Championship races. The only other exception will be if the National Champion wins the leader's jersey of a stage race, particular international competition or series, or the World or Olympic Champion's jersey.
- C The National Champion's jersey may only be worn in the category and in the discipline of competition in which it was won.
- D It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards defined in the General Regulations.

16. Event Indemnity and Permits

Event organisers are required to obtain both permits and letters of indemnity. When requesting a Letter of Indemnity from Cycling Ireland, the event organiser must submit copies of permits obtained from all landowners/affected parties involved. This includes but is not limited to: owners of land where the main event is being staged, owners of fields which may be used as a car park etc., owners of land that the race transitions through.

Event organisers found not to have obtained the necessary permits or letters of indemnity may be subject to disciplinary action by Cycling Ireland and may have future requests for Letters of Indemnity denied. Include on the letter of indemnity the time from when the course is being set up until when remediation is complete.

ARTICLE 2 – MOUNTAIN BIKE COMPETITION TYPES

1. Cross Country Racing:

Cross Country Circuit racing or "XCO", "XC"

A course should be a minimum of 2 kilometres around. The duration of the race varies from category to category.

2. Cross-country point to point racing or "PP"

A The course for a point to point race should be at least 10 km and no longer than 100 km and should involve appreciable amounts of climbing and descending.

B Massed start or individual start (time trial) formats are permissible. The course shall normally start in one location and finish in another, although a large loop starting and finishing at the same point is permissible.

3. Cross Country Short Course racing or "SC".

An SC course should be a maximum of 6 kilometres per lap. The start and finish should be in the same area. Natural and/or artificial obstacles will only be allowed if they are safe.

4. Cross Country Enduro racing or "EN".

A race taking place over one or more days incorporating speed averages and special tests such as bike handling skills (trials, slalom, or other mechanical skills (tire or tube change, cable or chain change, etc.)), and speed sections (time trial). Multiple checkpoints are required for proper scoring of the race. Speed averages, course distances, and the difficulty of the special tests must be balanced to allow riders with various strengths and abilities a fair opportunity to do well.

5. Marathon Cross-country: XCM

A The duration and distance of Marathon format cross-country races shall respect the following minima: minimum time minimum distance

<i>Marathon</i>	3 hours 60 km
<i>World cup marathon</i>	4 hours 80 km
<i>Continental Championships</i>	4 hours 80 km
<i>World championships</i>	4 hours 80 km

B The course must be marked every ten kilometres by a sign indicating the distance remaining to be raced.

C The course may not include any section to be covered twice.

D Riders shall start in a single group.

6. Downhill or "DH"

A downhill course should be all downhill. The course should be a mixture of single track, forest road, field tracks, forest tracks, and rocky tracks. There should be a mixture of rapid and technical sections. There should be little emphasis on pedalling, but rather the technical skills of the riders should be tested. Ideally the minimum course length should be 1.5 km and the maximum course length should be 3.5 km.

7. 4-Cross or "4X"

4-Cross is an elimination event that consists on qualifying round stage race series where four qualifying riders compete on a shared short downhill-type course. The winner and the second placed rider in each match qualify automatically for the subsequent round. The third placed rider may qualify via a repechage while the fourth is immediately eliminated. Times are not taken into account except at the qualification stage.

8. Dual Slalom or "DS"

A race where a series of elimination races are held between pairings of riders racing head to head down two parallel slalom courses.

9. Hill Climb or "HC"

A point to point course containing at least 80% of uphill riding. Group or single (time trial) starts are possible. The course starts in one location and finishes in another at a higher elevation.

10. Observed Trials or "OT"

Marked out sections with varying degrees of difficulty where the rider is penalised on a sliding points scale for mistakes made in attempting to "clear" sections. The trials regulations of the UCI Trials Commission will be used as a reference.

11. Stage Race or "SR"

A race judged on total time/points resulting from several races of the same or differing disciplines of racing over three or more days.

12. Enduro

A race taking place over a number of timed sections of trial (timed stages), and a number of transitions, which may or may not be timed (timed transition stages) or included in the overall result. Both the transitions and overall event may have time limits imposed. The overall winner is the person with the lowest accumulated time over the timed stages.

ARTICLE 3 – GENERAL RACE GUIDELINES

1. Preliminaries

- A The Commissaire will check that the course is correctly marked and safe prior to the commencement of official training. The checking and control of licences and the signing on will take place in a covered area at the race venue.
- B The list of competitors must be finalised before the race starts and will ensure the category, type of race, distance, start time and, if appropriate, the start order.
- C The race course is fixed before the start and a map of the course will be on display at sign on.
- D Any last minute changes to race procedures must be made known to the riders at the start line before the start of their race.

2. The Start Procedure

- A In mass start races, staging of the riders must commence no later than 10 minutes before the scheduled start of the race. At 5 minutes prior to staging an announcement over the public address system must be made to advise when staging will begin, and again at 3 minutes prior to staging.

- B The start briefing will be given to all starters on the line by the Race/Start Commissaire and must include the following elements :
- That the competition is run to C.I.-UCI Rules
 - A briefing as to the hazardous nature of mountain biking
 - A description of any obstacle deemed unusually hazardous by the Race Organiser and the Race Commissaire
 - A description of the Feed Zone if appropriate & confirm no. of laps and how start and/or restart will be sounded.
 - Location of First Aid Station.

- C Prior to the start of a mass start race a tape or ribbon will be held across the start line, behind which the riders will line up as they are called. Ideally for mass start races, start announcements will be made at 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The Commissaire will then start the race somewhere between 15 seconds and 0 seconds. No countdown announcement can be given when there is less than 15 seconds remaining. In mass start races, the tape or ribbon used at the start must be removed at the 30 seconds start announcement. Mass start competitions should be started by a signal flag, whistle or pistol under the control of the Commissaire. The Commissaire is in control of the public address system from two minutes prior to the start, until the start has been completed.

3. The Race

- A Riders must complete the entire distance of the race and the responsibility for following the official course lies with the rider.
- B A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.
- C If a rider exits the course for any reason, they must return to the course at the exact same point from which they exited.
- D A rider cannot seek and receive any technical assistance along the course from anybody including competitors. (Technical assistance is permitted between riders competing in the same team) See Article 3 Paragraph 7.
- E A rider may only change their bike or receive any technical assistance between races.
- F A rider must not use offensive or abusive language, act in an anti-sporting manner, be disrespectful to the officials or ignore the race regulations.
- G A rider must act in a polite manner at all times and permit any faster rider to overtake without obstructing.
- H Riders must respect the countryside and ride only on the official course. The rider must avoid polluting the area and must not leave any waste or litter.
- I No glass containers of any kind are permitted on or near the race course.

4. Equipment

- A All bicycles used in all forms of mountain bike competition must be powered by human power alone. It is forbidden to use metal screws or spikes in the tyres of the bicycle. Bikes must use a wheel on both front and back that is no bigger than 29 inches.
- B Any bicycle used in competition must be capable of safely and efficiently completing the task and must, as a minimum, be mechanically sound, have efficient brakes on all wheels and all reasonable steps must be taken to ensure the safety of the rider and others. As part of the latter, bar plugs are compulsory.
- C If, in the opinion of a scrutineer and/or commissaire, a bicycle fails to meet the above criteria the rider must take immediate steps to ensure the necessary steps are taken to remedy the

shortcomings and ensure the scrutineers/commissaires requests are met. Failure to do so will result in exclusion from the competition.

- D For Four Cross an effective rear brake is required.
- E For Enduro National Championships equipment checks will be carried out. Competitors who are found to have changed their bike or part thereof including frame, forks and wheels during an event may be subject to penalty.

Notwithstanding, in the case of a mechanical failure, parts such as brakes, tires, saddles etc can be changed if needs be, but there is no time allowance for this.

At non championship events, rules on equipment and bike changes will be at the discretion of the event organiser.

5. List of Penalties

- A The penalties applicable to anti-doping infractions are dealt with in the UCI Anti-Doping Regulations. Illegal repairs to the bike, change to the bike, unauthorised feeding or any unauthorised assistance received from any external source will result in disqualification.
- B Any manoeuvre with the intention of pulling a rider's jersey, or pulling or pushing a rider (by either the giver or the recipient of assistance), leaning on another competitor or offering irregular assistance to a rider from another team are all actions likely to give rise to declassification. Repeated offences shall render the riders involved liable to disqualification.
- C Obstruction of any rider in the final sprint, unsporting conduct towards another rider with the intention of restricting movement, taking a shortcut, substitution for another rider, taking both hands off the handlebars in the final sprint, that involves more than one rider, may result in relegation or disqualification.
- D Indecent conduct or foul language, disrespect to officials and/or to the public will be penalised. Repeated occurrences may lead to disqualification and a severe offence may justify a recommendation for suspension.
- E Fighting between competitors or with an official or member of the organisation or public will be penalised by disqualification and exclusion from the result. A severe offence can justify a recommendation for suspension.

6. Penalties

- A Penalties can be imposed according to the nature of the offence and one or more of the following can be used:
 - 1. Verbal warning
 - 2. Fine (Minimum 50 Euro)
 - 3. Relegation of position (by one or more positions).
 - 4. Time or points penalty
 - 5. Disqualification
 - 6. Suspension
- B When an offence is committed, the Chief Commissaire will inform the rider of the penalty. If they cannot inform the rider they will inform an official representative of their team. Ignorance of the regulations is not admitted as an excuse.

7. Protests

- A Any rider who considers they have been prejudiced by any action during the competition may submit a protest to the Chief/Race Commissaire after they have crossed the finish line. The rider must submit their protest in writing and it must be signed and presented within 15 minutes of the end of their race along with a fee of 40 Euro to the Chief/Race Commissaire. The Chief/Race Commissaire will send any funds collected in the form of fines and protests to Cycling Ireland headquarters together with their race report.
- B A protest against results must be submitted in writing and it must be signed and presented within 15 minutes of posting of results along with a fee of 40 Euro.

- C If a protest involves one of the top five finishers, the awards ceremony will be delayed until the decision is reached.
- D The decisions of the College of Commissaires/Chief Commissaire on the day in relation to the interpretation of the Technical Regulations; necessary disciplinary action and upon any protests received in accordance with the above, will be final.
- E Ignorance of the regulations is not admitted as an excuse.
- F Due to the unique nature of 4 Cross races separate regulations govern disputes, please see Article 6 Paragraph 5.

8. Technical Assistance

- A Authorised technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame. Bike changes are not permitted and the rider must cross the finishing line with the same handlebar number plate that they had at the start.
- B Technical assistance shall only be given in the feed/technical assistance zones.
- C Spare equipment and tools for repairs must be kept in the zones. Repairs and equipment changes can be carried out by the riders themselves or with the help of a team-mate, team mechanic or neutral technical assistance.
- D In addition to technical assistance in feed zones, technical assistance is permitted outside these zones only between riders who are members of the same UCI MTB team, national team or club team.
- E Riders may carry tools and spare parts provided that these do not involve any danger to the riders themselves or the other competitors.

9. First Aid

- A At least one ambulance and a basic first aid post are required at all races.
- B The first aid post must be centrally located and readily identifiable by all participants.
- C The first aid posts and the members of the first aid service shall be in radio communication with each other, the organisers and the president of the commissaries' panel.
- D All first aid personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- E First aid personnel must be placed at the key locations of the course and shall be present on each day of competition.
- F There should also be a first aid crew in place for official training days.
- G The organiser must take the measures required to facilitate the rapid evacuation of injured persons from any point of the course. All-terrain vehicles (motorcycles, quads, etc.) and experienced drivers must be available to reach difficult areas quickly.
- H Potential hazard areas must be clearly identified and should be accessible by ambulance (four wheel drive if necessary).
- I A briefing with the organising director, the persons in charge of the first aid and marshalling services and the president of the commissaries' panel shall be held before the race.
- J Maps of the course must be distributed to the medical crew.
- K A report must be submitted by the organiser within seven working days of the end of the race listing all injuries and treatments rendered with the rider's name and number.

