

# **BIU INTERNATIONAL TECHNICAL RULES**

**MOD. 018**

**VALID FROM 01/01/2009 TO 31/12/2009**

## **Art. 01 BIKETRIAL DEFINITION**

**Biketrial is an individual sport that incorporates the use of a special bike which the rider must maneuver and balance in order to ride through specially designed artificial or natural “sections”. The objective is to pass through the sections in minimum time and with as little physical contact with the ground as possible, hence obtaining minimum penalty points.**

## **Art. 02 TRACK**

**The track will be constructed on paths, roads and in forests (if necessary), along which the sections will be arranged. The maximum lengths per lap are: 5 km for Group A and 2 km for Group B & C. Riders must perform the sections twice. Riders must follow the designated route and must not take an alternative route to shorten the distance.**

## **Art. 03 ENTRIES**

**An application form will be distributed upon presentation of a current BIU license issued by the Biketrial national union (BNU) of each country in the current year. Riders are allowed to receive only one license per year. If the rider possesses a license, he/she can enter any competition in that year. When a case of entry limitation applies, it should be started in the rules corresponding to the event or the championship. Handwritten licenses are not valid. License number has to be 3 figures for country code and 5 figures for issued number. (i.e. □□□-□□□□□). (e.g.: USA = 001 – 00001, Czech Republic = 420 – 00001, France = 033 – 00001).**

## **Art. 04 SECTIONS**

- 1) The sections must be new and neutral.**
- 2) Dangerous sections must not be constructed.**
- 3) The sections should differ substantially from each other and show variety.**
- 4) The exit line of the sections should be drawn 2 m away from the difficult part of each section.**
- 5) The event must not be organized in a place where a month before an event has been held in the same location. On that note, the organizer should try to look for new areas**

to make different sections.

**Other:**

1) The length and width of sections:

Length: about 20 m

Width: 1m as the minimum

2) The number of sections:

Group-A: minimum 10 sections and maximum 14 sections

Group-B & C: 8 sections (except Minime: minimum 8 and maximum 10)

3) The jumps should be limited to each category as follows:

a. Elite: The distance between two obstacles should be 2 m regardless of any excess distance that may be present.

b. Senior & Junior: 200 cm as maximum

c. Minime, Benjamin & Femina: 80 cm as the maximum

d. Poussin: 50 cm as the maximum

**Art. 05 TIME**

**Section time:**

The time limit to pass a section is 2 minutes. This time will be fixed equally for all the sections in every event at the same Championship.

**Track time:**

These times below will be used as a guide:

1) 10 minutes per section

2) 15 minutes per km on the track

3) 60 minutes for delay penalization

(Example: In an event of 8 sections, and a track of 1km, two laps will be as follows):

1) 8 sections × 2 laps = 16 × 10 minutes = 160

2) 1 km + 1 km = 2 × 15 minutes = 30

3) 160 minutes + 30 minutes = 190 minutes in total + 60 minutes with delay penalization

**Neutralization:**

The time delay control should be provided between 1<sup>st</sup> lap and 2<sup>nd</sup> lap, in the case that there are still some riders in a queue at the 1<sup>st</sup> section for 1<sup>st</sup> lap.

**Delay penalization:**

1) Section:

Over passing the time limit is 5 penalty points.

Track (start & finish):

The start delay penalization will apply as soon as rider exceeds his/her starting time,

and 1 penalty point will apply for every 1 minute of delay. In the case of a delay exceeding 10 minutes, the rider will be disqualified.

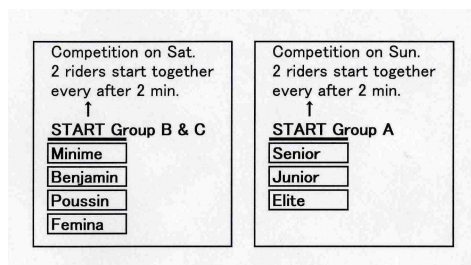
The finish delay penalization will apply as soon as the rider exceeds his/her finishing time, and 1 penalty point will apply for every 5 minutes of delay. In the case of delay exceeding 60 minutes, the rider will be disqualified. For example, if the truck time was 5:00:00 (4:00:00 + 1 :00:00 with delay penalty), the first penalty point (-1p) will be given to the rider when his/her running time became 4:00:00, and so on every after 5 minutes passed.

