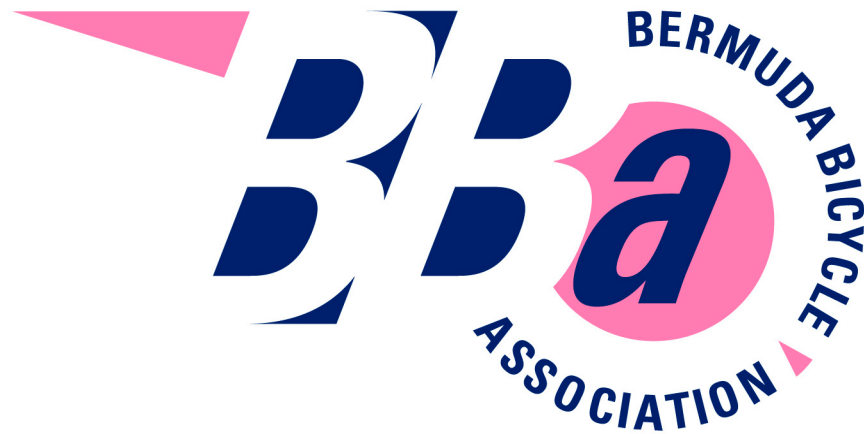


BERMUDA BICYCLE ASSOCIATION

2025 RULE BOOK



This Rulebook is published by the Bermuda Bicycle Association. It is organized as follows:

Chapter 1 General Regulations

Chapter 2 Road and Stage Racing

Chapter 3 Mountain Bike

Chapter 4 Cyclo-Cross

Chapter 5 National Championships

Chapter 6 Discipline

Glossary

Appendices

Copies may be downloaded from the BBA website at www.bermudabicycle.org. Officials are sent a hard copy.

Schedule of fees, Bermuda Bicycle Association Bylaws, Policies, Records, and Results of National Championships may be found online at www.bermudabicycle.org

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Chapter 1

General Regulations

1. GENERAL REGULATIONS

The material in this chapter is applicable to all cycling disciplines unless specifically excluded. In case of conflict, a more specific rule in a discipline-specific chapter supersedes a general rule.

1.A Licenses

1A1. Generalities

- (a)** A license is an identity document that indicates its holder has voluntarily agreed to abide by the regulations, policies, bylaws, code of conduct, and decisions of Bermuda Bicycle Association. It permits the licensee to enter any event for which the licensee is qualified, for which a permit has been issued by Bermuda Bicycle Association, and for which the licensee has properly registered and paid an entry fee.
- (b)** Members of Bermuda Bicycle Association who are full-time residents of Bermuda and who indicated on their application for membership that they are to be licensed are considered to be a license holder.
- (c)** The license or electronic proof thereof must be presented whenever requested by a duly authorized person (race official, race director, Bermuda Bicycle Association staff). If the license does not have a photograph on it, then the licensee must also be prepared to provide a photo I.D.
- (d)** The license shall be issued to and used under the exclusive responsibility of the licensee or, in the case of a minor, the licensee's parent or legal guardian.
- (e)** The issuing of a license is subject to payment of a license fee as established each year in the Schedule of Fees.
- (f)** An annual license is valid for one year, from January 1 through December 31. However, Bermuda Bicycle Association may choose to begin issuing licenses for the following year prior to January 1st at its discretion.
- (g)** A license holder may not hold a Bermuda Bicycle Association license in the same year that he holds a license from another country.
- (h)** Bermuda Bicycle Association issues annual licenses only to licensees who reside in Bermuda. Licensees residing in foreign countries must be licensed by that country.
- (i)** Annual racing licenses are available to members who have a

minimum chronological age of 6.

1A2. License Functions

Bermuda Bicycle Association issues annual licenses for the following functions:

- (a) Rider, Coach, Manager, Mechanic, Official, Soigneur, Doctor, Paramedical Assistant, Team Director, Driver, Race Director, Agent.
- (b) A licensee carrying out multiple functions must be duly licensed for each function.

1A3. License Types

Bermuda Bicycle Association issues three types of licenses:

- (a) **Domestic licenses** are annual licenses valid only for participation in events in Bermuda.
- (b) **International licenses** are annual licenses valid in Bermuda or any country for events sanctioned by a cycling federation affiliated with the UCI. International licenses are required for UCI events held within Bermuda.
- (c) **One-day licenses** may be purchased onsite at any Bermuda Bicycle Association sanctioned event and are valid for a single day of racing. One-day licenses may not be used for Championship events.

1A4. Issuing Procedure

- (a) Bermuda Bicycle Association licenses may be purchased either manually by filling out and signing a hard-copy or electronically through the facility identified on the Bermuda Bicycle Association website.
- (b) **Liability Release.** All persons applying for a license are required, as a condition of issuance of the license, to read, agree to, and sign an agreement and release of liability in a form determined by Bermuda Bicycle Association.
- (c) All persons who are under the age of 18 years must also have their parent or legal guardian read, agree to, and sign an agreement and release of liability in a form determined by Bermuda Bicycle Association. A parent or legal guardian of a minor may revoke that minor's license by written notice to Bermuda Bicycle Association.

1A5. License Format

Licenses will have the following characteristics:

- (a) The license is in the form of an identification card with information on the front and back.
- (b) The front of all licenses indicate the member's name, license number, date of birth, gender, and full address.
- (c) The back of all licenses carries the statement that the member is agreeing to abide by the rules and regulations of Bermuda Bicycle Association as well as the anti-doping policies of BSADA and WADA.
- (d) A racing license also indicates the racing age of the rider, citizenship status, UCI code, the affiliated club(s) and race team(s), if any, of which the rider is a racing member, and the rider's racing categories.
- (e) An international license also includes the rider's nationality, a space for a photo, and spaces for the rider's signature and the signature of the President of Bermuda Bicycle Association.

1.B Rider Nationalities

1B1. Riders have a nationality that specifies for which country they may compete internationally and in whose National Championships they may participate. This nationality is specified on their international licenses by a three letter code established by the UCI.

1B2. A rider holding multiple nationalities shall choose between them on the first application for a license. This choice is final for the rider's entire career barring the specific changes as indicated below.

1B3. Changes to a rider's racing nationality are set by the UCI, with current criteria set forth in Part 1 of the UCI Regulations.

1.C Rider Classes

1C1. Age-based Classes

All riders are classified according to age as shown below. All ages are based on racing age, which is the year of the event minus the rider's birth year. A rider's racing age in cyclo-cross is his age on December 31st of the year that the cyclo-cross season ends. Cyclo-cross season begins on September 1st of one year and ends on the last day of February of the following year.

- (a) **Youth** riders are riders with a racing age of 8 and under.
- (b) **Juniors** are riders with a racing age between 9 and 18.

- (c) **U23** riders have a racing age from 19 through 22.
- (d) **Senior/Elite** riders have a racing age of 23 through 29.
- (e) **Master** riders have a racing age of 30 and over. However, master riders may choose to hold elite status.

Professional riders are always considered Elite and not Master even if they are over 30.

1.D Rider Categories

1D1. Riders may choose one of the following categories:

- (a) **Road:** A, B and C for men and women; Women for women only;. Juniors may race in the adult categories if they wish unless restricted by the Race Organizer or in the case of a National Championship. For Individual Time Trials the categories will be 11-12, 13-14, 15-16, 17-18, Open (19-39), Masters 1 (40-49), Masters 2 (50-59) and Masters 3 (60+), with separate categories for men and women.
- (b) **Mountain Bike:** A and Novice for men and women; Junior 13-16, Junior 12 and Under. Juniors may race in the adult categories if they wish unless restricted by the Race Organizer or in the case of a National Championship.
- (c) **Cyclo-cross:** Categories will be determined by the Race Organizer as appropriate and in consultation with the BBA.

1.E Rider Upgrading and Downgrading

1E1. General Information

Rider upgrades are handled through Bermuda Bicycle Association's Racing Committee. The request should be sent to the Chairman of the Racing Committee.

1E2. Road Upgrades

- (a) A rider may request an upgrade at any time during the year.
- (b) All requests must be made no later than 48 hours before a race in which the rider would like to have the upgrade effective.

1E3. Road Downgrades

- (a) A rider who wishes to downgrade may request a downgrade from the Chairman of the Racing Committee.

- (b) Requests must include an explanation of the reasoning for the downgrade.
- (b) Riders who are granted a downgrade may not request an upgrade at a later point in the same season.

1E4. Mountain Bike Upgrades

- (a) A rider may request an upgrade at any time during the year.
- (b) All requests must be made no later than 48 hours before a race in which the rider would like to have the upgrade effective.
- (c) Points earned at a lower category will not be transferred to the higher category.

1E5. Mountain Bike Downgrades

- (a) A rider who wishes to downgrade may request a downgrade from the Chairman of the Racing Committee.
- (b) Requests must include an explanation of the reasoning for the downgrade.
- (c) Riders who are granted a downgrade may not request an upgrade at a later point in the same season.

1E6. Mountain Bike Downgrades

A rider who feels he has advanced too quickly or is otherwise no longer competitive in his category may ask for reclassification by submitting a written request to Bermuda Bicycle Association identifying his results and reasoning.

1.F Officials

1F1. Licensing and Categories of Officials

- (a) Officials are licensed and categorized according to the positions of responsibility to which they may be appointed. Categories C through A represent increasing proficiency, with separate categories for different disciplines. Beyond Category A are the designations BBA National Commissaire, UCI Elite National Commissaire and International Commissaire.
- (b) Whenever practicable, the assignment of duties shall be rotated between equally qualified officials.
- (c) Any licensed official, in order to remain in good standing with Bermuda Bicycle Association, must be fully paid-up member of

Bermuda Bicycle Association and complete any required training.

- (d) Race officials are licensed by Bermuda Bicycle Association and act as independent contractors for the Race Directors of the events they work; the fact that an official has been trained and licensed does not imply that he/she has the right to any particular race assignment.
- (e) For selection, nomination and evaluation of officials, the primary characteristics to be considered include, but are not limited to, an individual's abilities to apply Bermuda Bicycle Association regulations impartially, decisively, and correctly, and to effectively and reliably manage cycling competitions in a manner that fosters respect for the sport of cycling.

1F2. Assignment

- (a) The duties of the assigned officials (Chief Referee, Chief Judge, Starter, Race Secretary, etc.) shall be performed by licensed officials. One person may perform more than one duty.
- (b) Licensed officials who are assigned Bermuda Bicycle Association's Racing Committee and who attend a race event for the sole purpose of officiating, shall be paid in accordance with the Schedule of Fees. Payment shall be processed by the Treasurer of Bermuda Bicycle Association following receipt of confirmation by the Race Director.
- (c) The fact that an official has been trained and licensed does not imply that he has the right to any particular race assignment.

1F3. Uniform

All officials shall wear the designated uniform while acting as an official at an event. A "Bermuda Bicycle Association Official" emblem shall be visible on the front of the uniform. All officials at a given race should wear the style of uniform specified by the Chief Referee.

1F4. Chief Referee

- (a) The Chief Referee supervises the general sporting aspect of each race. The Chief Referee is empowered to interpret and enforce the rules of Bermuda Bicycle Association and to make a ruling on any point that is not specifically covered in the rules.
- (b) The Chief Referee may neutralize, shorten, suspend, or cancel any race if dangerous conditions or hazardous weather or any other "force majeure" arises.
- (c) The Chief Referee has the power to penalize or recommend

suspension of any licensee who refuses to obey instructions of officials or who commits other offenses.

- (d) The Chief Referee shall invoke penalties for infractions of the rules except suspension. A decision of the Chief Referee under the racing rules is final, subject only to the hearing of a protest.
- (e) The Chief Referee will assign duties for each event to the other officials and may delegate authority to them.
- (f) The Chief Referee shall prepare an invoice for payment of officials of the race event to the Treasurer of Bermuda Bicycle Association.
- (g) The Chief Referee shall submit any appropriate occurrence reports on approved forms directly to the Bermuda Bicycle Association office immediately following the race event, along with the waivers for the injured riders, and within five days shall submit a race report, a copy of race results, and all applications for licenses sold on-site directly to the Bermuda Bicycle Association office.
- (h) No Race Director for an event nor any person who is a member of a club that organizes or sponsors a given race shall be appointed as Chief Referee of the same event unless there are no other qualified officials available.

1F5. Assistant Referees

- (a) The assistant referees shall act in an advisory capacity to the chief referee. They shall position themselves so as to best observe any infractions of the rules, watch closely, and report to the chief referee at the end of the race. They shall report all rule violations whether or not a protest is received. Reports of infractions shall be made in writing and signed by the official.
- (b) The assistant referees shall inspect bicycles as needed, both before the race and in the case of apparent mishaps, and report infractions to the Chief Referee.

1F6. Starter

- (a) It is the Starter's responsibility to see that riders are called at the appropriate time and to inform them of the distance they will ride and of any special rules governing the race. If the finish line is at a different place than the start, the riders must be informed of its exact location.
- (b) Starter should ensure that riders reporting to the starting line are properly attired, and that their numbers are in good condition and properly placed. The Starter shall not permit riders to start whose

uniforms or equipment do not conform to the rules.

- (c) The Starter shall alert other interested officials and staff when the race is about to begin, shall judge whether there has been a valid start, and shall stop the race when called for by the rules.

1F7. Chief Judge

- (a) The Chief Judge is in charge of the overall results process at a race. This includes determining the finish order of the race, finish times of the riders as appropriate for the discipline, number of laps completed, any mid-race competitions, and any additional rankings of the riders, such as omnium or stage race standings.
- (b) Protests may be made to the Chief Judge concerning preliminary postings of results, but the decision of the Chief Judge on finish order and time is final.
- (c) The Chief Judge will maintain a record of riders entered in the race, and will provide a report of riders starting the various events to the Chief Referee so that charges and fees owed to Bermuda Bicycle Association may be calculated.
- (f) The Chief Judge works with the Registrar to develop the start list, the Starter to ensure that there is a record of which riders started, and the Chief Referee to be certain that the results reflect any penalties assessed by the Chief Referee.
- (g) When the Race Director has hired a professional timing company, the Chief Judge works in conjunction with them and verifies their results.

1F8. Assistant Judges

The assistant judges assist the Chief Judge in the results process. A timing/photo-finish operator is considered to be an assistant judge.

1F9. Registrars

The registrars shall confirm that each entrant is listed on the official listing of Bermuda Bicycle Association licensees or has presented a valid racing license (or direct electronic proof of said license), is the person named on the license, and is qualified and properly entered according to the rules of the race event.

1F10. Race Secretary

- (a) Shall work closely with the Chief Referee, Chief Judge and Starter in the seeding of riders and is responsible for ensuring the start lists produced by such seeding are generated.