ARTICLE 4 - GENERAL REGULATIONS APPLICABLE TO XCO COMPETITION

1. Course Design Parameters

- A The course must be 100% rideable regardless of the terrain and weather conditions. Brief and unavoidable dismounts may be approved by the Commissaire.
- B The duration of cross-country races on a circuit should lie within the following ranges (in hours and minutes).

Category	Minimum	Maximum
Males Junior	1.00	1.15
Males U23	1.15	1.30
Males Elite	1.30	1.45
Males Senior (U23 + Elite)	1.15	1.30
Masters M30	1.15	1.30
Masters M40	1.15	1.30
Masters M50	1.00	1.15
Women Junior	1.00	1.15
Women Elite	1.30	1.45
Women (Juniors + Elite)	1.00	1.15

2. The Course

The course must be free of all significant obstacles which have not been planned and/or notified to the riders. Extended single track sections must also have periodic passing sections.

3. Start and Finish

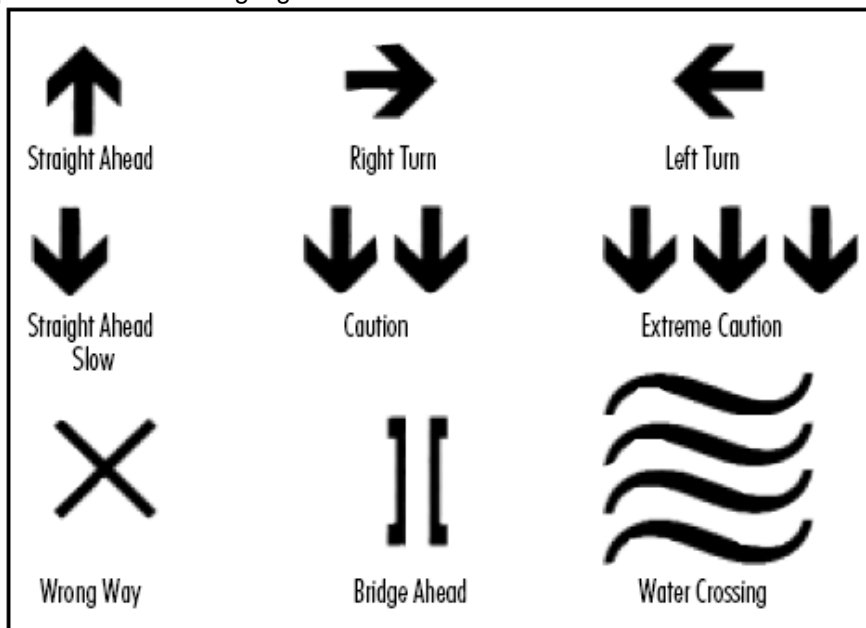
- A The start and/or finish banners may be placed immediately above the start and finish lines (minimum clearance 2.5 m) and cover the whole width of the riding surface.
- B The riding area at the start, for races where riders start in groups, should be on a flat or uphill section of the course and be:
 - 1. 6 metres wide (minimum 3m) for a minimum distance of 30 metres before the line.
 - 2. 6 metres wide (minimum 3m) for a minimum of 100 metres after the line.It will be up to the race director and commissaire to decide the number of riders per row, making sure riders are aware of their decision (for International races, UCI regs state course should be at least 8m wide).
- C The riding area at the finish, for races where riders may finish in groups, must be:
 - 1. At least 4 meters wide for a minimum distance of 50 meters before the finish line.
 - 2. At least 4 meters wide for a minimum distance of 20 meters after the finish line.
 - 3. Either on the flat or climbing.
- D There must not be any obstacles which might cause a crash or any chance of collision between the riders in the start and finish areas.

4. Course marking

- A The course must be marked and indicated according to the following system:
The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background. They will have a minimum height of 20 cm and a minimum length of 40 cm.
- B They will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations. They will be placed at frequent intervals along the course to confirm to the rider that they are following the correct course. Arrows should be placed on the riders' right

hand side of the course except for right turns where arrows will be placed on the riders' left hand side prior to the turn and during the turn. They must be placed no higher than 1.5 m off the ground.

- C Each intersection will be marked by an arrow placed 10 m to 20 m before the intersection. Another arrow will be placed at the intersection. Another arrow will be placed 10 m after the intersection to confirm the correct route. A sign "X" will be positioned within easy eyesight to mark the wrong direction.
- D In all potentially dangerous situations, 1 or more arrows will be placed upside down 10 m to 20 m before the obstacle, and also at the obstacle. Two upside down arrows mean a more dangerous situation. Three upside down arrows means a most dangerous situation, proceed with caution. Replicas of the following signs must be used:



- E In downhill sections cross country courses must be additionally marked as follows: With bamboo or ski slalom gates (PVC piping) with a height between 1.5 m and 2 m
- F In appropriate areas, such as walls, on course tree stumps, on course tree trunks, there must be hay bales or adequate padding used to protect the riders. Such protective measures must not restrict the rideability of the course. In appropriate areas, such as along the edge of steep drops, catch nets which comply with ski federation norms must be used.
- G Any wooden bridges or ramps must be covered with non-slip surface (carpet, chicken wire, or special anti-slip paint).

5. Visual course reference

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

6. Feed Zones

- A Feeding is permitted only in the zones designated for that purpose, which are also used as technical assistance zones.
- B Each feed/technical assistance zone must be located on flat or uphill sections which are slow and wide enough for the purpose. The zones must be long enough and reasonably evenly spaced around the course. Double feed/technical assistance zones are recommended. For Olympic format cross-country races (XCO) 2 zones will be set up. For marathon format cross-country races (XCM) at least 3 zones will be set up.
- C The UCI technical delegate or commissaire, in collaboration with the organisational director, will decide on the distribution and location of feed/technical assistance zones.

- D The feed/technical assistance zones must be wide enough and long enough to allow riders who are not stopping to pass through unhindered. They should also accommodate the following two parts:
 1. UCI MTB teams, national teams.
 2. Crew for these teams must wear readily identifiable team clothing.
 3. Another part for individual riders or members of teams not registered with the UCI.
- E The feed/technical assistance zones must be clearly identified and numbered. They shall be in an enclosure completely separated from spectators. Access must be strictly controlled by commissaires and/or marshals.
- F For the Olympic Games, world championships, World Cup races and continental championships nobody may enter a feeding/technical assistance zone without accreditation.
- G Accreditation will be issued by the commissaires' panel at the team managers' meeting as follows: 2 accreditation passes (one feeder, one mechanic) per 4 riders (or fraction of 4) for each feeding/technical assistance zone.
- H Physical contact between feeders/mechanics and riders will be permitted only in feed/technical assistance zones.
- I Water bottles and food must be handed up to the rider without the feeder running alongside their rider.
- J Water may be poured onto riders only if specific permission has been given by the president of the commissaires' panel before the race.
- K Protective sunglasses may only be changed in the feed/technical assistance zones.
- L No rider may turn back on the course to reach a feeding/technical assistance.

7. Communication:

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

8. Marshals

A flag system must be applied as follows:

- All marshals working in potentially hazardous sections must carry a yellow flag which will be used during training and racing sessions.
- If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
- All marshals must ideally have line of sight with each other and carry whistles which will be blown with a short sharp blast as the next rider approaches.

9. First aid minimum requirements

See A3.9 above.

10. Minimum Training Periods

The organisation must make courses available and fully marked for training at least 2 hours before the first race (qualification or other). It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards. Riders must wear their front number plate while training. No training is permitted whilst a race is in progress.

11. Starting grid

For the Olympic (XCO) and marathon (XCM) cross-country races, other than world championships and World Cup races:

- 1 as per the last UCI individual mountain bike cross-country classification UCI published for the format in question (or the classification on the previous 31 December should no classification for this format have been published since the start of the year);
- 2 unclassified riders: by drawing lots.

Cycling Ireland races:
 NPS- as per ranking in class.
 Open races are started on 'first to the line' basis.
 The race director/commissaire will recommend as to how many riders will fill each row on the grid.

12. Competition

- A Riders that withdraw from their race prior to being verified by the Commissaire as a lapped rider or an official finisher, are classed as "Did Not Finish", and will lose all benefits, such as a placing, competition points and ranking points.
- B Lapped riders can be pulled out of the competition by the appropriate official. Lapped riders should complete the lap on which they were lapped and then exit the competition in a designated finish lane set prior to the start of the finish straight. They will be listed in the results in order of finish plus number of laps down.

13. XC NPS Points System

Points are allocated in the XC NPS as follows:

Position	Points
1	30
2	25
3	21
4	18
5	16
6	14
7	12
8	11
9	10
10	9
11	8
12	7
13	6
14	5
15	4
16	3
17	2
18	1
19	1
20	1

1 point for every additional finisher

ARTICLE 5 - GENERAL REGULATIONS APPLICABLE TO DOWNHILL COMPETITION

1. Format for racing

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

2. Course Design Parameters

The following course design parameters must be followed:

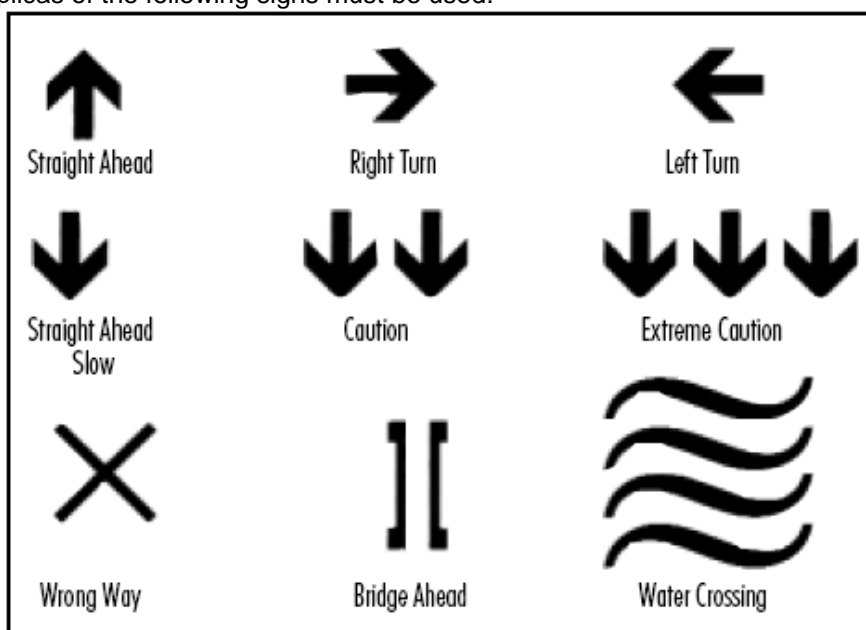
3. Minimum Maximum

- A Course Length 1,500 m - 3,500 m
- B Race Time 2 minutes - 5 minutes
- C Courses must be marked with a minimum of the following:
 1. With bamboo or ski slalom gates (PVC piping) with a height between 1.5 m and 2 m.
 2. With the UCI approved arrow system.
- D In appropriate areas, such as walls, on course tree stumps, on course tree trunks, there must be hay bales or adequate padding used to protect the riders. Such protective measures must not restrict the rideability of the course.
- E In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. Nets or mesh fencing with a gauge (hole) greater than 5 mm x 5 mm cannot be used.
- F Any wooden bridges or ramps must be covered with non-slip surface (carpet or special anti-slip paint).

4. Course marking

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

- A The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background
- B The course direction arrows will have a minimum height of 20 cm and a minimum length of 40 cm.
- C They will indicate the route to be followed showing changes of course and all areas of potential risk.
- D Arrows must be placed on the riders' right-hand side of the course except for right turns where arrows will be placed on the riders' left hand side prior to the turn and during the turn. They must be placed no higher than 1.5 m off the ground. In all areas of potential risk, 1 or more arrows will be placed upside down 30 m before the obstacle, or dangerous situation, and also at the obstacle.
- E Two or more upside down arrows mean a more risky situation.
- F Three or more upside down arrows proceed with caution.
- G Replicas of the following signs must be used:



5. Visual course reference

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

6. Protective Clothing

Full-face Helmets

It is compulsory for all riders to wear a protective full face helmet when racing or training on the course and such helmet must comply with the established safety standards.