#### Art. 06 NEUTRAL ZONE

A neutral zone, from 2 to 3 meters, will be set at the entry of each section, at which the rider will wait while the preceding rider is performing the section. A line must be drawn to define the neutral zone and the entry of each section in order to indicate the beginning of the section. The rider has to start with both spindles inside the neutral zone.

#### Art. 07 THE START

- 1) The order of riders will be determined by means of drawing a ballot for each category.
- 2) A start will be made individually, with intervals of 2 minutes separating each pair.
- 3) Two riders will leave together at the same time. (Refer to the example)



#### 4) Start systems:

**System 1:** all riders start from section No. 1 and follow the numerical order.

**System 2:** half of riders start from section No. 1 and the rest of riders start from section No. 5 or 6 or 7 (Minimum 10 sections and maximum 14 sections in a event. It depends on how many sections were provided by the organizer).

#### Art. 08 SIGNAL CODE

##### Track:

The track signals must be different from the section signals. The track must be thoroughly signaled from both start to finish and along all the sections in order to avoid any confusion to the riders.

**Section:**

Each section must be very clearly marked. A line to indicate the start and finish of each section must appear. If it is necessary, an interval line will also be included. A line must also be at the end of each section to indicate when the end of the employed riding time will end. The sections will be numbered so as to correspond with each group as follows:

Group-A	1 to 10 (max 14)
Group-B & C	21 to 28 (max 30)

**Art. 09 DELIMITATION**

The sections should be constructed from natural elements (if possible). Each section should be surrounded by resistant and impermeable ribbon. The ribbon must be totally visible and well secured to stakes or other objects which must be fixed underground. The entirety of the ribbon must be fastened **at APPROXIMATELY 30 cm from the ground (as close as possible to this height)**. All broken ribbon must be replaced in the same position before another rider enters the section. Aside from the pre-mentioned suggestions for marking the track and sections, it is advisable to use some form of barrier to keep on-lookers at safe distance.

**Art. 10 SECTIONS AND RIDERS' COLORS**

Group	Category	Color sign
A	Elite	Yellow
	Senior	Red
	Junior	Red
B	Minime	Blue
	Benjamin	Green
	Poussin	White
C	Femina	Orange

**Art. 11 CATEGORIES**

Any delegate from any country has the right to ask the event director of any international championship to perform an age check of any rider by examine his/her official documents, (passport, etc). In the same way, any regional delegate may ask the event director to perform an age check at any regional championship. The categories for competition will be set in 6 groups as follows:

Group	Category	Competent / Condition
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<b>A</b>	<b>Elite</b>	<p>The BIU Technical Group will decide the number of the riders who can be accepted into the category Elite after the end of the World Championship. 3 as the minimum and 8 as the maximum from the Scratch (Junior + Senior) ranking will be promoted to the category Elite. There will be no special promotion to the category Elite. Riders who rank last in the category Elite may be removed back to their previous category by the technical group. Any rider from Elite group who is inactive (did not take part in WBC, EBC, APBC or <b>NABC</b>) for one year will be removed automatically from this category (with the exception of injury).</p> <ul style="list-style-type: none"> <li>• If a rider wants to be removed from category Elite: <ul style="list-style-type: none"> <li>a. He must send a proposal to his national union</li> <li>b. The National Union must send the proposal to the B.I.U.</li> <li>c. The B.I.U. will make the final decision at a meeting</li> </ul> </li> </ul>										
	<b>Senior</b>	19 years old and up										
	<b>Junior</b>	16, 17 and 18 years old										
<b>B</b>	<b>Minime</b>	13, 14 and 15 years old										
	<b>Benjamin</b>	10, 11 and 12 years old										
	<b>Poussin</b>	7, 8 and 9 years old										
<b>C</b>	<b>Femina</b>	<p>7 years old and up</p> <ul style="list-style-type: none"> <li>• Handicap:</li> </ul> <p>There will be one category with a handicap. (It will apply according to age). In this system, the older riders will have a higher handicap and vice versa. (multiplied by the final score). Refer to the chart below:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Age</th> <th>Handicap</th> </tr> </thead> <tbody> <tr> <td>16 years old and up</td> <td>x1.3</td> </tr> <tr> <td>13, 14 and 15 years old</td> <td>x1.2</td> </tr> <tr> <td>10, 11 and 12 years old</td> <td>x1.1</td> </tr> <tr> <td>7, 8 &amp; 9 years old</td> <td>x1.0</td> </tr> </tbody> </table> <p>Results will be applied as follows: 58 points×1.3=75.4(Round to one decimal place).</p>	Age	Handicap	16 years old and up	x1.3	13, 14 and 15 years old	x1.2	10, 11 and 12 years old	x1.1	7, 8 & 9 years old	x1.0
	Age	Handicap										
16 years old and up	x1.3											
13, 14 and 15 years old	x1.2											
10, 11 and 12 years old	x1.1											
7, 8 & 9 years old	x1.0											
<b>D</b>	<b>Nation</b>	The best 6 results from 7 categories.										
<b>E</b>	<b>Constructor</b>	The best results from 7 categories. (Elite, Senior, Junior, Minime, Benjamin, Poussin & Femina). The constructor which										