- (b) Shall work closely with the results company and is responsible for ensuring the accuracy of start lists and race results generated by the results company.
- (c) Shall ensure that a log is kept of the identifying number assigned to each of the communiqués generated, start lists, race results, and Race Jury/Chief Referee communiqués.
- (d) Shall work closely with the Race Director to ensure all communiqués are copied and distributed appropriately.
- (h) Shall be responsible for keeping a complete set of all the communiqués issued and results and, at the completion of the event, producing a book for the Race Director, Bermuda Bicycle Association, Chief Referee, and Chief Judge.

1F11. Assistant Chief Referee

An Assistant Chief Referee may be appointed when there are two (or more) distinct competitions held under the same permit. The scope of responsibility will be specified in the appointment, but the Assistant Chief Referee generally runs one or more of the competitions and assists with event management and paperwork.

1F12. Minimum Age for Officials

An official who is a minor may not perform the function of a Referee, Registrar, or Chief Judge.

1.G Races

1G1. Race Permits

Bermuda Bicycle Association issues permits to organize Bermuda Bicycle Association-sanctioned events. The issuance of an event permit is solely within the discretion of Bermuda Bicycle Association in accordance with its rights and responsibilities as the National Governing Body of cycling.

1G2. Mixing of Classes, Categories, and Genders

- (a) **Eligibility**
No rider may race in a class or category other than that which is stated on his or her license, other than as allowed below.
- (b) **Women** may enter any men’s race for which they are eligible by age, category, and any performance requirements.
- (c) A Race Director may offer races for combined classifications and categories but the categories in a given race must be the same for all age groups.

- (d) Riders with foreign Elite licenses and riders classified as Elite may not enter Masters races in a discipline for which they have Elite status.

1G3. Prizes

- (a) The complete Prize list, with values for each place, shall be available to competitors on the day of the event. Prize evaluations shall be based on the retail prices.

- (b) **No Disincentives**

No prizes or prizes of value greater than the last place prize may be offered for poor performance, such as a prize for the last rider across the finish line.

1.H Bicycles

1H1. Characteristics

Bicycles used in competition must be propelled solely by the rider's legs and shall have the following characteristics:

- (a) **Dimensions**

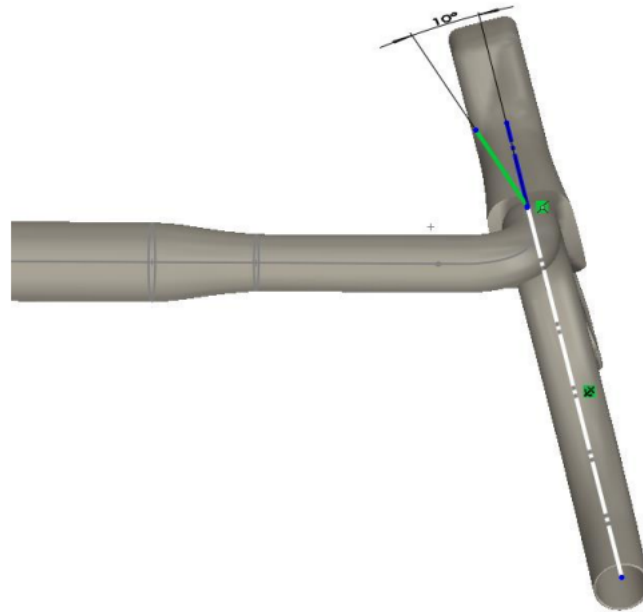
Bicycles may be no more than 2 meters long and 75 cm wide, except that tandems may be up to 3 meters long.

- (b) There may be **no protective shield**, fairing, or other device on any part of the bicycle, which has the effect of reducing air resistance except that spoke covers may be used.

- (c) **Wheels** may be made with spokes or solid construction. No wheel may contain special mechanisms to store and release energy. In cyclo-cross, the tire must not incorporate any type of spike or stud.

- (d) The **handlebar** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to minimize danger without impairing steering. In road and cyclo-cross races, handlebars used for steering with ends, features, or attachments that extend forward or upward or that provide support for other than the rider's hands are permitted only in time trial. Handlebar coverings are limited to standard handlebar tapes and wraps. No additional padding, shapes or supports designed to facilitate resting the rider's forearms on the bars are allowed in massed start road events. Brake hoods - The centre plane of the Brake Hood Body must align with the centre plane of the Traditional Handlebars (Drop area). In order to ensure that the braking system may be operated both safely and as designed (or intended), by pulling on the levers with the hands on the lever

supports, a maximum inclination of 10 degrees is permitted between the two planes. See illustration below:



- (e) Bicycles commonly known as **recumbent** may not be raced in Bermuda Bicycle Association races unless there is a separate race for this category of bicycle, and then may be used only in that category.
- (f) **A massed-start bicycle** is a road or track bicycle that is legal in all events within the road or track discipline, rather than a bicycle that is restricted to particular events. Handlebars for massed-start bicycles may not have forearm supports nor handlebar extensions or attachments that point forward.
- (g) Time trial events may restrict the competitors to mass-start bicycles in one or more classes, provided that the restriction is stated in the race announcement and technical guide. This includes time trials in stage races.
- (i) Rider Position. 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.
- (j) A **Single Speed** is any type of bicycle, meeting all other requirements of a massed-start bicycle, with no means of altering the gear ration in any way during the race (blocked shifters or blocked out gears are allowed). For National Championships or where prohibited by event special regulations, Single Speed bikes may possess only one rear freewheel cog and only one front

chainring.

1H2. Equipment

Riders are responsible for their selection of competition equipment and for taking reasonable precautions to ensure that its condition is adequate and safe for use in competition.

- (a) To maintain compliance with these regulations, the equipment and uniform of one or more riders may be examined at any time to discover the use of items which are not allowed or which are obviously improperly adjusted, insecurely fastened, or which may present a danger to the rider(s). The Chief Referee shall prohibit the use of any such items discovered during the examination. Such examinations are conducted at the discretion of the Chief Referee. An examination of every rider's equipment is not required.
- (b) Bermuda Bicycle Association and any Race Director or sponsor, and their respective agents, officials, employees and volunteers, shall not be liable for any damages or injuries arising from or connected in any way with the condition or adequacy of any rider's competition equipment or uniform, regardless of whether or not such competition equipment or uniform was examined or was not determined to be in violation of the rules.

1H3. Bicycle Types

- (a) For road, cyclo-cross and MTB races, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.
- (e) A handcycle is a 3-wheeled cycle with standard bicycle drivetrain and standard bicycle crankarms. The cycle must be operated by pedaling and shifting using only the upper body to perform said functions. The maximum wheelbase for a handcycle is 72 inches. Handcycles must have a chainring guard to protect the rider from the drivetrain. All handcycles must have 2 separate working brake calipers (or discs) and a fully-functional lever for each.

1H4. Young Junior/Youth Bicycles

All riders aged 14 and under are restricted to massed-start bicycles as defined in 1G1(f). These bicycles must also have at least 16 spokes and no wheel covers may be used.

1.I Rider's Uniform

1I1. Helmets

At all times when participating in an event held under a Bermuda Bicycle Association event permit, including club rides, any rider on a bicycle or motorcycle shall wear a protective, securely fastened helmet that satisfies

the standards specified in Bermuda Bicycle Association Policies. (Policy I, Sections 1 and 2 – see appendices.) "Participating in an event" means riding a bicycle in the vicinity of a race at any time between the beginning of registration and the last awarding of prizes, but does not apply to riding rollers or stationary trainers in order to warm up.

1I2. MTB downhill and 4X events

For MTB downhill and 4X events, a full-face helmet must be worn. Full-face helmets must also be worn for Dual Slalom at National Championships.

1I3. MTB gravity events

For all MTB gravity events, additional padding is strongly recommended. Examples: body armor, elbow and kneepads and full finger gloves

1I4. Motorcycle Helmets

Motorcycle helmets complying with the Bermuda Auxiliary Bicycles Act 1954 standards must be worn by all motorcycle drivers and passengers in races and club rides.

1I5. Jerseys

Jerseys must be worn in all races and shall cover the shoulders.

- (a)** Sleeveless jerseys are allowed only in non-international MTB races and individual time trials. Skin suits may not be worn in Pro gravity events per UCI rules.
- (b)** No additional equipment, whether worn over or under a rider's uniform, which has the effect of reducing wind resistance is permitted, except in the case of inclement weather, additional covering designed solely to protect against precipitation or cold may be worn. However, shoe covers are permitted in any conditions.
- (e)** **National Team Jerseys**
Members of National teams must wear the uniform designated by Bermuda Bicycle Association. This uniform may be worn only while actually representing Bermuda.

1I6. Communication Devices

Riders may not use radios, telephones, or other such communication devices. No earpieces may be worn; audio playback devices are expressly forbidden.

1I7. Chip Timing/Scoring

- (a)** Chips for timing/scoring are provided by the Race Director, who may require a deposit that shall be refunded on return of the chips in good order.

- (b) Riders shall place the chips as prescribed by the Race Director and in such a way that they will activate the chip sensor upon passing the line.

1.J Racing Rule Generalities

1J1. Scope

- (a) For Olympic and other international events, and the activities of UCI teams, the applicable regulations of the UCI shall take precedence over Bermuda Bicycle Association regulations.
- (b) National Championships for 17-18, U23 and professional riders will be run under UCI rules, except as specifically noted elsewhere in these rules. At the discretion of Bermuda Bicycle Association, other races for 17-18, U23 or professional riders that are used to qualify riders for national teams or international competition may use UCI rules, either completely or in part.
- (c) These Racing Rules apply to all races authorized by Bermuda Bicycle Association, including national championships.
- (d) Whenever a specific rule is in conflict with a more general rule, the specific rule takes precedence.
- (e) Exceptions to these rules may be made only with prior approval of the Racing Committee in a particular race event. A request for exception should be made in writing to the Racing Committee.
- (f) **Time Period.** An entrant in an event held under Bermuda Bicycle Association regulations shall be subject to these rules from the beginning of registration for the first event to the completion of the event, including the last awarding of prizes.

1J2. Violations of Rules

- (a) **Penalties.** The following actions may be taken when Bermuda Bicycle Association regulations are broken, in general order of increasing severity: warning, fine, relegation, disqualification, suspension. Riders may be disqualified from all subsequent events in a race series held under a single event permit for a period of up to 10 days.
- (b) Recommended penalties for first offenses under normal circumstances are given in Chapter 8.

- (c) A rider who is disqualified after having collected prizes for an event must promptly return any prizes and prizes won in the event, though this obligation shall be stayed while a protest or hearing is pending.
- (d) Fines issued to licensees must be paid to Bermuda Bicycle Association directly. Licensees who fail to submit their fine within 15 days of their notification shall be suspended until said fine has been paid.

1.K Start of a Race

1K1. Starting Time

No heat or race may be started before the time stated in the official race announcement except with the consent of all registered riders in the heat or race. It is the rider's responsibility to report at the appointed time and location for the start of the race.

1K2. No Delays

No licensee may unnecessarily delay the start of a race. However, a brief delay to replace a punctured tire may be allowed if a replacement wheel, ready for immediate use, is available at the starting line.

1K3. Starts

Starts or the resumption of racing shall be signaled by a single gunshot, whistle, or waved flag. The Starter alone judges the validity of the start. The stopping or neutralizing of the race because of a false start or other conditions specified in the rules shall be signaled by a double gunshot or double whistle.

1K4. Started in the same manner

All competitors shall be started in the same manner, either all with holders, all with one foot on the ground, or all with a rolling start. Holders may not step over the starting line at the start of a race.

1.I Finish of a Race

1L1. Judging

The finish of a race shall be judged when the front tire first penetrates the imaginary vertical plane passing through the leading edge of the finish line.

1L2. Beginning of the last lap

The beginning of the last lap of a race will be announced by ringing a bell and display of the number 1 on the lap card. If the finish line is off the immediate course, the bell shall be sounded at the point of departure on the preceding lap.

1L3. Bell be rung by error

Should the bell be rung by error on the wrong lap, the judges shall record the order of the finish at the end of that lap. The Chief Referee shall decide whether to declare these results final or rerun some or all of the race. The Chief Referee may bar from the rerun any rider who appeared to have no chance to win a prize had the bell been rung on the proper lap.

1L4. Dead Heats

- (a) Should two or more riders make a dead heat for a qualifying place in a trial heat, they shall be allowed to enter the final, subject to more specific rules of each discipline.
- (b) Should two or more riders make a dead heat for first place only, they shall reride the final sprint for 1,000 meters to determine the winner or may ride a shorter distance considered sufficient by the Chief Referee to allow for a fair settlement. If the dead heat is for any other place, the riders concerned shall be declared equal and the prizes for those places shall be added and equally divided or duplicated at the discretion of the Race Director.

1L5. Early Finish

After the first competitor has finished, the Chief Referee may excuse one or more riders from completing the distance in order to secure a place, which would clearly have been won by finishing. The Chief Referee may also excuse from completing the distance a rider who, by accident or withdrawal of others, is the only competitor left in the race.

1L6. Results tabulation

- (a) The Chief Judge assigns places to as many finishers as possible, including timing data as appropriate. If a group of riders cannot be separately placed, they are given an equal placing.
- (b) Riders who fail to take the start line are entered as "did not start" (DNS).
- (c) Riders who withdraw from the race of their own accord are entered as "did not finish" (DNF).
- (d) Riders who are unable to finish because of a mishap, or because they are out of contention and withdrawn by the officials are generally entered as DNF, except in the specific cases noted in these rules. However, in some instances the Chief Referee may instruct the Chief Judge to assign places to riders withdrawn by the officials, and to include them in the results. If so, the Chief Judge shall place the riders based on their relative positions at the time that they were withdrawn.

- (e) It is the responsibility of the Race Director to provide resources appropriate to the scale of the race for results acquisition and production. The Race Director's staff is responsible for reproduction and distribution of the results.

1L7. Results posting

The Chief Judge will inform the riders of the time and place where the results will be posted or announced, and the Chief Judge shall be available there to resolve any protest. Prizes may not be distributed until all protests which affect the podium and awards have been answered and at least 15 minutes have passed since the results were announced.

1.M Conduct

1M1. Misconduct

No rider shall benefit from his or her misconduct. Misconduct on the part of a team member or support person may result in penalties to any member of the team.

1M2. General Misconduct

The following offenses may be punished by suspension or lesser penalties:

- (a) Acts of theft, fraud, dishonesty, or grossly unsportsmanlike conduct in conjunction with a sporting event;
- (b) Offering, conspiring, or attempting to cause any race to result otherwise than on its merits.

1M3. Identity Fraud

No licensee may enter a race under an assumed name nor conspire to allow another rider to enter a race under an assumed name. This includes fraudulent use of another rider's license, racing numbers, or timing/scoring chip.

1M4. Rules and Course

It is the rider's responsibility to familiarize themselves with the rules of the event and the racecourse before the start of the race. Riders may not take any other route or short cut. The fact that tape or barriers may have moved or fallen shall not stay the responsibility of the rider to stay on the designated route.

1M5. Withdrawal

Riders must immediately follow a Referee's order to withdraw from the race.