Protective Clothing

Due to the youth of the sport of downhill racing certain protective items are not yet governed by formal standards.

However, based on current experience, Cycling Ireland recommends that all riders wear: Full Fingered Gloves along with Back, Elbow, Knee and Shoulder protection with a rigid surface.

In addition to this recommendation it is required that Youth and Junior riders wear the following during both competition and official practice at all Downhill events: Full Fingered Gloves along with Back, Elbow, Knee and Shoulder protection with a rigid surface.

Armour Guidelines

These guidelines are to assist riders with the minimum criteria expected, it is not a finite list of acceptable armour as no definitive kite marked list is available either from governing bodies or the industry.

Youth and Junior Category protection is as follows;

Spinal

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Self fastening- does not require auxiliary fastening devices to secure to the body.
- Constructed of a solid material e.g. Plastic.
- Cover full length of back from between shoulder blades to tail bone.
- Can be fully, partially or non articulated in design.
- Can be stand alone back protectors or part of a protective suit e.g. Full body, half body or vest.

Not permitted

- Soft protectors without solid inserts e.g. not foam or neoprene.
- Motocross style "roost guards" unless with a specific back protector, not just a rear roost deflector.

Gloves

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Gloves giving full finger coverage.

Not permitted

- Partially fingered gloves.

Shoulder

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Self fastening- does not require auxiliary fastening devices to secure to the body.
- Constructed of a solid material e.g. Plastic.
- Can be stand alone shoulder protectors or part of a protective suit e.g. Full body, half body or vest.

Not permitted

- Soft protectors without solid inserts e.g. Not foam or neoprene.

Elbow

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Self fastening- does not require auxiliary fastening devices to secure to the body.
- Can be stand alone elbow protectors or part of a protective suit e.g. Full body, half body or vest.

7. Communication:

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

8. Marshals:

A flag system must be applied as follows:

- A All marshals must carry a yellow flag which will be used during training sessions only.
- B If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
- C Designated marshals will hold red flags. These red flag positions must be at suitable places on the course and each red flag holder will have radio contact with left and right neighbouring red flag holders.
- D The red flags will be used in training and racing.

9. Race halt procedure:

- A All red flag holders must have radios tuned to the same frequency as the Commissaire, Race Organiser and Medical Staff.
- B Red flag holders observing a serious accident must immediately report the accident on the radio to the Commissaire and Race Organiser.
- C Red flag holders must immediately assess the situation of the crashed rider and continue reporting to the Commissaire and Race Organiser.
- D The Commissaire may order that the red flag is waved vigorously.
- E Other red flag holders should be aware of any radio traffic concerning an accident and when observing a neighbour waving their flag must do the same.
- F Riders observing a waving red flag during the race must STOP immediately since a serious accident ahead is being reported.
- G A stopped rider should proceed calmly but promptly to the finish and request a re-start from the Commissaire and wait for further instruction.
- H All marshals must have line of sight with each other and whistles which will be blown with a short blast as the next rider approaches.

10. First aid minimum requirements

- A At least one ambulance is required at all races.

- B All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- C The first aid area must be centrally located and identified to all participants.
- D First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There must also be a first aid crew in place for official training days.
- E First Aid services must be in radio contact with each other, with Race Organisers, and with the Commissaire in case the race has to be stopped.
- F All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident without having to travel too far. Ideally, rescue must be situated so they need to travel less than 3 minutes to an incident. Medical staff will monitor all red flag radio traffic.
- G A report must be submitted by the Organiser within seven working days of the end of the race listing all injuries and treatments rendered with the rider's name and number.
- H Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.

11. Minimum Training Periods

- A One day prior to competition, on foot inspection must be provided.
- B On the morning of the race, an optional training period must be provided.
- C A bike sticker system must be used to confirm that riders have completed a minimum two training runs.
- D Riders must commence all training runs at the beginning of the course at the official start gate. Commencing a training run below the official start line may result in disqualification from the competition.
- E Riders must wear their front number plate while training. No training is permitted whilst a race is in progress.

12. Transportation to top of course

Transport must be provided which is capable of moving 150 riders per hour with their bikes to the top of the course. A suitable alternative access system must be planned should the primary access system fail.

ARTICLE 6 - GENERAL REGULATIONS APPLICABLE TO 4-CROSS

1. General

4-Cross is a race where four riders compete side by side on the same downhill course. The nature of this competitions is such that some unintentional contact between riders may occur; this will be tolerated by the commissaire in charge, as long as they judge it to be within the spirit of the race, fair play and sportsmanship towards the other competitors.

2. Race procedure

- A Practice runs must take place on the same day as the finals. The qualifying round may take place the same day as the finals. The qualifying round shall take the form of a timed run over the course by each rider. A list of starters will be drawn up, with which all riders must comply. Riders entered who fail to start as prescribed shall be deemed not to have qualified. The riders shall start when the order is given by the commissaire. After the qualifying round, the fastest 32 male riders and the fastest 16 female riders shall qualify for the main race. The groups of riders will be drawn in such a manner, in order to ensure that the fastest qualifying rider will only meet the second qualifying rider in the final 24.

- B The riders in each group of four may choose their starting position in order of their qualifying times. The fastest rider shall get first choice. In addition to the final, a minor final shall be held for the four losers from the penultimate round, in order to determine the 5th to 8th placing. The formula used will be the automatic elimination of the rider placed last in each group of four. The third may go through to a repechage. The first and second placed riders shall qualify for the next round. Each group of four riders shall ride only once.
- C The riders shall start from a standstill. A forward movement of the bicycle resulting in contact with the starting gate shall result in a disqualification for this round. Contact will be deemed to have occurred if the rider causes a malfunction of the gate or other starting mechanism by touching it or by forcing it open before the start signal. Breaking the starting gate shall be grounds for disqualification. If a part of the front wheel passes the start line before the official starting signal the rider shall be disqualified.
- D The riders are required to pass through each gate without straddling it: i.e. the wheels of the bicycle must follow a path outside each gate. The gate judges located along the course will check that the correct route is followed. A missed or straddled gate will result in the rider's disqualification unless the rider goes to the trouble of returning to pass it correctly.
- E If the four riders fall or fail to cross the finish line in a preliminary round, the winner will be the rider who covered the largest part of the course.
- F The riders finishing below 12th place are ranked on the basis of the round which they reached followed by their qualifying time.

3. The course

- A The course must be open enough to allow riders to pass each other. It must also be wide enough to allow the four riders to line up side by side. Ideally, the course should be set up on moderate slopes with regular gradients. It must also include a mixture of jumps, humps, berms, dips, natural tables and other special features; it may include banked turns. There should be no climbing requiring the riders to pedal.
- B The time taken to cover the course should be between 30 and 40 seconds. The first 10 metres of the race must be free of any obstacle, and may be marked with white lines (using tape, biodegradable paint, or flour) to split the course into four lanes. Any rider crossing or riding on these white lines will be disqualified.
- C At least the following markings must be provided:
 - Gate markers in bamboo or as used for alpine skiing (in PVC) of 1.5 to 2 metres in height.
 - The last gate on the course must be located at least 10 metres from the finish line.
- D The organiser must provide a raised platform from which the 4-Cross judge has an unobstructed view of the entire course. The platform will be located in a zone to which spectators do not have access.

4. Transport to the race start

It is recommended that means should be provided to transport riders rapidly up to the start area.

5. Protests

- A Any rider who considers they have been prejudiced by any action during the competition may submit a protest to the Chief/Race Commissaire after they have crossed the finish line.
- B The decisions of the College of Commissaires/Chief Commissaire on the day in relation to the interpretation of the Technical Regulations; necessary disciplinary action and upon any protests received in accordance with the above, will be final.

ARTICLE 7 - GENERAL REGULATIONS APPLICABLE TO ENDURO COMPETITION

1. Format for racing

An Enduro event can take place over one or more days. It can include single day events with no practice day or multi day events with designated training day(s) on the race course.

- A Each rider must complete the full course and each timed stage.
- B A minimum of a 20 second interval is required between riders starting each timed stage.
- C The start and finish point of each stage must be clearly marked.
- D Each rider will receive a timing chip prior to the start. As the rider passes through the start and finish point their time for that stage is recorded.
- E If a competitor exits the timed stage, they must re-enter at the same point as they exited. It is the responsibility of the rider to follow the designated trail unless indicated by a marshal or otherwise to make a turn.
- F With the exception of the National Championships an overall points scoring format must be set before the beginning of a series each year. This format must be consistent for all rounds of the series and cannot be amended during the series.
- G With the exception of National Championships the Event Organiser may organise their events by rider ability, rider age etc.

2. Course Design Parameters

- A There is no defined minimum or maximum distance for timed stages.
- B Save for a safety risk to a following rider, competitors may be subject to a penalty if they are found to have interfered with the track layout by the removal of rocks, roots, branches etc.

3. Course Marking

Refer to AT 6 – Article 5.4 (Downhill Competition Rules)

4. Protective Clothing

A full-face protective helmet which must comply with established safety standards is mandatory whilst training on the course and racing, including timed stages and transitions. Failure to comply with this or removal of the helmet during racing and training may be subject to a penalty.

Youth and Junior riders must wear spinal protection during official practice and competition, at all Enduro Events.

Cycling Ireland recommends that all riders wear: Full Fingered Gloves along with Back, Elbow, Knee and Shoulder protection with a rigid surface.

5. National Championships.

Only those riders with an IRL UCI code are permitted to ride the National Championships.

National championships may be organised for the following categories as indicated in T10.A1.11. Any championship event not attracting the minimum number of starters will be yellow flagged accordingly.

Non championship youth races may be promoted at the National Championships but the winners of such events will not be classed as National Champions.

Individual Medals will be presented to the first three placed riders in all National Championships.

On the day of a National Championship no other race in respect of that discipline and category shall be promoted.

6 Offences & Penalties

Only licence holders may report an offence against a competitor but must do so in writing, accompanied by the Cycling Ireland fee for the lodgement of a complaint €25 / £25, within 30 mins of the final rider finishing. It will be the responsibility of the Event Organiser to ensure the reported offence is investigated in a fair and proper manner. The Event Organiser may do this alone or enlist the aid of other competent persons who do not have a proven conflict of interest in the outcome of the investigation. If the complaint is upheld then a penalty may be applied in accordance with the following table of penalties. In the event that the reported offence is not deemed to be frivolous then the fee may be returned. The outcome of any investigation must be advised to the rider prior to the medal presentations.