		<p>participates in this category must pay an entry fee (500 Euro) for the Championship. The fee must be paid to the BIU through the NBU. The entry will be closed one month before the first event of the Championship. The fee must be paid to the BIU before the first event of the Championships. The name of the brand will be inserted in the starting list, the official results and the other official documents of the BIU.</p>
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## Art. 12 OBSERVER

### Observer's responsibilities:

- 1) The "observer", appointed by the event director, has maximum authority in the section he/her is observing. The observer must judge according to the rules. The observer must be neutral and absolutely impartial. The observer must try to judge all riders in the same way or same manner. If the observer is not sure or is in doubt, the benefit or doubt goes to the rider. The observer must be aged over 18 years old and they must have a license issued by a national union.
- 2) The observer will be provided with a "count down" mechanism which will make an acoustic sound to signify the end time. Besides this, the observer must advise the riders (approximately) one minute before the finishing time and at 30 seconds, 15 seconds, 5, 4, 3, 2, 1, in English. The chief observer should not carry the timer in the section.
- 3) In the case of an argument or verbal confrontation between a person and an observer, the observer will hand out a yellow card after 5 seconds of continued arguing, and a red card after 10 seconds. If the observer issues a yellow card, this represents a warning. The red card represents 10 penalty points. To launch a protest in according with the rules. (Refer to Art. 32 PROTEST).
- 4) Regarding objections or complaints; the observer, is only obliged to listen to the riders. (Refer to Art. 13 PENALIZATION 29).
- 5) Any use of bad language directed at the observer is not allowed. (Refer to Art 13 PENALIZATION 30).
- 6) The observer, as soon as the event is finished, should go to the event director to report any problems that arose in his section.
- 7) The observer should not judge a rider who is related to him/her.
- 8) The observer is responsible for keeping the section in good condition regarding boundary ribbon and section equipment at the completion time of the competition. The observer should removed all section equipment at the complete time of the

competition.