1M6. Abuse

- (a) No rider or other licensee may be disrespectful toward anyone at a race.
- (b) No rider or other licensee may use foul or abusive language or conduct during a race event.
- (c) No licensee may assault (an unlawful attempt, coupled with the present ability, to commit a violent injury on the person of another) or do battery (any willful and unlawful use of force or violence upon the person of another) to anyone connected with any event held under a Bermuda Bicycle Association permit.
- (d) Violent assault and/or battery as described in 1M6(c) committed by a licensee against a race official at a Bermuda Bicycle Association permitted event shall be subject to additional penalties.

1M7. Abrupt motion

No rider may make an abrupt motion so as to interfere with the forward progress of another rider, either intentionally or by accident.

1M8. Dangerous Rider

Any rider who appears to present a danger to the other competitors may be disqualified by the Chief Referee, either before, during, or after a race.

1M9. Pushing or pulling

Pushing or pulling among riders is prohibited in all races. No rider may hold back or pull an opponent by any part of his or her clothing, equipment or body.

1M10. Crash

Competitors may make no progress unaccompanied by a bicycle. In the case of a crash, they may run with their bicycles to the finish line, staying on the course.

1M11. Crash Penalties

A licensee may be penalized for causing a crash or spill through inadequate tightening or adjustment of a bicycle component, including gluing of tires.

1M12. Non-Competitor on Course

A rider may not be on the track or course during a race for which he has not entered and registered, or from which he has withdrawn or been directed to withdraw.

1M13. Alcohol

No person with official responsibilities at a race (including, but not limited to, race officials, marshals, race directors, timing or results companies, and race announcers) shall consume alcoholic beverages or other

intoxicants while races are in progress and any such person who appears to be under the influence of alcohol or other intoxicating substances shall be promptly relieved of responsibilities.

1M14. Gambling

No person with official responsibilities at a race (including, but not limited to, race officials, race announcers, marshals, timing or results companies, or Race Directors) may lay a wager on the outcome of the race they are participating in.

1.N Protests and Hearings

1N1. Order of Finish

All protests concerning the order of finish shall be examined and resolved by the Chief Judge.

1N2. Qualification/Classification

All protests regarding the qualification of riders or bicycles or the regularity of entries or classifications should be lodged with the Chief Referee before the race.

1N3. Procedure

The above protests may be made verbally and no deposit is needed. All other protests must be in writing, signed by the protestor, and accompanied by a deposit as specified in the Schedule of Fees on the Bermuda Bicycle Association website. Protests in single events must be made within the following time limits:

- (a)** A protest of foul riding or any other irregularity taking place during the race must be made within 15 minutes after the protestor's finish time.
- (b)** A protest regarding the final results must be made within 15 minutes after the announcement of results in order for riders to be eligible for prizes.
- (c)** For any protests made after the awards ceremony, any rider's right to prizes is waived.
- (e)** Once the results have been finalized onsite and the awards have been given out, any further results protests concerning order of finish may be submitted directly to Bermuda Bicycle Association, who will consider them at its discretion. Any such results protests must be submitted at the latest 30 days after the results are posted on the Bermuda Bicycle Association website.

1N4. Protests

All protests, other than those regarding results and placings, shall be heard and decided either by the Chief Referee or by a jury composed of an odd

number of race officials that includes the Chief Referee.

1N5. Hearings

Administrative, eligibility, and disciplinary hearings are processed according to Bermuda Bicycle Association policy. Field of Play decisions made by race officials are not subject to review by a hearing panel, even if those decisions affect eligibility or order of finish.

Chapter 2

Road Racing

2. ROAD RACING

2.A Road Course

2A1. Nature of Course

A road course may be from place to place, around a circuit, out and back, or any combination of these. The course shall not cross itself; there must be no chance that riders may have to cut through other groups of riders.

2A2. Multiple Fields

If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen such that different groups should not overlap. Race Directors are responsible for the planning and coordination of races to generally avoid overlapping of groups on the same course. If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen such that groups will not overlap. If these conditions are not met, the Chief Referee may change the schedule or cancel some or all of the events.

2A3. Finish Line

The finish line shall be perpendicular to the racecourse. For any championship event it shall be a black line of uniform width between 4 and 6 cm painted in the middle of a 72 cm wide white stripe.

2A4. Race Director

The Race Director shall ensure that feeding stations are correctly located, that police and marshal facilities have been established to help ensure the safety of the riders, and that preparations have been made for crowd control at the finish. If these conditions are not met, the Chief Referee may delay or cancel the race.

2.B Riding Conduct

2B1. Center Line

If a course is not closed to traffic, all competitors must keep to the left of the center line or enforcement line.

2B2. Rules of the Road

Riders shall, of their own responsibility, conform to all traffic regulations in force in the area where the race is held.

2B3. Prescribed Course

The responsibility of keeping on the prescribed course rests with the rider. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official. **Use of sidewalks, paths, or cycle paths is strictly prohibited that do not form part of the course.**

2B4. Pace

Taking pace or assistance from any outside means is forbidden, including holding on to a motor vehicle or taking pace from riders in a different race that is concurrently on the same course.

2B5. Mishap

Competitors who suffer a mishap may be assisted in remounting and may be pushed up to 10 meters. **A mishap that is recognized shall be considered a legitimate fall, a puncture, or the breakage of an essential part of the bicycle. All others are considered un-recognized mishaps.**

2B6. Feeding Bottles

Riders are permitted to start with feeding bottles or such refreshments as they wish to carry, but glass containers are strictly prohibited.

2B7. Support

When not otherwise prohibited, competitors may exchange food and drink among themselves. Tires, tools, pumps, wheels, and bicycles may be exchanged only among members of the same team and a rider may not sacrifice himself for another rider unless on the same team. Such items may also be handed from a person on foot, but not directly from a moving vehicle, except in those circumstances designated by the Chief Referee.

2B8. Feeding

The passing of food or refreshments to competitors shall be at the discretion of the Chief Referee. Riders may not discard materials that are not biodegradable; they may pass or throw such material to support personnel in places far from any bystanders.

2B9. Position on the bicycle. Riders must observe the standard position as defined by 1I1(k). 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.

2.C Individual Road Race**2C1. Circuit Course**

If a circuit course is used for an individual road race, the distance should be at least 5 km per lap.

2C2. Individual road races

Individual road races shall be massed start races, in which all riders start from the same mark, or handicap races, in which starting positions are assigned in accordance with past performance so as to give all riders an equal chance at winning.

2C3. Lapped rider

A lapped rider or one who has fallen too far behind and is considered to be

out of contention may be called off the course by the Chief Referee. Riders on different laps may not give or receive pace from one another. A lapped rider must not interfere in any prime sprint or finishing sprint and must ride sufficient laps at the end so as to cover the entire distance in order to qualify for a prize, unless excused by the Chief Referee from covering the full distance.

2C4. Caravan.

- (a)** Only vehicles authorized by the Race Director may follow races on the road and each such vehicle shall bear distinctive identification, visible from both front and rear. The composition and structure of the race caravan must be approved by the Chief Referee and all vehicles shall operate under the officials' control.
- (b)** Drivers of support vehicles shall keep to the left of the road and shall follow the rules of the road. Should a support vehicle need to stop, it shall always pull off the road on the left side.
- (c)** Riders may be assisted only at the rear of the group, regardless of the rider's position in the race. No rider may be assisted at the front of a group.
- (d)** Caravan vehicles may pass a referee's vehicle only with the permission of the referee.
- (e)** In the case of a breakaway, a support vehicle may drop in between the breakaway riders and the main group only with the permission of a referee.

2C5. Feeding

- (a)** Riders may be supplied with food or drink in either of two ways, as planned jointly by the Race Director and Chief Referee:
 - (i)** in specified feed zones by hand-ups from the Race Director's staff or the rider's support staff;
 - (ii)** from support vehicles during the race.
- (b)** Any riders accepting food or drink from spectators, provided that this is not an organized service, shall do so at their own risk.

2.D criterium

2D1. Definition

A criterium is a closed-loop course entirely closed to traffic. The length of the course is between 600 m and 5 km.

2D2. Direction

Riders may only ride in a forward direction on the course but may dismount and run backward to a repair pit when it is safe to do so.

2D3. Alternative Methods

The following are alternative methods for handling lapped riders or riders out of contention in criteriums. The method chosen by the Race Director with the Chief Referee must be clearly explained to the riders prior to the start of the race.

- (a)** A rider who falls so far behind as to be considered out of contention may be removed from the race by the officials and may be placed according to the distance covered and placing amongst those pulled that lap.
- (b)** Alternatively, lapped riders may be permitted to remain in the race and all will finish on the same lap as the leaders. At the finish, these riders will be placed according to the number of the laps they are down and then their position in the finish.

2D4. Lapped Riders

Riders on different laps may not give or receive pace from one another. A lapped rider must not interfere in any prime sprint or finishing sprint.

2D5. Free Lap Rule

Riders shall normally cover the distance of the race regardless of mishaps and must make up any distance lost on their own ability unless a free lap is granted for mishaps. Unless the official race announcement states that no free laps will be allowed, one free lap may be granted for each mishap subject to the following rules. On courses shorter than 1 km, two free laps may be allowed for a given mishap.

- (a)** Bicycle inspection and repairs must be made in an official repair pit. If announced in advance by the Chief Referee, riders are permitted to cut the course to get to a pit, but only while the Free Lap Rule is in effect. There should be repair pits at intervals of 1 km around the course.
- (b)** There must be a referee stationed in each repair pit to determine if the mishap was a legitimate one and if the rider is entitled to a free lap.
- (c)** A rider who is granted a free lap must return to the race in the position held at the time of the mishap. A rider who was in a group shall return at the rear of the same group the next time around. A rider returning to the race after a free lap shall be ineligible for sprint prizes for one lap thereafter.

- (d) A rider granted a free lap must re-enter the race before the final 5 laps of the race; after that point in the race a rider in the pit is losing ground on the field.

2D6. Feeding

Feeding is not permitted unless specifically authorized by the Chief Referee.

2D7. Primes

Primes are sprints within a race. They may be for the lead riders or any group or field of riders. A bell shall be sounded on the lap preceding the prime sprint at the appropriate line for that prime sprint. The line used for prime sprints need not be the same as the start or finish line. Primes may be either predetermined for certain laps or spontaneously designated under the supervision of the Chief Referee. All primes won shall be awarded to riders even if they withdraw from the race. Lapped riders are not eligible for primes except in the following situation: when a breakaway has lapped the main field, riders in the main field and the breakaway riders are then both eligible for primes. When primes are announced for a given group, only riders in that group or behind it at the beginning of the prime lap are eligible.

2D8. Field finish option.

If two or more riders have lapped, or are about to lap, a substantial group of riders, the Chief Referee may direct all lapped riders to sprint early, usually two to four laps before the end of the race, then retire. The decision to do this shall be communicated to the riders several laps in advance of the final sprint. No continuing rider may take pace from a rider who has finished.

2.E Individual Time Trial

2E1. Courses

Courses may be out-and-back, around a circuit, or one way. Only out-and-back and circuit courses may be used for record purposes.

2E2. Road bicycles

Road bicycles shall be used. Bicycles with a front hand brake and fixed wheel may also be used.

2E3. Starting order

Starting order may be chosen by random selection, by numeric order, or by seeding (normally fastest last).

2E4. Starting times

Starting Times shall be at equal intervals, normally one minute.

2E5. Start

- (a)** Each rider shall report to the starter at least three minutes before his scheduled starting time and shall start at the scheduled time. If a rider appears later than the appointed starting time, the start will be allowed only if it does not interfere with the riders starting on schedule. If it does interfere, the rider may be further delayed. In case of a late start, the appointed time shall be used in computing the results. A rider who leaves the line early shall have that time added to his overall time as a penalty unless an electronic starting mechanism is triggered on the rider's start.
- (b)** The rider shall be held at the start, but shall neither be restrained nor pushed.

2E6. Rider Conduct

- (a)** On an out-and-back course, riders shall stay to the left of the centerline or enforcement line at all times.
- (b)** No rider shall take pace behind another rider closer than 25 meters (80 feet) ahead or 2 meters (7 feet) to the side.
- (c)** No two riders may ride abreast other than when attempting to pass and such attempts shall not be maintained beyond a distance of 500 meters. If the pass is not made cleanly within 500 meters, the caught rider must drop back to a distance 25 meters behind the rider who caught him.

2E7. Support Vehicles

The Race Director and Chief Referee will decide whether support vehicles will be allowed. Rules governing support vehicles in an Individual Time Trial are as follows:

- (a)** Support vehicles must be authorized and under the control of the Chief Referee to be on the course.
- (b)** Each rider may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
- (c)** A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10 meters behind the rider, except when the rider has a foot on the ground.
- (d)** A support vehicle may not take a position between two riders unless there is a distance of at least 75 meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.

- (e) No attendant may lean or hold any piece of replacement equipment out of a vehicle.
- (f) No rider may be handed supplies during a time trial, whether from a support vehicle or not.

2.F Team Time Trial

2F1. Teams

Teams may be made up of two or more riders. The distance, timing basis, and number of riders who are required to finish must be specified in the official race announcement. Times may be based on any specified finishing position or on the sum of the times of any specified finishers.

2F2. Course

- (a) Courses may be out-and-back, around a circuit, or one way. Only out-and-back or circuit courses may be used for record purposes.
- (b) The recommended minimum roadway width is 12 meters for an out-and-back course; otherwise a minimum of 8 meters is permitted. A warming-up area at least 2 km in length adjacent to the starting area is recommended.
- (c) The turnaround point for an out-and-back course should be at a place where the roadway is sufficiently wide to permit the riders and any following vehicles to turn smoothly.

2F3. Road Bicycles

Only road bicycles shall be used.

2F4. Starting interval

The starting interval between teams will normally be at least two minutes, but may be increased according to the course.

2F5. Starting order

Starting order may be chosen by random selection, by numeric order, or by seeding (fastest last).

2F6. Start

- (a) Each team shall report to the starter at least three minutes before their scheduled starting time and shall start at the scheduled time. If a team appears later than the appointed starting time, the start shall be allowed only if it does not interfere with other teams starting on schedule. If it does interfere, the team may be further delayed. In case of a late start, the appointed time shall be used in computing results.

- (b) The riders from each team shall line up side by side at the start. All riders shall be held at the start and shall neither be restrained nor pushed. When there are too few holders, all riders must start with one foot on the ground. All teams must start in the same manner.

2F7. Championship events

In championship events, teams shall normally consist of four riders and the team time is the time of the third rider. Thus, at least three riders must finish.

2F8. Teammates

Teammates on different laps may not work together.

2F9. Pushing

All pushing of riders is forbidden, even among teammates.

2F10. Pace

No team shall take pace behind another team closer than 25 meters (80 feet) ahead, or 2 meters (7 feet) to the side.

2F11. Exchange

The exchange of food, drink, minor repair items, help with repairs and exchange of wheels or bicycles shall be permitted solely among members of the same team.