7 Officials and Photographers on bicycles must have a number board attached, marked "TECH" on their bicycle.

Enduro Penalties			
Penalty No	Description	1st Offence	2nd Offence
1	Changing bike or major part of bike	5min Penalty	
2	Not wearing, strap not buckled or removal of helmet	5min Penalty	Disqualification
3	Failure to adhere to practice bans	5min Penalty	
4	Outside Assistance i.e. receiving food, clean goggles etc.	5min Penalty	
5	Use of uplifts	5min Penalty	
6	Track cutting	5min Penalty	
7	Exceeding time limit	1sec for every minute over time limit	
8	Rolling start	1min Penalty	
9	Missing cut off time	DNF	
10	Failure to carry mandatory kit	5min Penalty	
11	Not displaying or modifying number board	5min Penalty	
12	Foul or abusive language towards race officials	Disqualification	
13	Failure to obey marshals instructions	Disqualification	
14	Interference of the track layout by removal of rocks, branches etc	5min Penalty	
15	Anti-social or irresponsible riding within the paddock area – especially where it is likely to cause injury or damage.	Verbal Warning	5min Penalty

APPENDIX AT.7 – NATIONAL CHAMPIONSHIPS

Road & Time Trial

<u>Category (for eligibility also refer to T10.1.29)</u>	<u>Road Race</u>	<u>Time Trial</u>
Junior men (open to A2, A3 & A4 licence holders with “Junior” designation)	120/140kms	
Junior women (open to W2 & W3 licence holders with “Junior” designation)	60/80kms	
Junior men (open to A2, A3, & A4 licence holders with “Junior” designation)		40kms
Junior women (open to W2 & W3 licence holders with “Junior” designation)		40kms
Senior men incorporating U23 (open to A+, A1 and A2 licence holders with “Senior” or “Under 23” designation)	160/200kms	-
Elite men and U23 men – Two Separate Championships (open to A+, A1, A2, A3, A4 & LC licence holders with “Senior” or “Under 23” designation)	-	40kms
Senior women incorporating U23 Women (open to W+, W1 & W2) licence holders with Senior or Under 23 Designation	100/120kms	-
Masters women (open to W1, W2 & W3 licence holders with Master designation)	60/80kms	
Senior women (open to W+, W1, W2 & W3 licence holders with Senior designation)	-	40kms
Masters women (open to W1, W2 & W3 licence holders with Master designation)		40kms
Masters Men M40 (open to A1, A2, A3, A4 & LC licence holders) Note: LC may only ride the TT	120kms	40kms
Masters Men M50 (open to A1, A2, A3, A4 & LC licence holders) Note: LC may only ride the TT	90kms	40kms
Masters Men M60 (open to A1, A2, A3, A4 & LC licence holders) Note: LC may only ride the TT	80kms	40kms
Tandems including Para cycling tandems (open to A1, A2, A3, A4 & LC licence holders who are at least Junior Age including Para Cyclists)	-	40kms
Para Cycling – excluding Tandems (open to A1, A2, A3, A4 & LC licence holders who are at least Junior Age) in accordance with the classification as described in T10.A1.38		20-30kms

Hill Climb

One Open National Hill Climb Championship open for the following categories may be promoted each year- Senior & Junior, Men & Women. Note: no separate championship for each of these categories.

Separate M40, M50 & M60 Hill Climb Championships may be promoted each year subject to T10.A1.11.

Cyclo Cross

National Cyclo Cross Championships may be held on the 2nd weekend each year as follows.

(a) Junior Championship for men. Individual medals and jersey will be awarded in accordance with rule T10.A1.13 and 15.

(b) National Championship for Women open to all Elite and Junior Women. One set of individual medals and jersey will be awarded for the event in accordance with rule T10.A1.13 and 15.

(c) National Championship for M40. Individual medals and jersey will be awarded in accordance with rule T10.A1.13 and 15.

(d) National Championship for M50. One set of individual medals and jersey will be awarded for the event in accordance with rule T10.A1.13 and 15.

(e) National Championship for M60. One set of individual medals and jersey will be awarded for the event in accordance with rule T10.A1.13 and 15.

(f) National Championship open to all Senior Men. One set of individual medals and jersey in accordance with rule T10.A1.13 and 15.

(g) National Championship for Womens Masters. Individual medals and jersey will be awarded in accordance with rule T10.A1.13 and 15.

There will only be Team Medals available in the National Senior Mens & M40 Championship in accordance with rule T10.A1.20.

Only bikes described in the UCI Equipment section as “Cyclo Cross bikes” may be used in the National Cyclo Cross Championship.

For the National Cyclo Cross Championships a starting grid arrangement should be used to seed the riders.

These grids should be drawn up by the Off Road Commission. The criteria to be used to establish the gridding

shall be drawn up by the Off Road Commission, and should be published prior to the start of the current Cyclo Cross Season.

Criterion

Separate Men and Women's National Criterion Championships may be promoted each year open to male categories A+, A1, A2 & A3, and Women.

Track

Individual Championships

Senior Men	Women Elite	Junior Men	Junior Women	M40, M50 & M60 Men Individual Championships
Sprint	Sprint	Sprint	Sprint	Individual TT
4km Pursuit	3km Pursuit	3km Pursuit	2km Pursuit	Pursuit
1km TT	500m TT	1km TT	500m TT	Sprint
Scratch	Scratch	Scratch	Scratch	Scratch
Omnium	Omnium			
Keirin	Keirin			

For Masters Championships there is no amalgamation of age bands and the number of entrants are subject to T10.A1,11

Team Championships

Event	Team Composition
Team Pursuit	Team of 4 from Senior, Junior & Master from same club or team
Team Sprint	Team of 3 from Senior, Junior & Master from same club or team

For Track National Championships only – in team championships – all riders must have IRL codes. The team may be registered with any UCI approved National Federation.

Mountain Bike

Senior Men (Elite + U23)	Junior Men	Masters Men M30	Masters Men M40	Masters Men M50
Cross-country (XC)	Cross-country (XC)	Cross-country (XC)	Cross-country (XC)	Cross-country (XC)
Marathon Cross-country (XCM)		Marathon Cross-country (XCM)	Marathon Cross-country (XCM)	
Downhill (DH)	Downhill (DH)	Downhill (DH)	Downhill (DH)	Downhill (DH)
Women	Junior Women			
Cross-country (XC)	Cross-country (XC)			
Marathon Cross-country (XCM)				
Downhill (DH)	Downhill (DH)			

ENDURO

Boys 14-17	Aged 17-21	Senior Men	M30	M40	M50	Women

BMX

Aged 6 & under	Aged 7-8	Aged 9-10	Aged 11-12	Aged 13-14	Aged 7-10	Aged 11-14	Junior 15+	Elite	Cruiser 30 plus	Masters
Mixed M&F	Male	Male	Male	Male			Male	Male	Male	Male
					Female	Female	Female	Female		Female

APPENDIX AT.8 – BMX REGULATIONS

Article 1- General Rules

1. Cycling Ireland Membership and Licensing

The following licence types are accepted for BMX Racing:

- a) Cycling Ireland Full Competition Licence
- b) Cycling Ireland Limited Competition Licence
- c) An appropriate Event Licence where applicable.
- d) An appropriate licence issued by a UCI Affiliated National Federation.

~ Any non Cycling Ireland member, or parent of, if under 16, competing in a BMX race, must sign a standard Cycling Ireland disclaimer and provide emergency contact details before participating.

2. Categories and Participation

A) BMX events can be promoted as:

- i) International Events
- ii) National Championships
- iii) National Series
- iv) Seasonal Leagues
- v) Open Races
- vi) Club Races

B) Age of participants:

A rider must be at least 4 years of age to compete in a Cycling Ireland sanctioned BMX event. The minimum age of 4 refers to the real calendar age on the day of race commencement.

The category a rider is eligible to ride is determined by their age which shall be calculated by deducting the year of birth from the current year.

C) Categories:

BMX events can be distinguished in two competing levels, the championship level, comprising elite and junior categories and the challenge level.

STANDARD BICYCLES

Championship Level

Elite Men	- 19 & over
Elite Women	- 19 & over
Junior Men	- 17 & 18
Junior Women	- 17 & 18

Challenge Level 20" Class

Under 6:

Boys 7-8: Boys 9-10; Boys 11-12: Boys 13-14; Male 15-29

Superclass 15+

Masters 30+

Girls 7-10; Girls 11-14; Girls 15-29

Ladies 30+

Cruiser class

Cruiser 30+

A rider aged 17 years or over may choose to compete at either Championship or Challenge level at the beginning of the season namely in the appropriate age and gender group in standard bicycle categories (20") and/or cruiser categories (24").

- D) The calendar season starts on January 1st and continues until December 31st.
- E) A rider cannot ride in both Championship and Challenge levels at the same event.

3. Combination Rules

- a) Four Riders shall constitute a category.
- b) If less than four riders register for a category, they will be combined with an older category. However, the maximum age category shall be combined with the next younger category.
- c) In the case that any under-subscribed category cannot be combined according to these rules, the category shall not be run.
- d) If the adequate numbers of four riders are registered, the category will be run even if less than four riders present themselves for racing.
- e) If four or more riders register for a category and are present on race day, the category will not be combined in those cases where injury or illness prevents the requisite number from actually engaging in competition.
- f) No competing category at championship level can be combined with a competing category at challenge level and vice versa.
- g) Except as provided by the combination rules, no rider is permitted to compete outside of their age or gender group unless specifically included in the event regulations or with written permission of the appropriate development coach. This written permission must be presented to the race commissaire prior to the start of the event if requested.
- h) All categories will eventually transfer to a final, which shall determine the final result.
- i) The maximum advised combined age range for riders 16 years or below is 4 years. For example: 6-9,8-11,10-13
- j) As a minimum age, riders in their 15th year may be given permission by the host organiser or race series committee to race against riders in their 17th year or older.

4. Calendar

- a) A calendar of events will be drafted by the BMX Commission for the start of the year. No events will clash within the same region on the same day except Provincial Championships.
- b) Any switches or changes to the calendar should be by mutual consent. In any case the BMX Commission will have the final decision.
- c) International BMX events will be registered on the UCI calendar.
- d) National BMX events will be registered on the Cycling Ireland BMX Calendar.
- e) Leagues and club races can be registered on the Cycling Ireland Calendar but will not conflict with any National events.

ARTICLE 2 – COMPETITION RULES

1. Competition

- a) Riders registered to compete in an event will be classified according to their age, gender, bicycle style and competition level.
- b) Two styles of bicycles are recognized: standard and cruiser as laid down in Article 6 of these regulations.
- c) A BMX race is composed of 3 phases, the Motos, the Qualifiers (1/32, 1/16, 1/8, 1/4, 1/2, finals depending on the number of participants) and the final.
- d) The Motos are subdivided in 3 (or more) rounds, at the end of which the riders with the best overall result shall transfer to the qualifiers.
- e) The qualifiers are the elimination phase of the race. It is subdivided in several stages, which are distinguished from each other by their degree of removal from the final (1/32, 1/16, 1/8, 1/4, 1/2, finals depending on the number of participants).
- f) The last phase is the final.

2. Practice

- a) No rider will be permitted on the track on competition day until they have been officially registered for the event as a licensed rider.

- b) At least one official practice session must precede the racing at any event. Separate practice times shall be allocated to each class or other designated group. Each group shall have, as a minimum, time allowance which will allow all its riders to complete at least four laps including practice gate starts.
- c) After practice has concluded, the Commissaire & event organiser will call a team managers / riders meeting. The purpose of this meeting shall be to inform team managers and riders of any supplemental regulations that may be in force during the race and to give further instructions regarding the general conduct of the race.

3. Race Schedule

- a) Following completion of rider registration, a list of riders in class order shall be posted on the information board on so-called Pre-Race sheets.
- b) Pre-Race sheets posted on the information board must indicate by class each rider's name, club and plate number.
- c) The Pre-Race sheets must be displayed for a period of not less than 30minutes during which time riders must check their accuracy and inform race administration of any errors.
- d) After the allotted period, the race schedule and order shall be posted on so-called Moto sheets. No changes will be made after these sheets are published. Moto sheets posted on the information board must indicate:
 - i. Each rider's name, club and plate number
 - ii. The race number (if different from the plate number)
 - iii. The qualifying round to which the rider will transfer
 - iv. The starting positions for each Moto

4. Transfers and Scoring

- a) A rider who fails to start a Moto will be scored as a Did Not Start (DNS). For the purpose of determining their transfer eligibility, a rider will be awarded 2 more than last place points for their first DNS. Last place points are equal to the number of riders listed on the Moto Sheet.
- b) The rider will be ineligible to transfer if they fail to start in more than one Moto. To determine the first DNS and for scoring purposes, it will be recorded as CR meaning the rider was given a credit for the finish of last plus two points.
- c) In the case where a tie occurs in transferring or award positions, a tie breaker "Run Off" race will be held with the results deciding which rider moves to the next stage of racing.
- d) Alternatively, in some events the tie will be decided by the rider's best finish in the preceding qualifier, the next tie breaker will be: In descending order 3rd, 2nd, 1st Moto finish result then, if applicable, time trial results or staged lap.
- e) If applicable, for each Moto in which they compete, a rider shall receive a point score equal to their finish position in the race, with the rider in first place earning 1 point and so on down to the eighth-place rider, who will receive 8 points. The riders with the lowest total points earned in the Motos transfer to the next stage of the competition.
- f) A rider who starts but does not complete a Moto will be recorded as Did Not Finish (DNF) and will receive a score equal to the number of riders who started the Moto. This rider is eligible to transfer.
- g) If one or more riders fail to start in the final, they will be declared Did Not Start (DNS) and will be ranked last place. In the finals, DNF will be ranked before relegated (REL) riders and the latter before DNS riders. In case of multiple DNF, REL, DNS in the final, the tiebreaker (within each group) will be the position in the previous heat (semi-final).