**Art. 13 PENALIZATION**

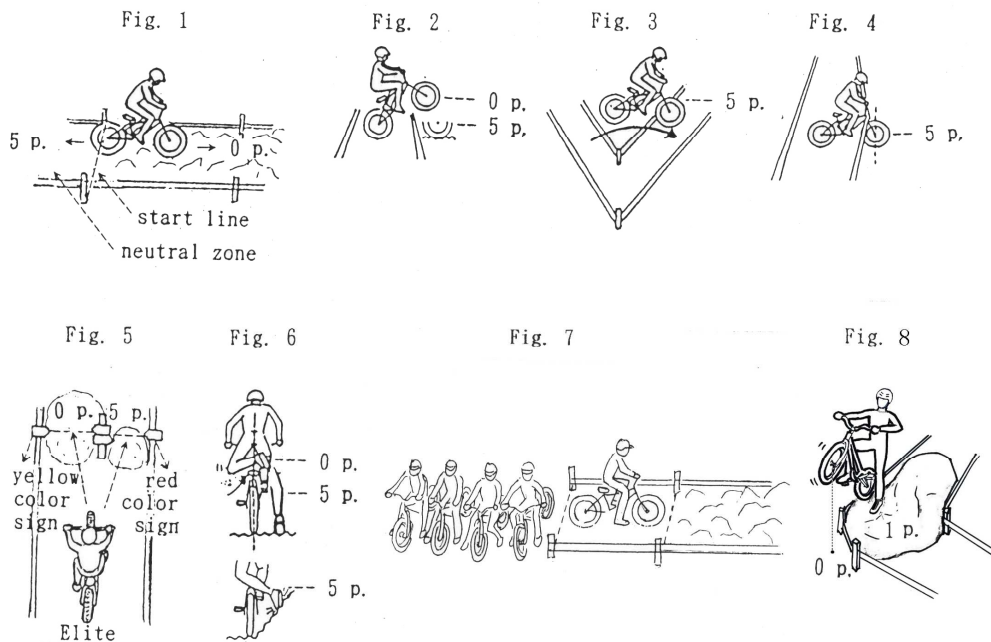
**Penalization system:**

No.	Situation	Point(s)
1	Over passing the time limit	5
2	Performing a clean section	0
3	1 dab	1
4	2 alternate dabs	2
5	2 dabs at the same time	5
6	3 and 4 alternate dabs	3
7	5 or more dabs	5
8	Leaning the handlebar on any part of the section, eg the ground, tree, wall etc..	1
9	Leaning one's hand on any part of the section, eg the ground, tree, wall etc..	5
10	Leaning any part of the body on the ground, except feet.	5
11	Re-crossing the start line and contacting outside with any part of bike after the front axle of bike has crossed the start line of the section. (Refer to Fig.1).	5
12	Over passing the ribbon and contacting outside <b>of the section</b> with the tire.	5
13	One wheel flying over the ribbon without contacting the ground.(Refer to Fig. 2). <b>Front or rear wheel, in the air with a dab, over the ribbon is not penalized. Only the dab. But the front wheel, in the air, passing over a color sign (stake with color) is 5 points. (Refer to Fig. 8).</b>	0
14	Two wheels flying over the ribbon. (Refer to Fig.3).	5
15	<b>Crossing over the color sign between the front axle and the rear axle of the bike are not allowed</b>	5
16	Pushing or treading on the ribbon with bike.	0
17	Under passing the vertical line of the ribbon with the wheel axle. (Refer to Fig.4).	5
18	Both the front and rear wheel axles must pass between the color signs, the ribbon and the stakes.	5
19	If the front axle of the rider's bike crosses between color sign which does	5

	not belong to the category of his own. (Refer to Fig.5).	
<b>20</b>	Breaking a ribbon, pulling up or knocking down a stake.	5
<b>21</b>	Knocking down color signs.	0
<b>22</b>	With foot down touching any part of bike with a hand except handlebar	5
<b>23</b>	One dab on the ground and the other foot crossing the center line of the bike frame.	5
<b>24</b>	One foot on the pedal and the other foot crossing the center line of the bike frame. (Refer to Fig.6).	0
<b>25</b>	One foot on the pedal and the crossing foot touching on any part of the section, (e.g. the ground, tree, etc.). (Refer to Fig.6).	5
<b>26</b>	After one dab, sliding the foot on the ground. (Pivoting on the toes without gaining distance is allowed).	3
<b>27</b>	The sections cannot be modified by either the riders or any other person.	10
<b>28</b>	Leaning with only the toes or heels on any surface. (Resting or touching the pedal is allowed).	1
<b>29</b>	Regarding objections or complains, the observer is only obliged to listen to the riders. Any penalization will be set through the event director.	10
<b>30</b>	Any use of bad language directed at the observer. The penalization will be set through the event director.	0-50
<b>31</b>	Losing the penalization card; The penalization card is the only official medium to record the score in each section. The penalization board is for reference.	10
<b>32</b>	The rider cannot receive any help from his relatives or friends such as <b>(1) giving them the penalization card</b> <b>(2) asking them to carry the bike by foot or car, or</b> <b>(3) observing section while their bike is queuing. (The riders from the Group B &amp; C will be allowed to receive the above mentioned help).</b>	10-50
<b>33</b>	No person (spectator, relative) is allowed inside the section. Regarding the duties of the minder refer to "Limitations of the minder" (Item to be noted). The penalization must be set through the event director.	10
<b>34</b>	Taking a short-cut.	10
<b>35</b>	The section with no score on the penalization card such as skipping a section, forgot punching the score after try, losing card will be 10 points each. Skipping a section. (The rider must perform the sections in numerical order).	10