2F12. Support Vehicles

The Race Director and Chief Referee will decide whether support vehicles will be allowed. Rules governing support vehicles in a Team Time Trial are as follows:

- (a) Support vehicles must be authorized and under the control of the Chief Referee to be on the course.
- (b) Each team may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
- (c) A bullhorn may be used to communicate with the riders. Support vehicles shall at all times remain at least 10 meters behind the riders, except when a rider has a foot on the ground.
- (d) Support vehicles shall not be allowed to drive in front of or beside its team but must remain at least 10 meters behind the riders and must not pass any rider until there is a 75 meter gap between the riders, or until the referee decides that it is safe. Should this distance

diminish, the support vehicle shall immediately drop back behind the following rider.

- (e) No attendant may lean or hold any piece of replacement equipment out of a vehicle.
- (f) No rider may be handed supplies during a team time trial, whether from a support vehicle or not.

2.G Stage Racing

2G1. Definition

A stage race is an event with a common entry, run on consecutive days, comprising a sequence of road races (i.e., individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. Riders must successfully complete each stage in order to be eligible for the next one. In stage races by time, the sum of the rider's times for each stage determines the final results. In stage races by points, the sum of the rider's points for each stage determines the final results. Stage races shall be conducted in accordance with General Racing and Road Racing rules as modified by specific exceptions given below. The Race Director shall prepare a technical guide - a complete set of race regulations that specify how each stage will be conducted.

2G2. Placings

(a) Competitions in stage races by time

The following placings are normally determined for stage races by time:

- (i) Individual general classification
- (ii) Individual points classification
- (iii) Individual climbing classification
- (iv) Team general classification.

There also may be other special classifications, such as most aggressive rider or best young rider. Other forms of classifications may be substituted for the various placing criteria cited above. Prizes are normally offered for both stage placings and for overall placings at the end of the stage race.

(b) Timing procedures

Each stage shall be timed in the same manner as a single-day event, with stage results in seconds for massed-start events and seconds and fractions for time trials.

- (i) In mass-start events, all riders of a group reaching the finish together shall be credited with the same time unless the

group is drawn out, in which case a new time shall be recorded at each break in the group.

- (ii) A new time is assigned when there is a difference of one second or more between the back of the rear wheel of the last rider in a group and the front of the front wheel of the first rider of the following group.
- (iii) The fractions of a second from time trial stages are discarded before calculating team or individual general classification, so that general classification is calculated in whole seconds.
- (iv) If there is a team time trial, the race technical guide shall specify how the times for teams are determined. If the stage is included in individual general classification, the technical guide shall specify how individual stage times are determined as well.

(c) Individual General Classification

- (i) Each rider's general classification shall be calculated by summing that rider's time in all individual stages, taking into account any time bonuses and penalties. In case two or more riders are tied in their final general classifications, their order shall be determined by adding the fractions of a second from the individual time trial stages (including the prologue) back into the total time. If this does not resolve the tie, the next method is adding their places obtained in each stage except team time trial stages. Should this not suffice to break the tie, their places in the final stage shall decide the order. Other methods for breaking ties may be used if specified in the race regulations.
- (ii) Time bonuses may only be awarded for massed-start stages. If bonuses are awarded they shall be as follows:

	1 st Place	2 nd Place	3 rd Place
Stage Finish	10"	6"	4"
Half-Stage Finish	6"	4"	2"
Intermediate Sprint	3"	2"	1"

No bonuses for intermediate sprints may be awarded during stages or half-stages unless a bonus is also awarded at the finish.

(d) Competitions in stage races on points.

- (i) The primary competition is individual general classification. It is calculated by summing points won in stage finishes and in intermediate sprints and subtracting any point penalties. Prizes are generally offered for individual stage finishes and final individual general classification.
- (ii) Different stages may have different schedules of points. There may also be points awarded for mid-race sprints. The race technical guide should specify the schedule of points to be used, and the method of breaking ties. If no schedule is specified, the default is points to the top 15 places: 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point. The default method of breaking ties is the finish order in the most recent stage.
- (iii) Point penalties may be imposed. Specific penalties may be specified in the race technical guide, or the Race Commission may adapt the penalties for stage races on time by converting them to points.
- (iv) There may be other competitions, such as sprints, climbing or team classification. The format of the competition should be specified in the technical guide.

2G3. Equipment

(a) All riders of a given team shall wear identical jerseys in all stages; however, the race leader and each leader in other categories shall wear special jerseys provided by the Race Director, provided that one is supplied that fits the rider concerned. Leadership jerseys may be worn only for the duration of the race and as long as the leadership lasts. Current National or World Champions on the road may also wear their jerseys instead of their standard team jersey.

(b) Rider and Frame Numbers

All entrants shall use the rider and frame numbers provided by the Race Director. All riders shall, unless physically impossible, fit to the front of their bicycle frames the plate bearing the same number as appears on their back number. Alternatively the frame number can be fit to the seat post.

2G4. Special Procedures

(a) Start

For individual events, unless stated otherwise in the race regulations, riders and support vehicles shall be present at the signature checkpoint at least 15 minutes before the announced time of the start and sign-in shall close ten minutes before the announced starting time.

(b) Road Course

- (i) Any change in route shall be decided jointly by the Chief Referee and the Race Director. Once adopted, such a decision shall be immediately transmitted to all Team Managers.
- (ii) Should some or all riders head off in the wrong direction, the Race Director's staff shall do all in their power to redirect such riders back to the correct route at the point at which they left it, but they shall not be held responsible for routing errors by riders. Should such riders be in the lead, but the redirecting back to the correct route cancels that lead, no account may be taken of that loss as all riders are expected to know the route to be followed and shall bear full responsibility for any such incidents.

(c) Finish

- (i) In the case of a **group finish**, the Chief Judge shall attempt to place as many riders as possible and those who follow shall be placed equal up to the point where individual riders can again be identified.
- (ii) A rider who suffers a mishap in the last three kilometers of a road race stage or after free laps have ended in a criterium stage shall be given the same finish time as the riders he was with at the time of the mishap, provided that the mishap was observed or otherwise verified by a race official. The rider shall be given his actual place across the finish line, or last in the stage if he is unable to cross the line. Free laps in a criterium will be considered to have ended when the rider is unable to rejoin the race due to free laps expiring as set forth by regulation 2D5 (Free Lap Rule) as long as the rider is otherwise eligible for a free lap.

This rule shall not apply in cases of a hill climb finish. The Race Commission shall determine the applicability of this rule to particular stages and circumstances.

- (iii) Whenever a road race **finishes on a circuit** of 10 km or less, no more than one circuit should be ridden. On a circuit of 2 to 5 km, only technical support vehicles are permitted on the circuit. On a circuit of 2 km or less, the riders' times shall be taken at the entrance to the circuit and no vehicles will be permitted on the circuit except those of the referees.
- (iv) **Riders must normally finish each stage within a time limit** equal to the winner's time plus a percentage, as specified in the race regulations. However, if the number of

riders beyond this time cut exceeds 20% of those who started the stage, then the time cut may be extended if so decided by the Chief Referee after consultation with the Race Director. All riders finishing within the revised deadline shall qualify for the following stages without this setting a precedent for subsequent stages. Unanticipated extreme circumstances will be decided by the commissaires panel.

(d) Incidents

Should an incident or accident occur that interferes with the proper conduct of the race, the officials may decide to take any of the following actions:

- (i) Temporarily neutralize the race;
- (ii) Restart the race, beginning with sign-in; or,
- (iii) Reroute or shorten the stage; or,
- (iv) Cancel the stage and any results of that stage.

(e) Individual Time Trial Stages.

- (i) Individual time trial rules given above in Road Racing rules will generally be used.
- (ii) The **starting order** shall be the inverse of general classification after the previous stage, with the Leader of Individual GC starting last. However, the officials may change the starting order to avoid having two riders from the same team following one another. When a time trial stage is held on the first day, whether as a prologue or a stage, the starting order shall be determined by a drawing of lots by the teams and the order of riders within each team shall be determined by the team manager.

(f) Team Time Trial Stages

Team time trial rules shall govern:

- (i) The starting order of team time trial stages shall be the inverse order of the general team classification, with the exception of the leader's team, which starts last. Where no such classification exists, the starting order shall be determined by drawing lots.
- (ii) The classification of these stages shall count towards the general individual time classification and the general team classification. The race regulations shall determine how times be recorded, including those of riders who drop behind.

(g) Time adjustments in criterium stages

Time adjustments in criterium stages shall be computed as follows, except that further adjustments may be made at the discretion of the Chief Referee in unusual circumstances.

- (i) In a criterium stage where lapped riders are permitted to finish, they should be assigned a time penalty that is the rider's average lap time multiplied by the number of laps the rider is down at the finish. This adjusted time may be computed as follows:

$$A = F \times L / (L - D), \text{ where:}$$

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

D = number of laps this rider was behind the leaders at the finish

- (ii) In a criterium stage where riders who are about to be lapped are required to withdraw, they should be assigned estimated finish times assuming that they would have continued to lose laps at the same rate.

The following formula may be used to compute the estimated finish time:

$$A = W + W / (L - R), \text{ where:}$$

A = adjusted finish time of the withdrawn rider

W = finish time of the winner of the race

L = total number of laps in race

R = number of laps to go in the race at the time the rider was about to be lapped

2G5. Conduct of Participants

(a) Race regulations

Every participant in a stage race shall be expected to read the race regulations before the start. By registering in the race, participants acknowledge the regulations and accept the provisions thereof.

(b) Managers Meeting

The Race Commission and a representative of the Race Director shall meet the Team Managers to comment on the regulations of the event and, if necessary, to draw lots to determine the order of cars for the first stage.

(c) The Team Manager shall:

- (i) Promptly respond to any summons issued by the race commission and represent the team to the Race Director and officials;
- (ii) Ensure that team members arrive promptly for the start of each stage;
- (iii) Ensure that team members adhere to the race regulations;
- (iv) File protests regarding incidents affecting team placings, doing so in accordance with the procedures and deadlines set forth in the regulations.

(d) Withdrawal

Any rider dropping out of the race shall immediately remove his or her racing numbers and shall board the sag wagon or team vehicle. When a rider abandons and enters the team vehicle, the team manager will immediately inform a commissaire of the identity of the rider who abandoned.

(e) Protest

Any protest must be submitted in writing, accompanied by a deposit as specified in the Schedule of Fees, and be filed with the Race Commission within the following deadlines:

- (i) Concerning placings: no later than the close of sign-in for the next stage;
- (ii) Concerning an incident during the race: no later than one hour after the finish;
- (iii) Concerning the final general placings: up to 15 minutes after the official announcement of final placings.

2G6. Race Commission

(a) Functions

Competitive aspects of stage races shall be directed by a Race Commission (a.k.a., Commissaires Panel or Race Jury), which will be composed of three or five officials, including the Chief Referee.

- (i) The Race Commission shall hear and decide on all protests received and shall also decide on all matters of a competitive nature that are not covered by the regulations. They may issue any additional instructions that may be required.
- (ii) All decisions adopted by the Race Commission shall be transmitted to the Race Director, who shall be responsible for informing Team Managers and members of the press.

(b) The Chief Judge

The Chief Judge shall determine the racing time of each rider in each stage. At least one judge shall continue timing finishes until the sag wagon arrives.

Chapter 3

Mountain Bike Racing

3. MOUNTAIN BIKE RACING

3.A Procedures common to all Mountain Bike Disciplines

3A1. Races for Junior 17-18, U23, or Elite riders

Races for Junior 17-18, U23, or Elite riders that are National Championships or used to select riders for national teams or international competition shall use UCI rules. In all other events, Bermuda Bicycle Association rules apply.

3A2. Pre-race briefing

All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the start.

3A3. Bike Use

Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun, with the exception of 24-Hour races as explained in section 3D.

3A4. Repairs

Except as noted in section 3C, all repairs during an event will be performed by the individual racer. No outside support is permitted. Riders whose bicycles are not functional will be allowed to continue to the finish line, where they may be asked to withdraw from the race by the Chief Referee.

3A5. Spare Parts and Tools

Except as noted in section 3C, all spare parts and tools shall be carried by the individual racer, to be used only by that racer; cannibalizing other bikes is not permitted. A racer can only use spare parts or tools that he/she started with at the beginning of the race.

3A6. Race Course

The responsibility of keeping on the prescribed course rests with the rider. A rider is required to stay on the designated trail that is marked and or specified as the race course. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official.

3A7. Laws and ordinances

Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.

3A8. Register Riders

Only riders officially entered in the event may practice or compete on the designated race course, and they must wear their number plates and numbers while practicing. No rider previewing the course may interfere with a race in progress.

3A9. Participation

Riders should be given the opportunity to walk the course and participate in practice runs whenever practical.

3A10. Removing obstacles

Intentionally removing obstacles deemed by officials to be part of the character of the race course is prohibited.

3.B Course Markings

In the interest of consistency in mountain biking, the following course markings are used universally by Bermuda Bicycle Association, UCI, and other national governing bodies.

3B1. Arrow Markings

Arrows mark the entire length of the official course. The arrows will be of a contrasting color on a white background, on signs measuring a minimum of 1' x 2' (30 cm by 60 cm). The signs indicate the course to follow, curves, intersections and warn of situations which are challenging for the competitors. Signs are posted along the course at regular intervals to indicate to competitors that they are on course.

3B2. Intersections

An arrow placed 30 meters before the intersection should mark each intersection. Another arrow is placed at the intersection. The direction of travel is then confirmed by another arrow located 30 meters further in the new direction.

3B3. Hazards

In all hazardous situations, two or three arrows placed upside down must be located 30 meters before any obstacle on a circuit. A hazard on the circuit may be an obstacle, quality of the surface, or angle of the track, or any other condition not specifically addressed.

3B4. Directional Arrows

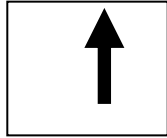
Directional arrows should always be placed on the right and at racing eye level, about three feet from the ground.

3B5. Distances

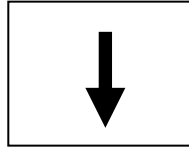
The course should also be marked every half-mile or 1 kilometer with signs indicating kilometers yet to be raced. There may be a sign indicating 1 kilometer to go.

3B6. Signs

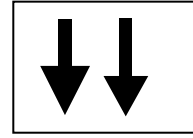
The signs that are to be used on a mountain bike circuit are shown below:



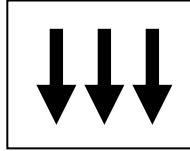
Straight ahead



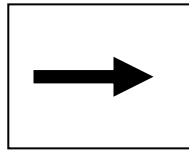
Slow, danger



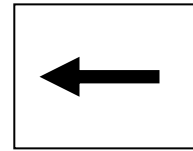
Slower, danger



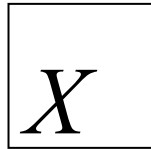
Slower, very Dangerous



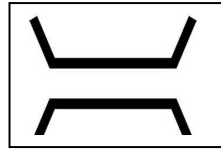
Course turns Right



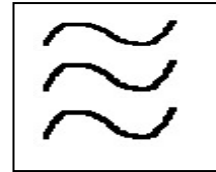
Course turns Left



Wrong way



Bridge ahead



Water crossing

3.C Feeding and Technical Assistance

3C1. Feed/Technical Assistance Zones

Feed/Technical Assistance Zones are permitted in the following events:

- (i) Ultra-Endurance Events (Marathon, 6-Hour, 12-Hour, 24-Hour events)
- (ii) UCI Cross Country (XCO) events (UCI classes only).