5. Scoring Systems

The following scoring systems shall be used for BMX competitions:

- a) **Photo Finish:** Photo finish is determined by a camera system able to take 1000 frames a second.
- b) **Scoring with timing transponders:** When utilised, the staging officials shall check each rider's bike to confirm that the provided transponder has been attached correctly. However, the rider is solely responsible for the correct attachment of the transponder during the race.
 - a. -There shall be a timing operator who shall be responsible for recording the finish line position of every rider as they cross the finish line in every race and if a rider does not finish a race (DNF), the Chief Commissaire must immediately confirm the rider's finish result to the timing operator.
- c) **Light Beams (photo cells)**
- d) **Scoring with finish line video camera equipment**
 - Video Camera equipment shall be so installed as to be directly aligned with the finish line at ground level or directly above. The video camera shall have an

unobstructed view of the finish line on the track surface. The back field view of the video camera shall be clear so as not to complicate the clarity of reproduction nor confuse the vision at the play back facility.

-In addition, there shall be a further video camera at the "front on" position to facilitate rider number identification. In each preceding case described, slow motion reverse and advance capabilities are required of the equipment. As well, the equipment shall be capable of colour reproduction.

e) **Finish Line Officials**

-Where finish line cameras are not available there shall be at a minimum 3 finish line officials, who shall be responsible for recording finish positions of every rider as he crosses the finish line in each race. The official finish positions of each race shall be determined by a simple majority of the finish line officials. The official finish results shall be transmitted to the chief administrator for notation on the Moto sheets. To obtain a majority decision, the number of finish line officials should ideally be an uneven number.

-In the event that the finishing order is disputed, the finishing medium, whatever it be Camera (High speed or video), electronic timing strip and any other medium on which the finish is recorded, shall be consulted. They may be consulted by all parties concerned if the finishing order is disputed.

6. Staging and Gate Positions

a) The gate starting positions for Motos shall be determined according to the rule set forth in the event regulations and shall be indicated on the Moto Sheets.

b) The gate starting positions shall be determined by one of the following:

I. By random selection by the computer for all rounds of racing, where a Cycling Ireland authorised computer race program is utilised.

II. By random selection by the computer for Moto rounds of racing, followed by "Rider Choice" for all subsequent rounds based on the riders' finishing position in the previous round, where a Cycling Ireland authorised computer race program is utilised.

III. By drawing of lots for all rounds of racing.

c) All riders must start in their designated gate positions.

d) The penalty for starting in any other gate position is disqualification.

e) It is each rider's responsibility to be in the staging area and on the gate at the appropriate times.

7. The Start System

a) A BMX race shall be started using a voice box. The voice box starting system is a facility that replaces a starter's voice.

b) Where an electronically controlled starting gate in combination with a voice box supported starting system is used, the recorded commands of the box shall be as follows:

i. Stage 1: "*OK Riders, Random Start*". The starter will hold stage 1 of the call until satisfied that the start is safe to proceed and they will only then activate the voice box starting system. The recorded voice commands of the voice box shall be as follows:

ii. Stage 2: "*Riders Ready... Watch the gate*"

c) Only in stage 1 can the start be held by the starter. The starter will recommence with stage 1 of the call.

d) The requirements for a voice box and an electronic starting system shall be as described in the current UCI regulations.

8. Conduct on the Track

a) Riders who have registered for a competition are the only riders allowed to ride or practice on any part of the track on the days of competition.

b) The Chief Commissaire has the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator, or team manager in the interests of safety or for violation of the rules.

c) If a race is stopped by officials before its conclusion the riders shall immediately return to the starting line and await instructions.

d) A restart will be signalled by the Chief Commissaire or the Commissaire designated by them. A Re-run of a Moto, qualifying round or final will take place only if, in the opinion of the Chief Commissaire, the running of the race had been adversely affected by interference in the start procedure, interference on the part of a spectator, animal or other outside agency.

- e) If a rider falls or is forced to stop due to bicycle malfunction during a race, their first responsibility shall be to remove themselves and their bicycle from the course in order to give the least obstruction to other riders. If a rider cannot or does not get up after a fall, they may be moved only by first aid attendants or with the permission of a licensed physician.
- f) Any use of radio links or other remote means of communication by the competitors are not permitted.

9. Finish

- a) A rider shall have finished at the moment when the tyre of the front wheel touches the vertical plane rising from the starting edge of the finish line.
- b) In BMX competitions several scoring systems are utilised as per ART 2 Part 5.
- c) In a final, at least two riders need to cross the finish line for a race to be valid.
- d) In case the race is not declared valid, a restart with a minimum of three riders shall take place within 15minutes. In the case of no restart, the times or results for the semi final will be declared the final result. In case of cancellation prior to the final, the results of the previous round will be declared the final results.
- e) Track Flags: Flags of the colours listed below are used by track officials as a means of communicating with each other and to riders on the track. These flags have the following meanings:
 - i. GREEN FLAG: The course is unobstructed and racing can proceed.
 - ii. RED FLAG: Riders on the track should stop immediately and return to the starting gate and await further instruction.

ARTICLE 3 – BMX TRACK

Dimensions are UCI standard with those in brackets minimum standard for regional tracks.

- The track must be of a compact, closed loop design, forming a circuit where length measured along its centre line is not less than 200m or greater than 440m.
- The track must be a minimum of 9m wide at its start and may not taper to a width of less than 5m at any point along its course.
- Refer to BMX Ireland Track Building and Amenities Guidelines for track design criteria available on bmxireland.ie.
- All tracks must have been initially inspected and accredited by the BMX Commission with a follow up yearly inspection.
- All tracks must have a ROSPA Certificate.

1, Starting Hill

- a) The starting hill must accommodate a track width of at least 10m and be at an elevation at least 3m (1.5m) above the grade of the first straight.
- b) The initial incline extending from the starting gate to the level grade must be at least 12m in length.

2. Starting Gate

- a) The starting gate shall be a minimum of 8m in width for all national events. An electronically controlled system is mandatory.
- b) The gate shall have a height of at least 50cm, with no greater angle than 90 degrees with the slope of the ramp which supports the bicycle's wheels when they are in their starting position.
- c) Starting positions 1 through 8 must be clearly marked on the gate with gate 1 always being the inside gate.
- d) The electronically controlled start gate, to be used at all Cycling Ireland sanctioned BMX events must be a "safety gate" design to avoid entrapment where possible and fitted with a system of appropriately coloured starting lights located so as to be clearly visible from all starting lanes without disadvantage to any rider who is in the "riders ready" position. In case of a failure of the gate release system, the gate shall fall to the dropped position.
- e) A "voice box" system is mandatory in all Cycling Ireland National events.
- f) Whenever a timing scoring system is utilised, the timing system must be activated, whereupon the time starts running at the moment the gate-start mechanism is activated causing the gate to drop.

3. Initial Straight

- a) The initial straight shall be a minimum of 40m in length.

- b) It is recommended that the bottom of the front side of the first obstacle in the initial straight shall be located not less than 20m from the starting gate or less than 20m from the point of curvature of the first turn. However, on tracks especially designed for highly skilled riders, the distance between the starting gate and the front side of the first obstacle may be shorter.

4. First Turn

- a) The first turn may go in either direction and shall be banked to a degree which allows safe entry and exit for riders of all ages and race speeds.
- b) At the first turn, the track shall be a minimum of 8m wide measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius.

5. Turns and Obstacles

- a) The track shall have a minimum of three turns.
- b) The track shall be a minimum 6m wide throughout each turn.
- c) All obstacles on the track must be constructed with the safety of all riders, regardless of age, in mind. Consideration must be given to the abilities of the youngest riders in competition when designing obstacles intended to present special challenges to older competitors. On the first straight it is recommended that the minimum distance between two obstacles shall be 10m. An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi jump as well as a 4-pack, 5-pack or multi-pack.
- d) Tracks may be designed to include alternate sections to be traversed only by championship categories. These sections may offer obstacles which are inherently more challenging than those found on the course's main circuit.

6. Race Track Markings

- a) The boundaries of the race track including alternate sections shall be clearly marked.
- b) Fencing: In order to provide a barrier between the event's participants and spectators, the track must be enclosed by a perimeter fence which shall not be located at any point closer than 3 metres from the competition course.
- c) The temporary fence must be constructed of a substantial material such as plastic webbing which is capable of absorbing the full impact of a rider of any size striking it at race speed.

7. Finish Line

- a) The track must have a clearly marked finish line to indicate the point at which competitors will be scored.
- b) The finish line shall comprise a straight line of 4cm in width, painted in black in the middle of a white strip 24cm wide, thus leaving 10cm white on each side of the black line.
- c) Any banners extending across the track above the finish line or elsewhere along the track must be at an elevation sufficiently above the track level to avoid interference with the riders crossing beneath them.
- d) All finish line officials shall operate from an area immediately adjacent to the finish line, which permits them a clear and unobstructed view of the riders as they cross the line.

8. Competition Facilities

- a) Clubs and organisers seeking Cycling Ireland sanction for a competition event must be able to demonstrate to Cycling Ireland that the facilities proposed for the event meet the specifications set forth in this section and the Track Building Guidelines.
- b) **STAGING AREA**- Close to the starting hill a staging area consisting of ten staging lanes numbered 1 to 10 shall be established, where riders shall assemble in accordance with the instructions given by the staging officials.
- c) **RIDERS PIT AREA**- An area where the riders may congregate between races shall be established and clearly marked close to the track's staging area.
- d) **INSPECTION/TRANSPONDER AREA** – An area shall be established close to the staging area for the inspection of bicycles, installation of timing transponders and riders' equipment.
- e) **ANNOUNCING AREA** – This shall be reserved for the announcer and race commentator, preferably at an elevation above that of the track, an area which permits these officials to have a clear and unobstructed view of the track.

- f) **BULLETIN BOARDS** – Well-constructed and weather-resistant bulletin boards for posting the Moto draws/race results shall be erected in a minimum of 2 different locations, such as rider's area and staging area.
- g) **ADMINISTRATION AND RACE OFFICES** – Registration and race control must be based in an office which is situated within the bounds of the perimeter fence, within 30m of the finish line and of sufficient size to process the number of riders in an orderly manner.
- h) **PUBLIC ADDRESS SYSTEM** – The public address system must be capable of projecting the announcer's voice to all parts of the track, the rider's area and staging area. Music Playlist must be the BMX Ireland approved play list.
- i) **PARKING AND SPECTATOR FACILITIES**- Parking for a number of cars commensurate with the anticipated size of each race must be available in the vicinity of the track. On race days, parking areas shall be adequately staffed to assure the orderly flow of traffic and the systematic parking of automobiles.
- j) **INDOOR EVENTS** – Indoor BMX events may be held on tracks of earthen, wooden or concrete surfaces, having obstacles constructed of similar materials. The rules set forth in this section shall apply equally to indoor events where possible.

ARTICLE 4 – COMPETITION OFFICIALS

The Cycling Ireland Regulations set forth the manner in which a BMX event shall be conducted. All officials participating in an event are required to be fully conversant with the Cycling Ireland Regulations and any supplement thereof, which governs any event. By accepting the position, all competition officials are definitely bound by such regulations.

1. General

Every BMX competition must be staffed with an adequate number of qualified officials, to assume all the responsibilities and perform all the duties of the various positions set forth in this section.

2. Commissaires Panel

- a) The Commissaires Panel shall comprise sufficient qualified Cycling Ireland Commissaires to ensure all parts of the track are correctly supervised.
- b) One member of the panel will be deemed the Chief Commissaire and they will be responsible for the positioning of all other track officials.
- c) The Assistant Chief Commissaire shall assist the Chief Commissaire in the completion of their duties and shall act as the Chief Commissaire's representative when the Chief Commissaire is not available.
- d) The Commissaires panel is the final authority at any competition and has the right to impose a penalty on any competitor, parent, spectator or team manager in the interests of safety or for violation of these rules.
- e) The Chief Commissaire shall operate from a position which permits them a clear view of the entire track.

3. Chief Administrator

- a) The chief administrator shall be responsible for the registration and classification of all riders at the event, the processing and posting of the Moto sheets, and the processing of all results (both intermediate and final). The chief administrator shall be assisted by a sufficient number of administrators.

4. Race Commissaires

- a) The race commissaries shall be responsible for assuring the observance of all rules governing an event.
- b) All commissaires must wear some form of distinctive clothing so that they may be readily identified by competitors and team managers.
- c) Each race commissaire shall operate from a clearly defined position.

5. Finish Line Officials

- a) In the event that the finishing order is determined by means of finish line officials, they shall act as described in ART2.5
- b) In case another scoring system is utilised, the obligations and designation conditions are determined by one of the members of the Commissaires panel who shall act as finish line official.
- c) The finish line official may, on their own responsibility co-opt other persons appointed and licensed by the national federation of the organiser to assist them. The finish line official shall be the sole judge of the finish. The finish line official shall be provided with a sheltered area close to the finish line.

6. Race Director

The race director, who is designated by Cycling Ireland with the assistance of the commissaires, shall be responsible for the following,

- a) Establishing and maintaining a timetable of events.
- b) Enlisting and organising of all commissaires, officials and administrative staff with the size of the event.
- c) Arranging for the equipment necessary to conduct the race.

7. Officials/Personnel

• The following officials and personnel are designated by the organiser, National Federation or UCI:

- a) **INSPECTORS** – Where required, Inspectors shall be responsible for inspecting rider's bicycle and safety equipment prior to practice to assure compliance with the rules.
- b) **STARTER** – The starter shall be responsible for conducting the start of each race. The starter shall operate the starting gate, and perform such other actions as are necessary and appropriate to assure that each race has a safe and fair start. The starter may recommend to the Chief Commissaire that a rider obstructing the starter from carrying out their duties is penalised. When a camera or other timing system is utilised, the starter must first confirm with the staging official any rider who fails to present themselves at the start gate and then ensure the operator of the timing system and their equipment is ready before they begin the starting procedure of the race.
- c) **STARTING HILL OFFICIALS** – Starting hill officials shall be responsible for checking that riders are in the correct start lane (according to the Moto sheets) prior to the start of each race. They are also responsible for checking if rider's safety equipment is correct. Starting hill officials shall report to the Chief Commissaire any rider whose safety equipment does not conform to these regulations.
- d) **STAGING OFFICIALS** – Staging officials shall be responsible for directing riders into proper staging lanes. They shall announce each race number, age group, and the names of every rider in the race. An appropriate number of copies of the Moto sheets shall be made available to the senior staging official.
- e) **RACE COMMISSAIRES** – Race Commissaires shall be monitoring the conduct of riders on the track and notify other officials of conditions on the track which may warrant their attention. The Chief Commissaire shall determine the number of race officials necessary for an event. Race officials shall be stationed along the track. Race officials shall make notes of any rule infringements or incidents that they witness. These notes shall be made available on request to the Chief Commissaire.
- f) **FINISH LINE AREA CONTROL OFFICIALS** – Finish line area control officials shall be responsible for controlling the passage of riders and other persons into and out of the finish line area. They shall be stationed at each point of access or exit to the finish area and prevent the entry of parents, team managers and spectators except where medical emergencies warrant their presence. Finish line area control officials shall also be responsible for maintaining order among the riders waiting in the finish area.
- g) **ADMINISTRATORS**- Entry administrators shall be responsible for the following:
 - i. Receiving and checking for conformance to entry regulations all rider's entry forms and/or permit applications.
 - ii. Establishing a list of entrants in each category of racing and sequentially ordering the categories.
- h) **MOTO SHEET ADMINISTRATORS** (scorers) shall be responsible for dividing the total number of entrants in each category into Motos of not more than eight riders and for recording their names on the appropriate Moto sheets.
- i) **MOTO SHEET OFFICIALS** shall be responsible for posting Moto sheets on the Moto boards. These sheets shall be posted in order by age group with each race number clearly visible.
- j) **CAMERA/TIMING OPERATOR** – The camera/timing operator shall be responsible for the setting up and operation of the system and for passing rider finish line position results to the administrators for posting on the Moto boards.

k) TRACK ANNOUNCER – The track announcer shall be responsible for making formal announcements concerning the competition and for informing riders, spectators, commissaires and officials of any changes to the race schedule.

l) COURSE COMMENTATOR – The course commentator shall provide a commentary of all races for the benefit of the spectators. They shall not comment on any matter which is opposed to the interests of the UCI, Cycling Ireland or to the sport of BMX in general. Neither shall they pre-judge the results of any race or comment on possible rule infractions which they may observe.

m) SECURITY PERSONNEL – The host organisation shall provide a sufficient number of security personnel to ensure the safety of the riders and spectators. Marshals must wear some form of distinctive clothing or other object so that they may be readily identified.

m) FIRST AID – At least one first aid point, which may be a static ambulance or other suitable vehicle or covered area, and an adequate number of first aid staff shall be in attendance during all practice and race sessions. Both the first aid point and the first aid personnel must be stationed in the infield and a clear entry/exit route for an ambulance leading to a public thoroughfare must be provided and maintained throughout the progress of the event. Neither practice nor race sessions may take place unless proper first aid is available.

ARTICLE 5 – CLOTHING AND SAFETY EQUIPMENT

1. Inspection

- a) Before official practice, before the start of, or during the course of any competition or event, the rider, their bicycle, helmet and clothing may be subject to inspection by inspectors in order to ascertain whether or not this equipment conforms to these rules. The organisers make no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.
- b) Any rider whose equipment is unsafe in the opinion of the inspectors or race commissaires, whether or not it fails to comply with the specific provision of these rules, shall not be permitted to ride on the track.
- c) Any rider who does not comply with all instructions given to them by the inspector or race commissaires with respect to equipment shall not be permitted to compete in the event.
- d) Helmets must be full face construction equipped with a visor of minimum 10cm. The helmet strap must be securely fastened during the completion of the race. Open face helmets are not allowed at expert level competition.
- e) To aid training, helmets conforming to safety standards defined in the general regulations are permitted for training purposes and at events below National Series.
- f) Gloves, elbow pads, knee pads are mandatory for all events from National series upwards.
- g) A neck brace is also recommended.

2. Jersey

- a) The jersey shall be loose fitted long-sleeved shirt whose sleeves extend down to the rider's wrists. Lycra material is not permitted. The fabric of the jersey must be loose enough to have a minimum 3cm doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and thumb.
- b) The jersey is recommended to be tucked into the pants to not cause interference.
- c) Every rider competing in a world BMX Championship/Challenge event must wear a national BMX jersey matching the jerseys of their fellow countrymen. The only variation allowed shall be the advertising on the jersey. The national jersey must be worn whenever the rider is engaged in activities on the track, prize giving ceremonies, press conferences, television interviews, autograph sessions and other occasions during the event, which require good presentation to the media and outside world.
- d) At a Continental BMX Championship/Challenge and/or a regular international BMX event, a rider shall be allowed to wear a country's national jersey that is in accordance with UCI rules for national BMX jerseys as described above. Whether the wearing of the national BMX jersey at a Continental/Championship/Challenge event is compulsory or not, shall be at the discretion of the continental host organization/federation hosting the event.
- e) National Team clothing may only be worn for International Events.

3. Pants

- a) The pants shall be loose fitting long pants made of tear resistant material. Lycra is not permitted. Except for the ankles where the pants must be tight fitted, the pant fabric must have a minimum of 6cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and the thumb.
- b) Loose fitting short pants made of tear-resistant material are permitted if used together with knee and shin protection with a rigid surface. Lycra is not permitted unless for use under the pants and to cover knee protection. The pant fabric must have a minimum of 6cm of doubled up excess material, without stretching the fabric. This shall be measured by pinching the fabric between the index finger and the thumb.
- c) Pants must be of a single piece construction, separated from the jersey at the waist. One piece skin suits are not permitted.
- d) Any added aerodynamic accessories on personal equipment are not permitted.
- e) Gloves whose fingers do not completely cover the riders finger tips are not permitted.

ARTICLE 6 – BICYCLE

1. Frame

- a) The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.
- b) Aerodynamic accessories, chain guards, side stands, mud guards, sheet metal accessories such as simulated fuel tanks, butterfly nuts, any superfluous welded or mechanically fastened fittings such as chain guard lugs, frame mounted reflectors and any other sharp protruding objects are not permitted.
- c) Wheel axels may not protrude more than 5mm beyond the hub nuts i.e. No Pegs.
- d) All components, accessories and other parts must be firmly attached to the bicycle.

2. Wheels

- a) Bicycles with 20" wheels may be raced only in standard categories. Cruisers may be raced only in cruiser categories, unless event regulations state otherwise.
- b) With the exception set forth herein below, all bicycles used in the standard 20" type must be equipped with matching wheels that are nominally 20" in diameter. The total diameter of the wheelers, inflated tyres included, shall not exceed 22 ½" (57cm)
- c) The total diameter of the wheels, inflated tyres included, in the cruiser type shall measure at least 22 ½" (57cm), and the total diameter of the wheels, inflated tyres included shall be no larger than 26" in diameter.
- d) The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20".
- e) Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play. Disc wheels are not permitted, wheels must be open.
- f) Tyres must be of one-piece construction and have a tread sufficient to provide adequate grip on the particular surface that the track presents.
- g) Tyres must be inflated to a pressure sufficient to assure safe riding under race conditions.
- h) Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

3. Handlebars

- a) Maximum width of handlebars on both standard bicycles and cruisers shall be 74cm (29").
- b) The maximum rise of handlebars on both standard bicycles and cruisers shall be 30cm (12").
- c) Handlebar grips are mandatory and must completely cover the ends of the handlebars.
- d) Handlebars that are cracked or bent are not permitted.

4. Steering Head

- a) The forks must turn smoothly in the headset bearing without binding or excessive play.
- b) The stem may not protrude above the headset lock-nut by an amount that exceeds the manufacturer's recommendation or by more than 5cm if no maximum height mark is inscribed on the stem.

5. Brakes

- a) All bicycles entered in competition must be equipped with an effective rear brake, which may be operated either by foot (coaster brake) or hand (calliper brake).
- b) The reaction arm of a coaster brake must be securely anchored to the frame by means of a mechanically fastened clip that completely surrounds and firmly grips the chain stay. Attachment of this arm to a lug brazed or welded to the stay is not permitted.
- c) The rear brake cable must be secured to the frame.
- d) A front brake may be fitted, but is not required.
- e) The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard.
- f) All exposed cable ends must be capped, soldered or covered to prevent fraying.

6. Seat

- a) The seat base must be constructed of material that is sufficiently strong to resist penetration by the seat post.
- b) The seat post must be secured to the seat tube by means of a seat post clamp. The clamp's fixing bolt may protrude from the body of the clamp by no more than 5mm.

7. Cranks, Pedals and Gears

- a) Cranks of either one-piece, two-piece or three-piece construction are permitted. Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.
- b) The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.
- c) Pedals must be securely attached to the crank arms and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard. Toe clips and straps are not permitted. Interlocking pedal-cleat systems however are allowed. Where an interlocking pedal-cleat system is used, the rider must be able to demonstrate the ability to engage and release the pedals upon any request from an official at an event.
- d) The minimum race age category whereby interlocking cleat pedals are permitted is 13years. Riders who have earned the right to compete up in a race category whereby cleat pedals are permitted should follow the regulations of that category.
- e) Multiple speed gear systems are permitted.