3C2. Authorized technical assistance

Authorized technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame and fork. Bike changes are not permitted and the rider must cross the finishing line with the same handlebar number plate that he had at the start.

3C3. Authorized technical assistance location

Technical assistance and feeding shall normally only be given in the feed/technical assistance zones. Physical contact between the feeders/mechanics may only take place in these zones. However, technical assistance may be given between teammates competing in the same race

outside of the technical assistance zones subject to the limitations of 3C2 above.

3C4. Authorized technical assistance zones

Each feed/technical assistance zone should be located on flat or uphill sections which are slow and wide enough for the purpose. The zones should be long enough and reasonably spaced around the course. Double feed/technical assistance zones are recommended.

3C5. Cross country events

For Olympic format cross-country events (XCO) 2 zones will be set up. For marathon format cross country events (XCM) at least 3 zones or opportunities for feeding/service will be set up.

3C6. Staff working in the feed/technical assistance zones

Team staff working in the feed/technical assistance zones must wear team clothing identifiably similar to the clothing of the riders.

3C7. Direction of rider

No rider may ride backwards on the course to reach a feeding/technical assistance zone.

3.D Endurance Events

3D1. Cross Country (XC)

A massed-start competition that is held on a circuit course comprising forest roads, forest or field trails, and unpaved dirt or gravel roads.

- (a) Water shall be available only in designated feed zone(s) as outlined by the Race Director. The Race Director will provide a neutral water zone with water for any race exceeding 90 minutes in length. Official water zones must be accessible and publicized before each race. Feeding (food handouts) may only be done in a designated feed zone. A hand-up to one rider must not cause other riders to slow down or veer off course.
- (b) Racers riding bicycles have the right-of-way over racers pushing bicycles. When practical, racers pushing should stay on the least rideable portion of the path when being passed. A racer pushing or carrying his bicycle can overtake a racer riding his bicycle provided he does not interfere with the rider's progress. Lapped riders may be asked to withdraw at the Finish Line.
- (c) Lapped riders must yield the course to overtaking riders from the same class and category as quickly and efficiently as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.

- (d) In the event two riders are vying for position, the leading rider does not have to yield his position to the challenging rider. However, a rider may not bodily interfere with the intent to impede another rider's progress. Traditional rules of racing apply: the leading rider owns the track.

3D2. Short Track Cross Country (STXC)

A shortened cross-country style race, designed to be spectator-friendly and easily televised. The course is 100 percent rideable regardless of terrain and weather conditions. It is a multiple lap race with lap times not less than 2 minutes for the fastest riders. Race duration is 25-30 minutes at the Pro/Elite level. Spectator viewing and access are key.

3D3. Time Trial (TT)

A time trial competition involves individuals or teams who race against the clock.

- (a) A start list shall be published no less than one hour before the start of the race. The order of start may be determined in various ways:
 - (i) Bib number sequence
 - (ii) Random start determined by the Race Director and/or Chief Referee
 - (iii) Seeding
- (b) The Technical Guide shall specify the number of riders for a team time trial and the rider upon which the timing is determined.
- (c) The Adult/Junior Time Trial is a two-person time trial where one rider must be a Junior (18 and under) and one must be an adult (19 and over). The timing shall be taken on the second rider to finish.

3D4. Multi-Stage Races (XCS)

A stage race is a series of cross-country races in which teams and individual riders may take part. Riders must complete each stage according to the specific procedures for the event in order to be eligible for the next stage. A technical manual must be produced that delineates the timing or scoring (Omnium) procedures for each stage.

- (a) Teams are composed of at least two and a maximum of 6 riders.
- (b) Stage races are run over multiple days, with a maximum of nine days.

- (c) A variety of types of endurance events, with the exception of cross-country eliminator (XCE), may be used for the stages. When a stage finishes on a circuit, times are taken on completion of the laps on the finish line.
- (d) The individual men's and women's general classification on time or points are obligatory. The individual general classification is based on an individual competitor's cumulative time/points for each stage.
- (e) Where two or more riders make the same time/points in the general individual classification, the fractions of a second registered during individual time trials (including the prologue) are added back into the total time to decide the order. If the result is still tied or if there are no individual time trial stages the classifications obtained in each stage are added and, as a last resort, the place obtained in the last stage ridden decides the finish.
- (f) Other general classifications for men and women, such as points general classification, mountains general classification, and the men's and women's team general classifications are optional.
- (g) Both the men and women's team general classification is established by adding the times/points of the two best riders in each stage.
- (h) Bonuses are shown only in individual general classifications. No bonuses are awarded for individual time trial events.
- (i) Vehicle transfers should be kept to a minimum.
- (j) The organizer should provide a leader's jersey for the leader of the individual men and women's general classification.

3D5. Marathon and Ultramarathon Cross Country (MT)

- (a) Any event between 37 and 62 miles (60-100 km) is classified as a Marathon. An event over 62 miles (100 km) is an ultramarathon.
- (b) All Bermuda Bicycle Association Cross Country rules will apply.
- (c) For National Championships, a Marathon course must be either a point to point, or a circuit disputed over one or two laps.
- (d) The Race Director, under the supervision of Bermuda Bicycle Association or the Chief Referee, shall prepare a complete set of race regulations (the technical guide) that specify how each marathon or ultramarathon competition will be conducted.

3D6. Hill Climb

A Hill Climb is a competition of sustained climbing for which the finish line is located at a higher altitude than the start line. A Hill Climb may be a massed-start or an individual start event.

3D7. 24-Hour Racing

- (a)** The Race Director, under the supervision of a Bermuda Bicycle Association Representative and/or the Chief Referee, shall prepare a complete set of race regulations (the technical guide) that specify how each 24-hour competition will be conducted.
- (b)** Each team will designate a team captain. Team captains will represent the team in all official correspondence and communications before, during and after the event. Only team captains may file protests. The team captain must attend the pre-race meeting.
- (c)** Any rider who has entered the course in support of another may bring equipment and tools and may even swap bikes with the rider in need of support. The cannibalizing of bikes is permitted in 24-hour racing.
- (d)** Water and food (hand ups) may be supplied to a racer, by anyone, anywhere on the course. Both the racer and persons providing a hand up must stay well clear of the course during the hand up, so as not to impede another racer.
- (e)** Any racer found intentionally littering the course will be disqualified.
- (f)** Batons, if used, will be handed out upon log-in. Starting racers must have their bikes pre-positioned in the Start/Finish area. The event may use a Le-Mans style start.

Racers must display their official bike handlebar number plate whenever on course. In the case of a bike swap, racers must swap the bike number to the new bike prior to continuing the race

- (g)** The 24-hour National Championships may utilize a "baton" hand off between laps. The end of the first racer's lap automatically becomes the start of the next racer's lap regardless of whether or not there is a racer ready to start.
- (h)** A racer may ride consecutive laps.
- (i)** Loss of the baton, if used by the race, penalties will be set by the race director before the start of the event and included in the pre-race instructions to riders.

- (j)** Drafting other vehicles or a non-registered rider is prohibited.
- (k)** Lighting - Racers entering the course two hours before sunset and up to one-half hour before sunrise must have both primary and secondary light sources installed and in good working order.
- (l)** Once on course, a racer is expected to complete the lap. However, the team has the option of canceling a racer's lap and restarting the lap from the start/finish line with a substitute, should the first racer be unable to complete the lap for any reason, including injury. Any team member can cancel a racer's lap by notifying the timers/official. If a team cancels a racer's lap and is restarting with a new racer, a new baton maybe issued without penalty. However, the team's original baton must be returned to the registrar. The new racer inherits the start time of the canceled racer's lap. Once a cancellation has been made, it cannot be rescinded. The canceled lap does not count as a completed lap.
- (m)** Every team member must complete at least one lap except in the case of a report of occurrence (confirmation of an injury).
- (n)** Each team's final placing will be determined by the number of laps the team has completed and the sequential order of finish within the team's last lap. The last racer's lap for each team must be completed before the end of the 24th hour in order for the lap to be counted.
- (o)** In the case of catastrophic failure due to weather or another extenuating circumstance that prevents the ongoing scoring of the event or creates a racing environment that is deemed too dangerous for the participants, the race may be called as of a certain time. Final results will be calculated in one of two ways as determined by the Chief Referee in consult with the Race Director:
 - 1) The race will be considered over at the point it was called and the results will be taken from the last completed lap, or
 - 2) the riders will be allowed to finish their current lap after the point the race is called and those results will be taken as final.In the case that the race is stopped and restarted, the combined results of both parts of the race will be used.
- (p)** In the event that a racer stops to assist in the care of a seriously injured fellow racer which requires an EMS response, Ghost Rider procedures will be implemented. The EMS personnel will radio to the Log Tent the name and number of the assisting racer. Race staff will then inform the team of the assisting racer to prepare the next rider on their team. That rider will be allowed to start his lap based on the assisting racer's "ghost rider" lap time which will be

based on the fastest of either the assisting rider's average lap time or the team's average lap time.

3D8. Team Relay (TR)

- (a)** The Team Relay is a race among teams of a number of riders determined by the Race Director and/or the Chief Referee. It is held on a circuit, with each team member riding one lap of the course. The riders on the course will pass an item (generally a baton or wristband) to the next rider to take the course. The first team to have all of its members complete the course is the winner.
- (b)** General Cross-Country regulations apply to this event.
- (c)** The Race Director, under the supervision of a Bermuda Bicycle Association Representative or the Chief Referee, shall prepare a complete set of race regulations (the technical guide) that specify how each Team Relay event will be conducted.

3D9. Cross-Country Eliminator (XCE)

- (a)** The course should be completely rideable and avoid singletrack sections to allow competitors opportunities for overtaking another rider.
- (b)** Following a qualification round, riders race against each other in an elimination format (heats) to determine a winner.
- (c)** The start and finish area should be separated.
- (d)** The qualifying Round should have at least 12 riders entered to have a competition. The qualifying round takes the form of an individual timed run of one or two laps of the course.
- (e)** Riders who are DNF, DSQ or DNS in the semifinals may not enter the final for third and fourth.
- (f)** The starting area shall have the following characteristics:
 - (i)** A start grid must be drawn on the ground and extend for 10m.
 - (ii)** The initial straight should be a minimum of 20m before the first significant turn.
 - (iii)** The riders must be lined up next to each other on one line.
 - (iv)** The riders in each heat may choose their starting position in order of their qualifying time.
- (g)** The riders may start with one foot on the ground or be held, consistent throughout the event.

3.E Gravity Events

3E1. Downhill

A downhill competition consists of riders racing one at a time, against the clock. The rider with the fastest time wins or advances to the next round. Racers will start at regular, predetermined start times and compete against others in their class and category.

- (a)** There shall be practice on courses for competitors.
- (b)** A start list shall be published no less than one hour before start of race. Order of start may be determined in various ways:
 - (i) Fastest time from seeding run.
 - (ii) Bib number sequence.
 - (iii) Random start determined by the Race Director and/or Chief Referee.
- (c)** Regular start intervals of 1 minute or 30 seconds are recommended.
- (d)** Each rider shall report to the starter at least three minutes before their scheduled starting time and shall start at the scheduled time. A rider starting early shall receive a time penalty, as determined by the Chief Referee. If a rider appears later than the appointed starting time, the start will be allowed only if it does not interfere with the riders starting on schedule. If it does interfere, the rider may be further delayed. In case of a late start, the appointed start time shall be used in computing the results unless the rider has been granted a new start time as provided elsewhere in these race regulations or in the technical guide for the event. The rider's bicycle must be stationary at the moment of the start.
- (e)** A passing rider has the obligation to pass safely.
- (f)** If a rider leaves the course **for any reason**, the rider must re-enter the course **between the same two course markers** where the rider exited the course.
- (g)** In the event that a rider experiences an unavoidable delay, the rider must report immediately to the Chief Referee or designated official to request a re-run. The Chief Referee will make the determination if a re-run is granted.
- (h)** A rider missing a start time may or may not be given a new start time at the discretion of the Chief Referee or an official designee. At the pre-race meeting, the Chief Referee will give the re-start procedure if any is applicable.

- (i) If a course hold is issued, any rider that was stopped or who missed their scheduled start time must report immediately to the Chief Referee or official designee. The Chief Referee will then determine a re-run order and new start times if applicable. Riders must request the re-run or new start time within 15 minutes of the announcement of the course hold.
- (k) The course must be marked with directional arrows or course tape to notify rider of course direction or hazards. The course must be appropriately marked before the first training session.
- (l) Any rider whose time being 100% slower of that of the first established time is listed in the results as DNF (did not finish). This rule is applied for qualifying round and finals. Under exceptional circumstances the maximum allowed time limit for finishing may be altered during the race. This decision is made by the Chief Referee after consultation with the race director.

3E2. Dual Slalom

These are dual slalom guidelines; there are other options for conducting a dual slalom. Consult the race entry form and attend the mandatory riders meeting for more information.

- (a) Everyone will have at least one run for qualifying.
- (b) The fastest qualifier will be seeded against the slowest, the next fastest with the next slowest.
- (c) Racers will race head-to-head on each course. The rider with the faster combined time will advance to the next heat.
- (d) The rider's bicycle must be stationary and contacting the gate (if used) at the moment of the start. Failure to comply will be considered a false start.
- (e) Alternating left and right, racers must ride around (not over) each gate, with both tire tracks passing on the outside of the gate. Gate judges located along the course, whose decision is final, determine this.
- (f) After the qualification runs, in the final heats, a rider may lose by no more than 1.5 seconds. This maximum differential applies to slow runs or penalties resulting from jump-starts, missed gates or other infractions. A rider who does not finish the run will be eliminated.
- (g) Ties in split times can be broken in the following ways: If overall times are recorded, the tie is broken by comparing the overall

times on the course that both riders completed. If only split times are recorded the winner of the last run is the overall winner.

3E3. 4X

These are 4X guidelines; there are other options for conducting a 4X competition.