8. Bike Pads

- If bike pads are used, they should be used in the following positions:
 - I. A pad that surrounds the crossbar of the handlebars
 - II. A pad that surrounds the top tube of the frame
 - III. A pad that covers the stem connecting the handlebars to the fork

9. Number Plates

- Each bicycle entered into competition must have a number plate attached to the front of the handlebars.
- Number plates must be made of plastic or other similar flexible material.
- Plate: Height 20cm, Width 25cm
- Digits: Height 10cm Line Width 1.5cm
- Riders must use the plate and number colour combinations specified for the category in which they are racing as follows:
 - i. Elite Men: White Plate, Black Numbers
 - ii. Juniors Men: Black Plate, White Numbers
 - iii. Championship Women: Black Plate, White Numbers
 - iv. Men/Boys: Yellow Plate, Black Numbers
 - v. Girls: Blue Plate, White Numbers
 - vi. Cruiser: Red Plate, White Numbers

- If a photo finish system is utilised, each bicycle entered into competition must display a lateral number plate/sticker located just behind the steer tube. The number shall be black with a white background. The height of the number must be a minimum 8cm with a width of 1cm. and with a gap of 1cm between numbers. These numbers must match that on the front plate and be on both sides of the bike and not folded or curved. No other logo, graphics or colour is allowed within the number area of the plate. All prefixes and suffixes must be the same as above i.e. W1 not w1.
- In all Cycling Ireland sanctioned BMX events a rider must display the number assigned to them according to the rules set forth above. For National Racing a rider must use their allocated National Racing Number. A rider who fails to display the correct number will not be scored.
- The area of the plate that provides a background for the number must, during the entire duration of the competition, be kept free of markings, stickers or other impediments to the numbers legibility. Riders may not cut, mutilate or put additional stickers or marking on their number plate if it's provided by the organiser.

ARTICLE 7 – INFRINGEMENTS, PENALTIES AND PROTESTS

1. Infringements

- All riders must observe these rules and follow all instructions given to them by any commissaire or official at any time during the course of the event. Every rider must, at all times, observe such conduct as reflects the ideals of good sportsmanship and avoid any conduct which may bring themselves or the sport of BMX into disrepute. The use of obscene or foul language is forbidden. Riders using such language will be penalized in a manner to be determined by the commissaires panel.
- The infringements described in this chapter will be penalised by the commissaires panel, according to part 2 and the following.
- If necessary, the officials will determine whether an infringement was caused deliberately or not. An infringement is considered to be caused deliberately, in the event that it could have been avoided.
- BIKE POSITION AT THE START GATE** – The front wheel must be placed against the gate, be grounded and remain stationary during the starters call. All riders must start in the designated gate position.
- DELIBERATE INTERFERENCE** – Interference is often a complex offence, given that BMX is a contact sport. The commissaires will determine whether it was deliberate or not. If an infraction or interference can be avoided, and is caused, the officials may determine it to be deliberate. Deliberate interference between two or more riders will be penalised as laid down in part 2 and the following.
- DELIBERATE FORCE OFF THE TRACK**- Any competitor must not force another competitor off the track deliberately.
- TRACK RE-ENTRANCE** – Any rider who leaves the course during a race must, regardless of the circumstances, re-enter the course at the nearest safe point. They shall not interfere with the progress of any other rider or cut the course in order to gain an advantage.
- CONTACT** – A rider shall not deliberately cause any part of their person or bicycle to come into contact with another rider's person or bicycle during a race with the intention of impeding that rider's progress so as to overtake them or cause them to be overtaken by another rider.
- OBSTRUCTION ON THE FINAL STRAIGHT**- The lead rider shall have the right to choose their line on the track and through the corners. However, the lead rider shall not deliberately obstruct another rider from passing. A penalty for this infringement shall be imposed by the chief commissaire, as laid down in part 2 and the following.
- TEAM RIDING**- Team riding or helping other competitors to gain a higher finishing position is prohibited.
- THIRD PERSON INTERFERENCE**- Team managers, parents, and others in the company of a rider shall not interfere with a race on behalf of a team or a rider.

2. Penalties

- The commissaires panel may, without prejudice to its possibilities provided in the Cycling Ireland "code of conduct", invoke any of the censures provided in this article against a rider who commits one of the infractions mentioned in this part of the regulations.
- OFFICIAL WARNING** – A rider may receive an official, verbal warning for certain misconduct. The first warning issued to a rider at an event carries no specific penalty other than the advice of the warning, however the issuance of a subsequent warning for the same, or any other offence, on the same day will result in the rider's disqualification from the event. A warning shall be displayed **on the printed output of the results.**

- b) **RIDER TO BE PLACED LAST IN MOTO** – A rider may be scored in last place regardless of their actual finish and will be scored “relegated” (REL).
- c) **DISQUALIFICATION OF A RIDER** – A rider may be disqualified and thereby barred from further participation in either the competition category in which the infringement occurred or the entire event.
- d) **REMOVAL OF AN OFFENDER FROM THE COMPETITION VENUE** – The commissaires panel have the discretion to remove an offender from the competition venue for an offence against any of the provisions set down in these technical regulations.
- e) Cycling Ireland may, by its sole discretion and for cause, suspend for any period of time, or permanently revoke, the licence entitling a rider to compete in a BMX event. The following offences will result in suspension:
 - i. Competing under a false name
 - ii. Use of false information relating to age, category, or other subject at the time of race registration in order to gain an unfair advantage.
 - iii. Conspiring with one or more riders to pre-determine the outcome of a race.
 - iv. Offering, giving or receiving either directly or indirectly any bribe or other incentive intended to influence the outcome of a race either to or from any other person, including without limitation, riders, commissaires, officials and spectators at a BMX competition.
 - v. Wilfully entering or riding a bicycle that does not conform to the rules of the competition, including altering, removing, tampering, or misrepresentation of a lap time scoring system device.
 - vi. Altering the specification of any bicycle after inspection that results in an infringement of the rule of the competition. Engaging in any unfair practice, misbehaviour or action detrimental to the sport of BMX, whether or not related to a specific event.
- f) Riders will be held accountable for the actions of their parents, team managers, and any other persons in their company at a BMX competition or event. Any misconduct on the part of any of these persons may, at the discretion of the race commissaire or race director, result in the disqualification or suspension of the rider and the removal of the offending persons from the track area.

3. Protests

- a) In any BMX event a protest may be filed by a rider for any of the following:
 - i. **The classification of a rider**
 - ii. **The scoring of a rider**
- b) Protests by riders regarding judgement decisions during the competition are not allowed.
- c) Race Commissaires in charge shall make decisions on the spot through the chief commissaire in case of any incidents or irregularities occurring during the competition.
- d) Protests must be made on the day and in good time, protests about league points must be made prior to the running of the next event.

4. How to Protest

- a) A rider wishing to make a protest arising under part 3 above, may do so to the administration officials within 10min of the posting of the Moto sheets that has given rise to the protest. The chief administrator will conduct an investigation and render a decision on the protest prior to the commencement of that rider’s next round of racing.
- b) If a rider disagrees with their finishing position as posted on the Moto sheets, a protest must be lodged with the administrators. The chief administrator and the chief scorer will view the applicable scoring system and render a decision.
- c) The rider(s) involved in the protest may be called upon as required by the Chief Commissaire.
- d) Should a situation arise in one of the three qualifying Motos, where a clear decision cannot be determined from the applicable scoring system, both riders will be scored with the better ranked finishing position. For example: a protest between 4th and 5th place finishing position would in the case of a tied decision ultimately give both riders 4th place finish in that particular race.
- e) When protesting a transferring position, a rider must do so prior to that rider’s next round of racing, whilst a protest against a rider’s position in the final shall be filed within 15mins of the completion of racing.
- f) If a protested race is not available on the video tape for viewing due to mechanical failure, the score sheets will determine the finish position of the race.
- g) The commissaires panel shall have the power to impose a penalty up to and including disqualification of the rider as a result of any protest under part 3 above.

APPENDIX AT.9 – CODE OF CONDUCT FOR CYCLING IRELAND MEMBERS

This Chapter should be cross referenced to Cycling Ireland – Policy - 015

1. Objective(s)

- 1.1 To outline the standards of behaviour expected from members of Cycling Ireland so that cycling in all its forms is an enjoyable, friendly, inclusive and life-enhancing experience for all.

2. Scope

- 2.1 This Code of Conduct applies to all Cycling Ireland members as defined by clauses 2a. to 2g. of the Articles of Association when engaged in Cycling Ireland activities whether that is as a cyclist, coach, official, employee or volunteer.

3. Principles

- 3.1 Cycling Ireland recognise that everyone, regardless of their gender, age, marital status, sexual orientation, religion, ethnic background, colour, disability or political persuasion has the right to participate in the activity of cycling without fear of harassment, bullying or intimidation and in a safe manner.
- 3.2 The welfare of young and vulnerable members is of paramount importance.
- 3.3 Those who feel aggrieved have the right to have that grievance heard.
- 3.4 Cycling Ireland members agree to and are expected to uphold the regulations of Cycling Ireland including, but not limited to:
- 3.4.1 Memorandum and Articles of Association;
 - 3.4.2 General Administrative Regulations and Technical Regulations;
 - 3.4.3 The Standard Definitions, Structure and Operating Procedures for the Provincial Executives and the Commissions of Cycling Ireland;
 - 3.4.4 Irish Anti Doping rules;
 - 3.4.5 Event Safety Code;
 - 3.4.6 Code of Practice and Safeguarding Procedures for Young and Vulnerable Cyclists;
 - 3.4.7 Union Cycliste Internationale (“UCI”) rules;
 - 3.4.8 Policies, procedures and codes of practice as issued by Cycling Ireland.
- 3.5 Cycling Ireland members are to comply with all relevant laws and regulations.
- 3.6 Cycling Ireland members are to carry out their activities in compliance with the principles outlined in this Code of Conduct.

4. Code of Conduct

- 4.1 Cycling Ireland members are to treat each other in a respectful and courteous manner and in compliance with the principles of fairness, reasonableness, due process and natural justice.
- 4.2 Cycling Ireland members are to participate in a sporting manner, not deliberately endanger fellow participants and refrain from any acts of violence, threats or insults.
- 4.3 Cycling Ireland members are to be mindful of the welfare of others.
- 4.4 Discrimination is not to be tolerated.
- 4.5 Cycling Ireland members are to present a positive view of cycling to the public at large.
- 4.6 Cycling Ireland members must not engage in behaviour that amounts to, or could be construed as, abuse of any kind including sexual, physical and emotional abuse.
- 4.7 Disparaging or inflammatory remarks are not to be made on websites, social media outlets etc. under the control of Cycling Ireland or its constituent Provincial Executives, Commissions or Clubs nor is content that is hateful, threatening, pornographic or that contains nudity or gratuitous violence to be posted.

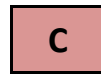
APPENDIX AT.10 – TRACK PENALTIES LIST



WARNING



FINE

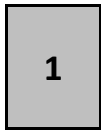


RELEGATION

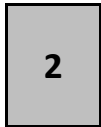


DISQUALIFICATION

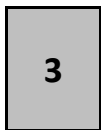
Movements of Riders on the Track



For not holding their line during the final sprint



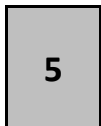
For riding on the blue band



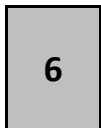
For not having held their line during the last 200 meters of the race



For irregular movement to prevent the opponent from passing



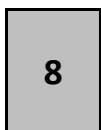
For dangerous riding during the race



For entering the sprinters lane when the opponent was already there



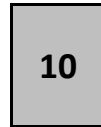
For moving down towards the inside of the track when an opponent was already there



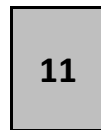
For moving down towards the inside of the track and forcing another competitor off the track



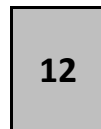
For crowing their opponent with the intention of causing them to slow down



For moving outward with the intention of forcing the opponent to go up



For going down too quickly after overtaking their opponent



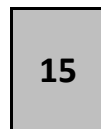
For deliberate and flagrant fault against



For causing the crash of their opponent



For having blocked an opponent



For pushing their opponent

Behaviour

Advertising

- 16** For delaying the start
- 17** For ignoring Commissaires instructions to leave the track during a race
- 18** For failure to obey Commissaires instructions
- 19** For failing to maintain proper control of the bicycle
- 20** For taking off their helmet while on the track
- 21** For incorrect behaviour behind derny
- 22** For cheating/collusion
- 23** For carrying an item onto the track that can fall on the track
- 24** For dropping an item on the track
- 25** For unauthorised feeding
- 26** For behaviour that causes damage to the environment
- 27** For assault, intimidation, insults, threats, improper conduct between riders
- 28** For assault, intimidation, insults, threats, improper conduct directed at any other person

- 30** For improper or non-compliant clothing during the protocol ceremony
- 31** For improper or non-compliant clothing during the race

Equipment

- 32** For failure to have the bike or any equipment controlled
- 33** For use or attempt to use any non-compliant material (Bike, electronic device.....)