- (a)** Riders will have one qualifying run to advance to the final bracket. Ties on time will require a second run among the tied riders.
- (b)** Start Procedure
 - (i) All riders will be required to start at the same point, as designated by the Starter. The rider's bicycle must be stationary and contacting the gate (if used) at the moment of the start. Failure to comply will be considered a false start.
 - (ii) The riders in each group may choose their starting position in order of their qualifying times. The fastest rider gets the first choice of lane.
 - (iii) Once the Starter begins the cadence, the race is considered underway and the cadence may not be discontinued.
 - (iv) If two riders fall before the apex of the first obstacle, the heat will be restarted.
- (c)** The lead rider may take any line available on the track. This also relates to any rider ahead of any other rider. Intentionally moving to initiate malicious contact with another rider, or force a rider off the track is prohibited.
- (d)** During the course of a race, should a rider leave the track as a direct result of contact with another rider, that rider must re-enter the track at the closest place to the exit point that is safe to all riders. The exited riders shall not advance position or miss any gates. A rider re-entering the track in an improved position may delay him/herself to the last position and then continue racing from there and pass through any missed gates.
- (e)** Should a rider leave the track purely on his own accord that rider must make sure no obstacles or gates have been missed before returning to the track safely. (Hay bales, cones, chalk lines or other markers signifying the inside turn are also considered obstacles. These markers on a straightaway including the finish area are not obstacles but only guidelines.)
- (f)** The riders are required to pass through each gate without straddling it, the wheels of the bicycle must follow a path within the course.

- (g) Competition protests regarding qualifying runs must be initiated immediately after the run to the designated official. Once the next round is seeded, no further protests will be accepted.
- (h) The fastest qualifier will be seeded against the slowest and bracketed accordingly.
- (i) The Chief Referee may alter the starting grids when necessary to arrive at heats with approximately equal numbers of participants in each one.
- (j) Riders will race head to head with the first two riders from each heat advancing to the next round.

3E4. Enduro

An extended timed descent or multiple timed descents in single or multiple stages over one or more days. A technical manual should be produced that defines how the event will be scored, either by time or omnium. All stages must be completed to be eligible for a placing.

3.F High School Racing

3F1. Introduction

- (a) High school & middle school mountain bike racing is an individual sport with a team aspect. Riders will compete for individual competitions while earning points for their teams, based on their finish places. Teams are divided into four categories:

High school male	High school female
Middle school male	Middle school female

- (b) Bermuda Bicycle Association rules and regulations apply for high school/middle school mountain bike racing, unless otherwise specified in the race information.

3F2. Course Length and Difficulty

The ideal high school team XC course should be short enough to require multiple loops and composed of terrain that can be completed by beginner riders. The length should be based on the ability of riders to complete the course within specific time frames. For high school riders, the time should be between 45 and 75 minutes. For middle school riders, the time should be between 30 and 45 minutes.

3F3. Categories, Age Limit, Eligibility

High school categories are grades 10-13 (or S1-S4), and can be subdivided if there are enough competitors: Varsity, (grades 12-13(S3-S4), and Junior Varsity, (grades 10-11(S1-S2)). Middle school categories are grades

7-9 (M1-M3). Riders competing in high school team racing shall not exceed 19 years of age at the time of competition. Graduating seniors are eligible to compete for their team until July 31st of their graduating year.

3G4. Team Definition and Scoring

A boy's team shall consist of five or more males from the same school. A girl's team shall consist of three or more females from the same school. Scoring is based on individual results that combine to produce team results. If a team does not have enough riders to satisfy these requirements, scoring defaults to the next highest number of team members. Home or alternative schooled riders should default to local and state rules regarding joining a team outside of their schools.

Chapter 4

Cyclo-cross

4. CYCLO-CROSS RACING

4A. Course and obstacles

4A1. The course shall be held over varying terrain including roads, country or forest paths, and open terrain alternating in such a way as to ensure changes in the pace of the race and allow the riders to recuperate after difficult sections.

4A2. The course shall be rideable in all conditions, regardless of the weather. Clay or easily flooded areas, such as fields, should be avoided.

4A3. The course shall form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable

4A4. Over its full length, the course shall be a minimum of 3 meters wide and be well marked and protected. The use of dangerous elements, such as wires (barbed or not), and sharp or uncapped metal poles shall be forbidden. Furthermore, the course shall not be placed near any object that could constitute a danger for riders.

4A5. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line. For championships and other major events eight lanes with a width of 75 cm and a length of 10 meters shall be marked off at the start line to facilitate organizing the riders into starting order.

4A6. The starting stretch shall be a minimum of 200 meters in length and at least 6 meters wide to allow the field to string out properly. It shall be as straight as possible and not downhill. The first narrowing or obstacle after the starting stretch may not be abrupt, but shall allow all the riders to pass easily.

4A7. The finishing stretch shall be a straight line. It shall have a minimum length of 100 meters and a minimum width of 6 meters for championships or 4 meters for other events (6 meters is recommended). It shall be flat or uphill.

4A8. The starting and finishing stretches shall be free of obstacles.

4A9. Obstacles (a) An obstacle is a part of the course likely to require riders to dismount. (b) The total length of obstacles should not exceed 10% of the course distance. (c) The maximum length of an obstacle is 80 meters; the maximum height is 40cm. (d) The course may include a maximum of 6 artificial obstacles. (e) Artificial sand pits shall be between 40 and 80 meters in length and at least 6 meters wide, on a straight part of the course. The entrance and exit to a pit shall be at the same level as the course (no drop-off or step up).

4A10. The course may include a single section of temporary artificial barriers. This shall consist of two barriers of wooden or other non-metallic

material, standing vertically, up to 40cm tall, between 4 and 6 meters apart, and taking up the full width of the race course. The surfaces of the barriers must have no gaps from the top to the ground. Barriers may be placed on flat or uphill terrain; downhill barriers are expressly forbidden. Either or both of the planks referenced above may be replaced by one or two tree logs whichever the case may be. If a tree log is used, its maximum thickness shall be below 40cm. Otherwise, all rules applicable to the specifications of planks shall apply to tree logs as well.

4A11. Races which are not UCI events, national championships, or used to qualify riders for national teams or international competition may have two additional sets of temporary artificial barriers (3 total). The barriers must meet the specifications in 4A10, and the total number of artificial obstacles may not exceed 6. The addition of additional temporary barriers should be done only in unusual circumstances (e.g., local tradition at a particular event or the lack of suitable terrain).

4A12. The course may cross bridges or footbridges provided that they are a minimum of 3 meters wide and that there is a guard rail on both sides. A non-slip surface (carpet, wire mesh, or special anti-slip paint) shall be used on bridges and 4 footbridges. A separate footbridge shall be provided for spectators.

4A13. No acrobatics on the part of the riders shall be required to overcome obstacles.

4A14. Having consulted the Race Director, the Chief Referee may decide that artificial obstacles shall be removed if the circuit is unusually slippery.

4A15. Feeding is generally not permitted unless specifically authorized by the Chief Referee. If authorized, there is normally no feeding in the first two and final two laps of the race, and a temperature of at least 68 degrees is recommended. The location for feeding will be determined by the Chief Referee in conjunction with the Race Organization.

4B. Equipment pits

4B1. An equipment pit is the only part of the circuit where riders can change wheels or bicycles.

4B2. Two equipment pits shall be located around the course, in agreement with the Chief Referee, in places where speeds are not high but not on stony, gravel, or downhill stretches. They shall be straight and free of obstacles. If, during each lap, the course passes two points sufficiently close to each other, just one pit – known as a double pit – may be set up at that point. A double pit is required for championships and recommended for other events.

4B3. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked by tape at the very least. The pit lane shall be a minimum of 3 meters wide at all points. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics and stationing of bicycles and equipment.

4B4. The equipment pits shall be sign-posted and marked by means of a yellow flag at the beginning and the end of where the course is divided between the race and pit lanes.

4B5. In championship events, a supply of water for cleaning equipment shall be available in the immediate vicinity of the equipment pits. The water supply and connections for high pressure cleaning equipment shall be made freely available.

4C. Equipment changes

4C1. A rider may use the pit lane only to change a bicycle or wheel(s) or for other mechanical assistance.

4C2. Changing of equipment shall be done at the same point with no advance in the rider's position.

4C3. A rider passing the pit entrance and continuing beyond the pit exit (yellow flagged area) may not enter that pit, but must continue around the course to the next pit. A rider not passing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance.

4C4. The exchanging of wheels or bicycles between riders shall be forbidden.

4D. Starting

4D1. The riders shall assemble in the roll-call zone a maximum of 10 minutes before the start.

4D2. For championships, the call up order shall be listed on the race announcement, information pamphlet, or at registration.

4D3. Any rider causing a false start shall be disqualified.

4E. Duration of races

4E1. The length of the race may be specified by number of laps or by time.

4E2. In events based on time, the number of laps to be ridden shall be determined on the basis of the time of the first rider to complete 2 full laps. From the 3rd lap on, the laps to go will be displayed at the finish line.

4F. Abandons

4F1. Riders dropping out shall immediately remove their body number, leave the course, and may not cross the finish line.

4G. Overtaking

Lapped riders must yield the course to overtaking riders as quickly, efficiently and as safely as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.

4H. Finish

4H1. Before the start of a race, it should be announced whether lapped riders will be pulled or remain in the race. If riders are to be pulled, the following applies: (a) Riders who have been lapped shall continue the lap to a designated location before the finish line and withdraw, under the control of the officials. (b) The Chief Referee may, after consulting with the Race Director, impose the 80% rule. Under this rule, riders whose time gap to the race leader is at least 80% of the race leader's time (calculated using the leader's first lap) will be pulled by the officials except in the final lap. The number of 80% is merely an approximation based on a typical course; the intent is that all riders should be pulled before they are lapped. (c) Riders who have been pulled because of lapping or the 80% rule will be listed in the results based on their position when pulled and the number of laps remaining. The results will list the number of laps remaining after the lap on which they were pulled.

4H2. If lapped riders are permitted to continue in a race, they finish on the same lap as the leader, and are placed according to the number of laps down and then on their order of finish.

Chapter 5

National Championships

5. CHAMPIONSHIPS

The following sections apply to National Championships in the disciplines and age groups specified.

5.A Organization

5A1. National Championships

The rights to organize National Championships may be awarded to local Race Directors who meet the requirements established by the Bermuda Bicycle Association.

5A2. Participants

Massed start races with fewer than 10 participants may be combined with another category at the discretion of the Bermuda Bicycle Association and the Chief Referee with riders being scored separately at the end of the event.

5A3. Defending National Champion

In National Championship events, the defending National Champion (in that event) shall be given highest priority in call-ups except if the event is otherwise run under UCI rules.

5A4. Para-cycling National Championships

Para-cycling National Championships for cyclists with disabilities may be held in conjunction with other national championships. Classifications of para-cycling riders and regulations of competition will follow the Functional Classification System outlined by the UCI.

5.B National Championship Eligibility

5B1. Eligibility

National Championships are open only to riders who hold a Bermuda Bicycle Association rider annual license and those Bermuda nationals who are not normally resident in Bermuda.

- (a)** The title of National Championship may only be held by a Bermudian and is awarded to the highest placing Bermudian in that class.
- (b)** The first finisher in the class will have the title Champion, regardless of nationality.
- (c)** Regardless of any general rule pertaining to National Championship eligibility, any National Championship that is a direct qualifier for the World Championships or Olympic Games may only be entered by riders who are eligible under international regulations to enter those events as part of the Bermuda team.
- (d)** In National Championships, women may not enter men's events.

- (e) Competitors 18 years or younger may not enter the Open category race.

5.C Road Championships

5C1. Events

Road Championships shall comprise three events: road race, criterium, and time trial.

5C2. Courses

National Championships shall follow and adhere to the course characteristics and regulations as outlined in Chapter 3.

5C3. Non-championship events.

Non-championship events may be held at the discretion of Bermuda Bicycle Association, to be in conjunction with the already established national championship events.

5.D Mountain Bike Championships

5D1. Format

Mountain bike national championships shall be cross-country format.

5D2. Non-championship events.

Non-championship events may be held at the discretion of Bermuda Bicycle Association, to be in conjunction with the already established national championship events.

Chapter 6

Discipline

6. DISCIPLINE

INTRODUCTORY NOTE TO USE OF THIS TABLE.

This Table of Penalties includes only matters likely to be encountered by Race Officials in the course of an event. Disciplinary measures should generally be imposed in accordance with the scale of penalties given below. The Chief Referee or Race Commission may increase or reduce any penalty based upon the gravity of the offense(s) committed.

The offenses are described in the table in an abbreviated descriptive form only. If you are uncertain as to applicability of a particular rule, review the complete text of the rule before imposing a penalty.

In imposing discipline remember that the philosophy is that a rider must not benefit from his/her misconduct or that of his/her team or support personnel. See Rule 1N1

Disciplinary measures, including warning, relegation, disqualification (DSQ), monetary fines and/or recommendation for suspension, also may be imposed by a Chief Referee with respect to any offense or inappropriate conduct not specifically set forth in the table below.

Time penalties applicable in time trials are set forth in section 5F.

In stage races, relegations affect only stage placing, but time penalties affect individual general classification. However, the race commission may choose to apply some time penalties to team G.C.

FINES

Fines and penalties should be progressively increased to riders or other licensees committing more than one offense or for multiple offenses of the same nature. Care and common sense should be exercised in assessing fines to lower category riders as other penalties are likely to be just as effective and far less burdensome.

SUSPENSIONS

Some serious offenses warrant additional penalties such as a suspension. Neither a Chief Referee nor a Race Commission can impose a suspension. Suspensions are handled by Bermuda Bicycle Association Racing Committee. Whenever a Chief Referee or Race Commission believes a suspension is indicated, a suspension request or recommendation should be submitted to the Chairman of the Racing Committee as soon as possible. The disciplinary request should state the nature of the offense, identify the licensee(s) against whom the suspension(s) is/are recommended, and provide a statement of the facts and circumstances warranting the suspension. Suspensions can be for a period of days, a racing season, a period of years, or for life, depending upon the specific actions or offenses. Typical suspension periods for the various classes of infractions are set forth in section 5G.

6.A Rules of General Application in all Disciplines

6A1. Equipment and Clothing Infractions

6A1(a)	Failure to wear a helmet in the course of the event. [<i>While not actually racing.</i>]	1 st - Warning 2 nd - DSQ + \$20 fine
6A1(b)	Intentionally removing helmet during race	DSQ
6A1(c)	Failure or refusal to wear chips as prescribed.	Warning, Relegation, and/or \$20 fine
6A1(d)	Wearing non-essential clothing	Start Refused
6A1(e)	Arriving at start without helmet	Start Refused
6A1(f)	Carrying glass container	\$35 fine
6A1(g)	Illegal Bicycle (bicycle not conforming to equipment requirements)	If noticed prior to start and not fixed or corrected, start refused, otherwise DSQ
6A1(h)	Number invisible, badly positioned or covered at finish	Warning, Relegation or \$20 fine
6A1(i)	Abandoning race without informing an official	Warning
6A1(j)	Use of a mobile phone or audio entertainment device during race	DSQ
6A1(k)	Use or possession of radio or other 2-way communication equipment	DSQ

6A2. Theft, Fraud and Dishonesty

6A2(a)	Rider competing in a class or category for which he/she is not eligible	DSQ + suspension
6A2(b)	Competing without valid entry into race or fraudulent entry into race, or identity fraud.	Start refused or DSQ and suspension
6A2(c)	Theft, fraud, attempted fraud, or other acts of dishonesty	Start refused or DSQ and suspension
6A2(d)	Race Fixing	DSQ + suspension
6A2(e)	Theft of food or drink	DSQ

6A3. Threats and Violence

6A3(a)	Acts of violence among riders	DSQ + no other entry for 72 hours + suspension
6A3(b)	Assault and/or battery on a race official	DSQ + no other entry for 72 hours + suspension

6A4. Dangerous Conduct

6A4(a)	Illegal or dangerous throwing or tossing of an object into a crowd	Warning or DSQ
6A4(b)	Discarding a glass object	DSQ
6A4(c)	Pushing or pulling among riders	Relegation or DSQ
6A4(d)	Dangerous Riding; or conduct posing a threat to any person(s) other than the perpetrator.	Relegation or DSQ

6A5. General Misconduct and/or Prohibited Acts

6A5(a)	Failure to respect instruction of commissaires or race administration	Relegation or DSQ
6A5(b)	Unsportsmanlike conduct, including but not limited to, Foul or abusive language; insults and rude behavior.	Relegation or DSQ and possible suspension
6A5(c)	Starting at an incorrect time or location	DSQ
6A5(d)	Forward progress unaccompanied by a bicycle	Relegation or DSQ
6A5(e)	Causing a crash due to inadequate tightening or adjustment of equipment	Relegation or DSQ and possible suspension
6A5(f)	Non-competitor on course during a race	Relegation or DSQ and possible suspension
6A5(g)	Person with official responsibilities at race consuming alcoholic beverages or other intoxicants	Immediately Relieved of duties and suspension
6A5(h)	Re-crossing the finish line in the direction of the race while still wearing a racing number	Warning
6A5(i)	Failure to attend official ceremonies when required	Forfeiture of prizes

6A5(j)	Failure to sign in when required	Warning
6A5(k)	Public urination	Relegation and/or \$20

6.B Penalties Applicable in Road Races

6B1. Course deviations, traffic violations, rules of the road

RULE #	DESCRIPTION	PENALTY
6B1(a)	Center Line Rule	Warning for accidental crossing; relegation or DSQ for advancing position; Suspension for dangerous attack.
6B1(b)	Rules of the Road (local traffic laws) and/or failure to obey traffic laws when the course is not closed to traffic.	1 st – warning 2 nd – Relegation or DSQ
6B1(c)	Willful deviation of the course, attempting to place without covering the entire course, or resuming the race after being transported in a vehicle.	DSQ
6B1(d)	Unintentional course detour that constituted an advantage	DSQ

6B2. Illegal Assistance

6B2(a)	Hand sling between teammates	Both riders -- Relegation to last of group
6B2(b)	Taking pace from riders in another race on the course	Relegation or DSQ
6B2(c)	Excessive pushing after a mishap	Relegation or DSQ
6B2(e)	Exchange of bicycles or wheels between riders of different teams	Warning or relegation
6B2(f)	Hand sling or pushing between riders on different teams	DSQ
6B2(g)	Being pushed by a spectator	Warning
6B2(h)	Illegal assistance to a rider during a circuit finish	Relegation to end of group
6B2(i)	Pushing off a motor vehicle	Relegation or DSQ
6B2(j)	Non-regulation mechanical or medical assistance or	1 st - Warning 2 nd - Relegation

	supply of refreshments, or behavior of a team manager damaging the image of cycling, e.g., sticky bottles, moving mechanical repairs, etc.	
6B2(k)	Support personnel leaning or holding supplies out of a vehicle	Ejection from Race
6B2(l)	Motorcycle carrying equipment other than wheels	DSQ of driver
6B2(m)	Riders have lost contact with the field taking the lead in a breakaway after being lapped by the leaders	Warning then DSQ
6B2(n)	Leaders taking assistance from riders who have lost contact with the back of the field	Warning then DSQ

6B3. Sprints and illegal contact

6B3(a)	Failure to maintain a line or other sprint irregularities	Relegation to back of group
6B3(b)	Extremely dangerous behavior in a sprint	DSQ
6B3(c)	Pulling on the jersey of a competitor	1 st -- Relegation to back of group 2 nd or in last KM =DSQ
6B3(d)	Obstruction of a rider or team car	DSQ

6B4. Towing and Drafting

6B4(a)	Rider holding onto his team vehicle	DSQ
6B4(b)	Rider holding onto a vehicle other than his team vehicle	DSQ
6B4(c)	Brief Drafting off a vehicle	Warning
6B4(d)	Prolonged drafting off a vehicle	Rider – relegation and \$30 fine [DSQ in extreme cases] Other Licensee -- \$70 fine

6B5. Feeding

6B5(a)	Unauthorized feeding (outside zone or distance permitted)	Warning or relegation or DSQ
6B5(b)	Irregular Feeding	Warning or relegation

5B6. Caravan Regulations

6B6(a)	Breach of regulations concerning vehicle movements within the caravan	\$70 fine to driver
6B6(b)	Obstructing an official vehicle	Warning or relegation
6B6(c)	Abandoning a Commissaire riding in a team car	\$150 fine

6.C Individual Time Trial Penalties

6C1	Rider failing to maintain required distance behind or to the side, Drafting or taking pace from another rider	Time Penalty per Table A
6C2	Vehicle failing to maintain 10 m. gap behind rider	Rider 20 second penalty, Driver - \$100 fine
6C3	Unauthorized vehicle on course	Relegation or DSQ (when clearly identified to a particular rider)
6C3	Unauthorized vehicle on course	Relegation or DSQ (when clearly identified to a particular rider)

6.D Team Time Trial Penalties

6D1	Riders failing to maintain required distance behind or to the side, drafting	Time penalty per 8I to the team
6D2	Vehicle failing to maintain 10m behind riders	Time penalty per 8I to each rider
6D3	Pushing among members of the same team	Relegation or DSQ
6D4	Team mates on different laps working together	DSQ entire team
6D5	Assistance from another team	DSQ to both teams

6.E Cyclo-cross Penalties

6E1	Unauthorized feeding or hand ups of any kind outside of the pit	DSQ, plus \$50 fine in the case of money hand ups.
6E2	Exchange of wheels or bicycles amongst riders; exchange of equipment outside of the pit	DSQ
6E3	Rider entering the pit lane and exiting without repairs, bike change, or (when allowed) feeding	Relegation (in placings, or enforced "stop and go")
6E4	Causing a false start	DSQ
6E5	Failure to withdraw when so ordered	DSQ
6E6	Not respecting the call up order	\$50 fine and sent to the back of the grid
6E7	Not going over an obstacle with both the rider and bicycle	Relegation in placings, stop and go, or DSQ depending on severity.

6.F Mountain Bike Penalties

6E1. General MTB Penalties

6E1(a)	Receiving technical support or not finishing on the same equipment (except where allowed)	DSQ
6E1(b)	Leaving the prescribed course or shortcutting	DSQ
6E1(c)	Removing obstacles that are part of the course	DSQ
6E1(d)	Physical contact between feeders or mechanics and riders outside of the official technical support zone	DSQ
6E1(e)	Riding backwards on course to get to a technical support zone	DSQ
6E1(f)	Littering	DSQ

6E2. Endurance Events

6E2(a)	Failure to yield to passing riders	Relegation or DSQ
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6E2(b)	Drafting vehicles unregistered riders	or	DSQ
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6.F Time Penalties for Time Trials

The penalties for taking pace in time trial events are listed below in both metric and English units. These penalties, in seconds, are based on the estimated speed and distance over which the infraction occurred. Penalties may be extrapolated for distances or speeds beyond what are shown in the table.

Speed km/h	Distance (meters)									
	100	200	300	400	500	600	700	800	900	1000
30	1	2	2	3	4	5	6	7	7	8
31	1	2	2	3	4	5	6	7	8	9
32	1	2	3	3	4	6	7	7	9	11
33	1	2	3	3	5	6	7	8	10	12
34	1	2	3	4	5	7	8	9	11	13
35	1	2	3	4	5	7	8	9	12	14
36	1	3	4	4	6	8	9	10	13	15
37	1	3	4	5	6	8	9	11	14	17
38	1	3	4	5	7	9	10	12	15	19
39	2	3	4	5	7	9	12	14	17	21
40	2	3	4	5	7	10	13	15	19	23
41	2	4	5	6	8	11	14	16	20	25
42	2	4	5	6	8	11	15	17	22	27
43	2	4	5	7	9	12	16	19	24	29
44	2	4	6	7	9	12	17	21	28	31
45	2	4	6	8	10	13	19	23	28	34
46	2	5	6	8	11	14	19	24	30	36
47	2	5	7	9	12	15	20	25	32	38
48	2	5	7	9	12	16	21	27	34	40
49	3	5	7	9	13	17	23	29	36	43
50	3	5	7	10	14	19	25	31	39	46
51	3	5	8	10	15	20	27	33	42	49
52	3	6	8	11	16	21	29	36	45	52
53	3	6	8	12	17	23	31	39	48	56
54	3	6	9	13	18	25	33	42	51	60
55	4	6	9	14	20	27	36	45	55	64
56	4	6	9	15	21	29	38	47	58	68
57	4	6	10	16	22	31	40	49	61	72
58	4	7	10	17	24	33	42	52	65	77
59	5	7	11	18	26	35	46	56	69	82
60	5	7	12	19	28	39	49	61	75	90

Speed mph	Distance (yards)									
	100	200	300	400	500	600	700	800	900	1000

20	1	2	3	3	4	6	7	7	9	11
21	1	2	3	4	5	7	8	9	11	13
22	1	2	4	4	5	7	8	9	12	14
23	1	3	4	5	6	8	9	11	14	17
24	1	3	4	5	7	9	10	12	15	19
25	2	3	5	5	7	10	13	15	19	23
26	2	4	5	6	8	11	15	17	22	27
27	2	4	6	7	9	12	16	19	24	29
28	2	4	6	8	10	13	18	23	28	34
29	2	5	7	8	11	14	19	24	30	36
30	2	5	7	9	12	16	21	27	34	40
31	3	5	8	10	14	19	25	31	39	46
32	3	5	8	10	15	20	27	33	42	49
33	3	6	9	12	17	23	31	38	48	56
34	3	6	9	13	18	25	33	42	51	60
35	4	6	10	15	21	29	38	46	58	68
36	4	7	11	17	24	33	42	49	65	77
37	5	7	12	18	26	35	46	52	69	82
38	5	7	14	19	28	38	49	56	75	90
39	6	8	15	20	30	42	53	61	80	95
40	6	8	16	22	32	46	58	67	84	99

6.G Suspension Periods

Nature of Offense(s)	Suggested Suspension Period	
	Min.	Max.
Violence or intentional injury of any person	6 months	Lifetime
Threats, assault, insults, rude behavior, unsportsmanlike conduct, or similar offenses	15 days	5 years
Dangerous riding, equipment violations, or foul riding or similar offenses causing an injury to any third person	30 days	5 years
Theft of tangible property	1 year	Lifetime
Fraud, identity fraud, knowingly entering race for which not qualified by age, class, or category, or other dishonest behavior or offense	30 days	5 years
Riding Offenses not causing injury to a third person	10 days	60 days
Other offenses or violations warranting suspension or offenses or action bringing discredit or disrepute upon the sport	10 days	Lifetime

Glossary

GLOSSARY

Academic Year:	A year beginning on August 1 of one calendar year and ending on July 31 of the following calendar year.
Administrator:	A Bermuda Bicycle Association Executive Committee member or the person designated by the Executive Committee.
Amateur Class:	The amateur class comprises riders in the senior/elite age group (19-29) who are not members of UCI teams, or, in the case of women, not on domestic elite teams.
Bicycle Race:	Competition among persons using bicycles where awards are given on the basis of relative performance.
Cannibalizing:	Taking any part or component from one bicycle to repair another, or to improve the result of another.
Category:	An ability-based designation for riders. Riders in the same age class may race in groups based on ability category.
Class:	An age-based designation, such as Junior, U23, Elite, or Master.
Club Ride:	A training ride open only to members of bicycle clubs that are members of Bermuda Bicycle Association or a race that is open only to members of one such club and any participant who holds a Bermuda Bicycle Association racing license must be licensed as a member of that club.
Combined Division Race:	A race in which riders from both divisions compete.
 criterium:	A road event held on a small course entirely closed to traffic. The length of the course is between 800 m and 5 km. The minimum width throughout the course should be 7 m.
Cross Country:	A massed-start competition that is held on a circuit course comprising forest roads, forest or field trails, and unpaved dirt or gravel roads.
Cross-Country Eliminator:	Four or six competitors race together on a 500m-1000m course on dirt, gravel, pavement or any combination of surfaces, which will often feature natural and/or artificial obstacles.
DISCIPLINE-administrative:	Any action taken against an infraction of the regulations, which may include the following; warning, relegation, disqualification, and up to suspension of racing or membership privileges after due process.

DISCIPLINE-cycling:	A defined competition type of bicycle racing. BMX, Mountain Bike, Road, Cyclocross and Track are all examples of cycling sport disciplines.
Disqualification:	A penalty that causes a rider or team to lose placing in a race and to be ineligible for any subsequent heats in the race.
Downhill:	A gravity time trial competition consisting of riders racing one at a time, against the clock, down a trail, jeep road, or fire road, or a combination of all three. Downhill races are generally technically challenging with courses often featuring a combination of high speeds, jumps, drop-offs, and other technical trail features.
Dual Slalom:	A gated gravity competition where two competitors race head-to-head down two similar but separate courses. Following a qualification round, riders race against each other in an elimination format (heats) to determine a winner. Dual slalom courses often will feature bermed corners, jumps, and other technical trail features.
Elite rider:	<p>One who satisfies any of the following conditions:</p> <ul style="list-style-type: none"> (a) has a racing age of 23 to 29, (b) has a racing age of 19-22 and is a member of a UCI Pro team (i.e Pro Tour team, Tier 1 team), (c) has a racing age of 30 years or older and has been a member of any UCI Team at any time in the current year, (d) has a racing age of 30 years or older and has competed in any elite UCI World Cups, World Championships, Pan American Games, Pan American Championship, or Olympic Games within the current calendar year. <p>Riders who are classified as an Elite rider per part d) above are classified as such only in the discipline in which they competed.</p>
Endurance Events:	A term used to describe the following types of events: Cross Country, point to point, hill climb, marathon, stage races, time trial, and team time trial.
Endurance Race:	One of the following mountain bike race formats: cross country; short track.
Event:	All races under a single race permit, or all races in a single National Championship, as the context requires.