Intervention of Staff

- 34** for unauthorised person on the safety zone during a race
- 35** for team personnel or equipment blocking access to the track

Absences

- 36** qualified to but not starting without justification

Race Number

- 37** For missing/modified/not visible body number or transponder
- 38** For incorrect body number or transponder

APPENDIX AT.11 – WOMEN’S GRADING

This additional appendix should be read along with Chapters T2 & T3 pages 21-23

CHAPTER T2 CATEGORIES/GRADING

2. Women Licences for Women Junior, Women Senior and Women Master will be issued with the following additional grades

*** Grades may be W1, W2 or W3

Any Woman rider who is member of a UCI registered team will be deemed to be an W+ rider.

CHAPTER T3 - UPGRADING

- 1.add Points will be awarded for the following Women’s races as follows. Note – Women may also collect points in all other events that will count towards their Cycling Ireland Ability Grading System Grade.

- (a) In road races and criteriums up to 50km, points to be awarded **3-2-1**;
- (b) In W1,W2,W3 and Junior races over 50km points to be awarded: 10-9-8-7-6-5-4-3-2-1;
- (c) In any road race with 20 women riders or less points to be awarded 3-2-1;
- (d) National Women’s Series road races points will be awarded 12-11-10-9-8-7-6-5-4-3-2-1;
- (e) National Senior Women’s Road Race Championship – Double points as detailed in (d) above;
- (f) National Women’s **Masters** & Junior Championships, 12-11-10-9-8-7-6-5-4-3.
- (g) National Women’s Time Trial Championships 6-5-4-3-2-1;(Junior, Senior, Masters)
- (h) National Women’s Hill Climb Championship 6-5-4-3-2-1;(not currently approved by CI)
- (i) National Women’s Criterium Championship 12-10-8-6-4-2;
- (j) International Calendar Women’s single day races – Double points awarded as (d) above;
- (k) W1 & W2 stage races – per (a) and (b) above. Time Trial stage points 6-5-4-3-2-1, final general classification - points to be awarded 10-9-8-7-6-5-4-3-2-1.;
- (l) International Calendar stage races or Women’s stage races deemed to be National Tours – per stage as (e) and (g) above, final general classification points to be awarded 34-32-30-28-26-24-22-20-18-16-14-12-10-8-6.

Points Table – Women’s Grading																
Placing		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Additional															
RR up to 50km	T3.1(a)	3	2	1												
RR over 50km	T3.1.(b)	10	9	8	7	6	5	4	3	2	1					
Race 20 riders or less	T3.1.(c)	3	2	1												
National Women’s Series	T3.1.(d)	12	11	10	9	8	7	6	5	4	3	2	1			
National Senior RR Champ	T3.1.(e)	24	22	20	18	16	14	12	10	8	6	4	2			
National Masters & Junior RR Champs	T3.1.(f)	12	11	10	9	8	7	6	5	4	3					
National TT Champ	T3.1.(g)	6	5	4	3	2	1									
<i>National HC Champ</i>	<i>T3.1.(h)</i>	6	5	4	3	2	1									
National Crit Champ	T3.1.(i)	12	10	8	6	4	2									
UCI Race Single Day	T3.1.(j)	24	22	20	18	16	14	12	10	8	6	4	2			
W1 & W2 Stage Race Final GC (1)	T3.1.(k)	10	9	8	7	6	5	4	3	2	1					
UCI Stage Race/National Tour Final GC (2)	T3.1.(l)	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6
Note (1) - Stage Points as (a) and (b), above in respect of road stages with 6-5-4-3-2-1 for TT Stage																
Note (2) – UCI Stage / National Tour Points as (e) and (g) above																

- 3.add (a) Women newcomers to the sport will be granted a W3 licence. Those returning to the sport after an absence will normally be granted an W3 licence, however this may be reviewed following an application to the National Women's Grading Officer.
- (b) A W3 or W2 rider who has amassed 15 points, this includes the points carried from the previous year, will be upgraded to W2 or W1 as appropriate with zero points.
- (c) Category W3 or W2 riders may opt to upgrade by one category on their first licence application for the season.
- (d) Riders may apply to the National Women's Grading Officer to be upgraded or downgraded.
- (e) The National Women's Grading Officer may upgrade a rider as they see warranted based upon their first licence application or first race appearance.
- (f) Women's Points are carried through year on year without zeroing or halving as in the Ability system.
- 4.add (a) W1 & W2 Masters riders in their 46th to 49th year may apply, on their first licence application for the relevant licence year, for an W2 or W3 Masters licence with zero points brought forward. Such riders are subject to automatic upgrades during the licence year on reaching the relevant points threshold.
- (b) W1 & W2 Masters riders in their 50th or greater year may apply, on their first licence application for the relevant licence year, for an W2 or W3 Masters licence with zero points brought forward. Such riders are exempt from automatic upgrades during the licence year unless requested by the rider on reaching the relevant points threshold.
- (c) W1 & W2 Masters riders in their 60th or greater year may apply, on their first licence application for the relevant licence year, for an W2 or W3 Masters licence with zero points brought forward. Such riders are exempt from automatic upgrades during the licence year unless requested by the rider on reaching the relevant points threshold.
- 8.add When a grading dispute arises, this may be submitted to the National Women's Grading Officer for resolution.
- 9.add Former International riders will normally be issued with an W1 licence. However, on representation to the National Women's Grading Officer they may be re-graded as W2 or W3.

APPENDIX AT.12 – CYCLING IRELAND PLACE TO PLACE RECORDS

PREAMBLE.

Place to place records may take place from the main post office in one city/town to the equivalent in another city/town. (See Appendix) In the event the record takes place between two locations without a post office, (e.g., Mizen Head to Malin Head) the start and finish locations will be agreed with the Cycling Ireland Sports and Operations Director in advance. Record times will be rounded up to the next full second and may be made in either direction.

Separate records will be recognised for Men and Women riders, Tandems (single & mixed gender) and Teams (which can comprise up to 4 single riders – which may be of mixed gender, with one rider being on the road at any time)

Where no performance exists for a record, the Cycling Ireland Sports and Operations Director shall decide a time which must be attained for record to be claimed.

Eligibility

Place to Place records are open to anyone eligible to represent Ireland in a UCI recognised International Cycling Competition.

Machines should be such that they are eligible to participate in a Cycling Ireland sanctioned Time Trial.

Organisation.

The organisation of a Place-to-Place record attempt is the sole responsibility of record aspirants and/or their support team.

The rider/support team has full responsibility for the safety of those participating in the record attempt.

Notification.

Notification of a place-to-place record attempt will be submitted to the Cycling Ireland Sports and Operations Director, at least three weeks (21 days) prior to the attempt.

This notification shall indicate the first possible date upon which the record may be attempted. Up to four record attempts in either direction may be detailed in a single notification.

If the exact attempt date upon which the record shall be attempted is known, riders should note the record attempt as "in progress". If the exact date is unknown, riders should note the record attempt as "in planning."

Riders must provide final notice of a record attempt moving to "in progress" to the Cycling Ireland Sports and Operations Director a minimum of 36 hours before an attempt.

This will include final information on the direction of the route to be attempted, the proposed start time (with a permissible +/- three-hour window, with the agreement of the timekeeper) and the approved Officials.

All notifications expire at the end of the calendar year in which they are submitted.

An attempt moving to `in progress` status extinguishes all other `in planning` attempts for the remainder of the year for that particular record. (This does not preclude submitting further fresh applications)

In the event of multiple applicants planning attempts on the same date, the Cycling Ireland Sports and Operations Director will decide on the starting times for each applicant.

Officials.

It is the rider/team's responsibility to organise both the commissaire and timekeeper for each record attempt and cover any reasonable expenses incurred during said attempt.

The Commissaire and Timekeeper may be the same person, with prior agreement with the Cycling Ireland Sports and Operations Director. These Officials must be named on the application along with confirmation from each official that they confirm that they will be covering the proposed attempt.

Other than in exceptional circumstances, the Commissaire should be a minimum of Cycling Ireland National A grade.

Other than in exceptional circumstances, the Timekeeper should be selected from the list of Cycling Ireland approved timekeepers.

The Cycling Ireland Sports and Operations Director will approve the Commissaire to be used, ensuring there is no conflict of interests (such as being a family member or member of the same club etc.).

The commissaire should travel in a vehicle separate to the main support team in order to have supervision of the rider at all times during the attempt.

The Commissaire will have the power to discontinue the record, if in their opinion the rules regarding record attempts have been broken.

The commissaire shall complete & submit the relevant post-attempt paperwork to the Cycling Ireland Sports and Operations Director within the timeframe stipulated.

A timekeeper must be present at the finish line and may be present at the start line.

If the timekeeper is absent at the start line, the timekeeper must oversee the start via remote communication both audio and video.

The timekeeper should synchronise stop watches, start countdowns, and see the Rider attempting the record leaving at the agreed start time. The timekeeper can only start the record timing if they can see the Rider on the start line and provide an official countdown for the start.

Route.

Riders may attempt a pre-approved place-to-place record attempt in either direction.

Riders and Teams must always comply with the rules of the road. One-way streets must be covered in the same direction as regular road traffic, and riders shall not ride on designated motorways.

The Rider may complete part of the course by foot but must have their bicycle with them at all times.

Support.

The Rider must ride alone (no other riders or vehicles within 25 metres) and unassisted, i.e., no drafting or slipstreaming at any time during the attempt.

A support vehicle/s may accompany the Rider in keeping with the Cycling Ireland regulations.

No support vehicle should overtake the rider except when moving forward to feed the rider. All service/feeding must be taken from a support crew standing at the roadside. There must be no feeding or support from a moving vehicle.

Communication between Rider and team/support vehicles via radio is permissible for the purposes of navigation, safety, strategy, and mechanical alerts.

Claims

No performance will be considered without a claim on the appropriate Cycling Ireland Record Claim Form, which must be lodged with Cycling Ireland's Sports and Operations Director within one month of the attempt.

All record evidence as required by the claim form will be retained by Cycling Ireland. It is advised the Rider/Team also retains a copy.

In the event of a complaint against a record/rider, this will be dealt with by the Cycling Ireland Sports and Operations Director, and all information/evidence collected by the Commissaire/Support Crew will be required.

Complaints against the validity of the record attempt must be made within 48 hours of the new record appearing on the Cycling Ireland website. This should be addressed to the Cycling Ireland Sports and Operations Director and a decision arrived at within 7 days. If upheld it could lead to the record claim being rejected. The claimant should be advised if such a complaint has been upheld or rejected within 24 hours of the decision being arrived at.

Cycling Ireland will update and maintain all records on the Cycling Ireland website.

Appendix

Recognised records will be between the following locations.

Dublin – Belfast.

Belfast – (London)Derry

Dublin - (London)Derry

Dublin – Galway

Dublin – Limerick

Dublin – Cork

Dublin – Waterford

Dublin – Wexford

Galway – Limerick

Mizen Head - Fair Head

Mizen Head – Malin Head.

The Cycling *Ireland Sports and Operations Director* to whom correspondence should be forwarded – Paul Watson. paul.watson@cyclingireland.ie