Event Permit:	A non-exclusive authorization issued by Bermuda Bicycle Association to a member club or a Race Director to conduct a race event of a specified type at certain location(s) on specified date(s).
False Start:	A rider moving forward or crossing the start line or gate before the start command is given.
Gran Fondo:	A road cycling event with participants of mixed ability, some or all of whom are engaged in competition against each other, riding together instead of in categorized fields. Rides start together in close proximity and are allowed to work together, no matter the category or ability. Participants may be timed over the entire course and/or specific portions, and event distance is self selected by the participant. Regulations focus on the successful and safe completion of the event by the individual athlete rather than the sporting aspects of the event.
Guest Rider:	A rider who is licensed with another club/team not entered in the event, who rides as a "guest" on the team for that specific event.
Gravity Events:	Events that are gravity assisted, such as Downhill, Dual Slalom, Mountain Cross (4X), and Super D. The start line of Gravity Events is at a higher altitude than the finish line.
Gravity Race:	One of the following mountain bike race formats: Collegiate Slalom, dual slalom, dual, mountain cross, downhill and super-D.
Handicap Race:	is a track event in which the stronger riders are given either a greater distance to travel or a later start so as to equalize competition.
Hearing:	Formal request for review by a hearing panel of a suspension or qualification to race.
Invitational Race:	One in which only riders who are invited by the Race Director may compete.
Licensed Member:	In order to be considered a member of a club, a rider must be a member in good standing of that club and it must be listed on the rider's Bermuda Bicycle Association license.
Licensees:	Persons holding Bermuda Bicycle Association licenses, such as riders, officials, coaches, trainers, race directors, and mechanics.
Marathon:	Any mountain bike event between 37 and 62 miles (60-100 km).
Massed-start Road Race:	Any road Discipline Race other than an individual time

trial or team time trial.

Mishap:

A crash or a mechanical accident (tire puncture or other failure of an essential component). A puncture caused by the tire coming off due to inadequate gluing is not a mechanical accident, nor is a malfunction due to miss-assembly, **maladjustment, dead or insufficiently charged batteries** or insufficient tightening of any component. A **recognized mishap** is a stoppage that meets the above conditions. An **unrecognized mishap** is a stoppage where the above conditions are not met.

A broken toe strap or cleat is a mishap. A worn or xmisadjusted cleat or toe strap is not a mishap. If more than one toe strap is used on a pedal, breakage of one is considered a mishap. Any mishap not immediately inspected by an official is unrecognized.

Mixed Team:

Composed of riders belonging to different teams, none of which is entered in the event. Members wear matching jerseys, which may carry the riders' usual advertising or a sponsor for that race.

Mixed:

Tandem and team time trial events require both male and female competitors.

Mountain Cross

(also called Four Cross or 4X)

A gated gravity competition where four competitors race together on a course which will often feature bermed corners, jumps, and other technical trail features. Following a qualification round, riders race against each other in an elimination format (heats) to determine a winner.

Observed trials:

Mountain bike events conducted over an obstacle course including such natural hazards as mud, rocks, water, etc. composed of any number of sections. The riders attempt to negotiate each section without putting down a foot or hand.

Officials:

Appointed by Bermuda Bicycle Association to oversee the conduct of the race and to ensure compliance with Bermuda Bicycle Association regulations.

Omnium:

A set of races in which riders compete for points in each event and final placings are determined by total points in all events. Riders do not have to participate in each event of the omnium unless specified in the event regulations. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement.

Open class:

All participants, regardless of license category, can

	compete in an open class.
Open Race:	is one where any rider is eligible to register as long as they otherwise meet eligibility standards (i.e. it is not an invitational).
Order of Finish:	Rider placings at the finish of a single Race.
Race Director:	Is the person named as such in the race permit. This person is responsible to Bermuda Bicycle Association for the proper organization of the race event.
Para-Cycling:	Bicycle racing for cyclists with disabilities as defined by the UCI.
Primes:	Sprints within a criterium. They may be for the lead riders or any group or field of riders. A bell shall be sounded on the lap preceding the prime sprint at the appropriate line for that prime sprint
Point to Point:	A cross-country event that is not contested on a circuit course but is either one long loop or the start and finish are in different places.
Prize List:	A race that consists of all prizes and primes arranged for in advance by the Race Director. The prize list for a race event is the sum of the prize lists for the individual races.
Pro:	The highest ability category for both men and women in mountain bike racing.
Professional:	A Professional road rider is a registered rider of a UCI Team. A Professional MTB rider is a registered rider on a UCI MTB Team or a rider categorized as such by Bermuda Bicycle Association.
Protest:	A formal request by a rider or team manager to have a race official review a decision or oversight. (See Racing Rule 1M)
Race:	A single Team scoring opportunity for all eligible Riders on a Team (e.g. a conference criterium, a short-track mountain bike Race, a Collegiate Cycling National Championship Women's 2 Kilometer Individual Pursuit).
Race Commission:	The subset of race officials that make decisions and decide on protests at an event. Also called the Race Jury.
Race Entry:	The process of paying a fee and making a commitment to compete.
Race Event:	One or more races covered by a single race permit and is not necessarily limited to a single day.

Race Jury: The subset of race officials that make decisions at an event and decide on protests. Also called the Race Commission.

Race registration: The process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

Race Series: A sequence of race events of the same type (such as road, criterium, time trial, or MTB) conducted generally on a regular basis at the same location, time, and day of the week.

Racing Age: The age the rider shall be on December 31 of the current year except in cyclo-cross. A rider's racing age in cyclo-cross is his age on December 31st of the year that the cyclo-cross season ends. References to age of riders, race age groups, or age class shall be interpreted as referring to racing age*. The following terms refer to specific age groups.

Racing Age	6- 8	Youth
Age Group	9-18	Junior
Class	19-22	Under 23
	23-29	Elite (i.e. senior)
	30+	Master

*The only exception is that for the minimum age for a licensee of 6 years old, this refers to chronological age, not racing age.

Relegation: A penalty consisting of a loss of position, points or time, depending on the type of race. It may be assessed against a rider, a team, or both. Relegation of support personnel in a road race consists of placing their vehicle farther back in the caravan.

Road race: A massed start road event, in which all riders start from the same mark, or handicap races, in which starting positions are assigned in accordance with past performance so as to give all riders an equal chance at winning.

Season: A group of Races and Events during a period of calendar time that is tracked and considered as a logical series of events, as determined by the Racing Committee.

Selection Race: An event in which riders qualify for championships or international competition.

Short Track Cross Country (STXC): A shortened cross-country style race, designed to be spectator-friendly and easily televised.

Single Division Race: Race in which Riders from only one Division compete.

Stage Race:	An event with a common entry, run on consecutive days, comprising a sequence of road races (i.e. individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. There are normally individual and team competitions. Riders must successfully complete each stage in order to be eligible for the next one.
Super D:	A hybrid event combining aspects of the disciplines of Cross Country and Downhill racing. A competition which riders race on a course that has significantly more downhill than uphill sections. These courses are typically devoid of jumps and not as technical in nature as Downhill races; testing both a rider's endurance and bike handling skills.
Suspension:	Is a penalty imposed by the Bermuda Bicycle Association in which a licensee is ineligible to participate in either international events or those of Bermuda Bicycle Association for a determined period of time. Such participation includes working in a support function (manager, coach, mechanic, etc.).
Time trial (or Team Time Trial):	A time trial competition involves individuals or teams who race against the clock.
UCI Team:	Is a team registered with the UCI. These include UCI Pro Teams, UCI Professional Continental Teams, UCI Continental Teams, UCI Track Teams, UCI Mountain Bike Teams, and UCI women's teams.
Ultra-Endurance Events:	A term used to describe the following types of events lasting more than 4 hours: Marathon, ultra-marathon, 6/ 12/ 24 (etc) hour racing.
Ultra-marathon:	Any mountain bike event over 62 miles (100 km)
Unattached Rider:	One who is not a licensed member of a club.
Under 23 Rider:	(U23) is one with a racing age of 19 through 22. A rider in this age range who is a member of a UCI Pro team is classified as Elite. A rider in this age range who is a member of other UCI Teams is not classified as Elite.
Youth Race:	An event held on a closed course with a circuit length no longer than 5 Km that is open only to riders with ages between 6 and 8.
24 hour racing:	A solo or team competition raced over a set period of time with the winner determined by the number of total laps completed. Formats include 6 hour, 12 hour, 18 hour, 24 hour etc.

BERMUDA BICYCLE ASSOCIATION CODE OF CONDUCT

Section 1.

The mission of Bermuda Bicycle Association is to encourage participation and the pursuit of excellence in all aspects of bicycling. Bermuda Bicycle Association grants the privilege of membership to individuals and groups committed to that mission. The privilege of membership may, therefore, be withdrawn or denied by Bermuda Bicycle Association at any time where Bermuda Bicycle Association determines that a member or prospective member's conduct is inconsistent with the mission of the organization or the best interest of the sport and those who participate in it.

In order to assist all members to better serve the interests of those who participate in cycling, Bermuda Bicycle Association has adopted this Code of Conduct

Section 2.

Any member or prospective member of Bermuda Bicycle Association may be sanctioned under the racing rules, fined, suspended, denied membership, censured, placed on probation, or expelled from Bermuda Bicycle Association after being afforded the right to a hearing under Bermuda Bicycle Association Grievance and Hearing Policy, if such member violates the provisions of the Bermuda Bicycle Association Code of Conduct, set forth in Section 3 below, or aids, abets or encourages another person to violate any of the provisions of the Bermuda Bicycle Association Code of Conduct.

Section 3.

The following shall be considered violations of the Bermuda Bicycle Association Code of Conduct:

- (a)** Violation of anti-doping provisions as established by BBA, BOA, IOC, BSADA, WADA, or the UCI
- (b)** Any non-consensual sexual contact or advance or other inappropriate sexually oriented behavior or action directed towards an athlete by a coach, official, trainer, or other person who, in the context of cycling, is in a position of authority over that athlete.
- (c)** The sale or distribution of illegal drugs or the illegal sale or distribution of any substance listed on the recognized list of banned substances of the IOC, UCI, BSADA, WADA or BOA.
- (d)** The use of illegal drugs in the presence of an athlete, by a coach, official, trainer or of a person who, in the context of cycling, is in a position of authority over that athlete.
- (e)** The providing of alcohol, tobacco or other substance to an athlete by a coach, official, trainer, manager or any other person where the athlete is under the legal age allowed to consume or purchase alcohol, tobacco other

substance in the jurisdiction where it is provided or Bermuda, whichever is greater.

- (f)** The abuse of alcohol in the presence of an athlete under the age of 18, by a coach, official trainer of, or a person who, in the context of cycling, is in a position of authority over that athlete.
- (g)** Physical abuse of an athlete by any person in a position of authority over that athlete.
- (h)** Any act of fraud, deception, or dishonesty in connection with any Bermuda Bicycle Association-related activity.
- (i)** Any non-consensual physical contact, obscene language or gesture, or other threatening language or conduct directed towards any person in connection with any Bermuda Bicycle Association-related activity.
- (j)** Any intentional damage to private or public property while at or near an event venue sanctioned by Bermuda Bicycle Association, or damage to Bermuda Bicycle Association property.

Section 4.

Any member of the Bermuda Bicycle Association, who is the subject of an active matter before any criminal court, shall not be considered and/or selected for representation of the Bermuda Bicycle Association in international competition, or as a race official in an event sanctioned by the Bermuda Bicycle Association.

BERMUDA BICYCLE ASSOCIATION POLICIES

Policy I. Helmets

Section 1. Helmets Mandatory.

Part 1. At all times when participating in or preparing for an event held under a Bermuda Bicycle Association permit, including club rides, motorcycle drivers and all motorcycle passengers shall wear a securely fastened helmet that meets the US DOT motorcycle helmet standard.

Part 2. At all times when participating in or preparing for an event held under a Bermuda Bicycle Association permit, including club rides, all licensees who are mounted on a bicycle shall wear a securely fastened helmet that meets either the US DOT helmet standards or the U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets.

Helmets with the European CEN certification may be worn by riders only while participating in a race inscribed on the UCI calendar

Riders shall show documentary proof of this, such as a manufacturer's label, upon request by event officials.

This provision does not apply to riders who are riding rollers or any other stationary device.

Section 2. Responsibility Warranties.

The use of such helmets is strongly recommended for all bicycle riders. It is the rider's responsibility to select and wear such a helmet that offers sufficient protection against head injury and does not restrict the rider's vision. Bermuda Bicycle Association makes no warranties or representations regarding the protective adequacy or fitness for competition of any helmets and a rider, by entering an event conducted under Bermuda Bicycle Association or any member organization rules, agrees not to sue and to hold harmless Bermuda Bicycle Association from any and all claims arising from the use of any particular helmet.

Section 3. Additional Requirements.

Associations may adopt additional, more stringent regulations regarding bicycle safety helmets, provided that such regulations may in no way supersede the requirements of this Policy.

Policy II. Medical Control

Bermuda Bicycle Association has a zero-tolerance policy for doping in our sport. Fair play is paramount in maintaining the integrity of bicycle racing and the athletes who participate in it at any level and discipline. Bermuda Bicycle Association is committed to working with the Bermuda Sport Anti Doping Authority, the UCI, and the World Anti-Doping Agency to ensure a level playing field for all of our athletes.

Any Bermuda Bicycle Association member could be tested at any event and must adhere to all BSADA and/or UCI anti-doping control procedures in effect at the event.

Section 1.

Bermuda Bicycle Association has adopted and participates in the Bermuda Sport Anti Doping Authority (BSADA) protocol for Olympic Movement testing. The BSADA protocol is incorporated herein by reference and shall prevail over any Bermuda Bicycle Association Regulation to the contrary. Their medical control regulations shall apply to Bermuda Bicycle Association, its Associations, and all members, licensees, participants in races granted permits by Bermuda Bicycle Association, and organizations affiliated with Bermuda Bicycle Association. For information on or a copy of the USADA protocol can be obtained from the BSADA web site www.bsada.org.

In addition, UCI anti-doping controls are organized at many Bermuda Bicycle Association events. Any member may be subject to UCI testing at such events.

Section 2. Prohibited Substances, Boosting, and Penalties

Part 1. Use of prohibited substances or procedures that is detected by BSADA using their test procedures or by the UCI using their testing procedures and WADA approved laboratories shall result in the same penalties.

Part 2. Penalties for infractions of any section of these regulations shall be those set forth in the UCI Regulations from time to time and imposed by Bermuda Bicycle Association. Please refer to www.bsada.org or www.uci.ch or the current UCI Regulations.

Part 3. Prohibited Practices. No rider may use the substances listed in the current UCI list of prohibited substances.

Section 3. Testing Procedures

The testing protocol will be that of the Bermuda Sport Anti Doping Authority (BSADA).

Section 4. Tests Results and Evidence.

All testing and results will be the responsibility of the Bermuda Sport Anti Doping Authority (BSADA).

Section 5. Disposition

Any investigation, prosecution, and hearings shall be the responsibility of the Bermuda Sport Anti Doping Authority (BSADA). Bermuda Bicycle Association shall impose any sanction from the adjudication process when permitted under the BSADA protocol and in accordance with the UCI approved sanctions.

FOR THE OFFICIAL AND MOST UPDATED LIST OF THE "PROHIBITED CLASSES OF SUBSTANCES AND PROHIBITED METHODS," PLEASE REFER TO WWW.BSADA.ORG