The item to be noted:

<b>36</b>	Touching will be allowed, leaning will not. The bike can touch any part of the section (except the handlebar).
<b>37</b>	Going outside the boundary of the section with the bike in any manner is not allowed.
<b>38</b>	The parts which determine the bike limits are as follows: a. Frontal: Front wheel axle b. Posterior: Rear wheel axle c. Contact: Between tire and the ground
<b>39</b>	The axle of front wheel indicates the entry and the exit of a section.
<b>40</b>	The observer will indicate the score to the riders by hand signals.
<b>41</b>	The rider must be equipped with the regulation clothing (long pants, helmet, ankle high shoes/boots), other wise the observer will not allow him/her to enter the section. (Refer to Art.18).
<b>42</b>	In the case of a dispute between the observer and the rider, the observer will note it on the back of the penalization card. The final decision will be made by event director.
<b>43</b>	Limitation of the minder: a. The number of minders per rider is not set. b. The minder (only one) should wear the bib (same number as the rider). c. The minder who wearing the bib can only enter the section in a situation where the rider is in danger.
<b>44</b>	Upon entering section, the rider must queue parallel to his/her starting partner. (Refer to fig.7).
<b>45</b>	The rider can ask 5 points without queuing (and without enter) the section.
<b>46</b>	The rider has to start with both axles (spindles) inside the neutral zone.



#### Art. 14 PRE-COMPETITION PRACTICE

Riders are not allowed pre-competition practice inside the designated area of the course and sections. Any rider seen with his bicycle in any place (eg. course and sections) one week before the competition will be disqualified from the competition. Any attempt made to practice before the competition will result in the exclusion of the concerned rider from the Championship.

#### Art. 15 PENALIZATION CARD

The card must be made of plastic or of water resistant paper which is non-resistant to ink. The card should be 50 × 180 mm and it should have the numbers 1 to 20 marked on it as well as the numbers “0”, “1”, “2”, “3”, and “5” to indicate penalization points. Labeled on the upper part of the card should be: the name of the rider, his/her number, the category and the color group. On the lower part of the card should be: the start time, finish time and overall time. The score will be indicated on the card by means of punching a hole in the position that corresponds with the number of penalty points.

#### Art. 16 BIBS

The organizer will provide “Bibs” for the riders and for their respective minders or for their bikes. The bib size should be a minimum of 10 × 15 cm for the bike as well as for the

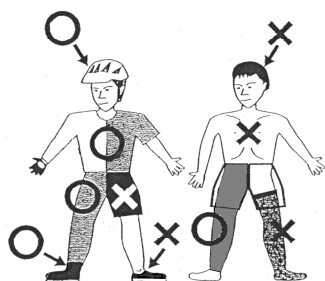
rider. Bibs should be placed at the head part of the bike so they are clearly visible. The group color should be clearly indicated at the head part of the bike. The first 50 numbers (1-50) will be reserved for the Elite riders. The numbers should be distributed in numerical order, ie: If a rider that has participated in the previous years Championships is absent the following year, the number which corresponds to his/her position will be left vacant.

#### **Art. 17 PUBLICITY**

Advertisements on the rider's attire, helmet and bike are allowed. The advertising space on the bibs is reserved for the organizers. The rider cannot ride the event without original bibs given from organizer. The penalty is 50 points.

#### **Art. 18 RIDER CLOTHES**

The rider is under the obligation to wear; a helmet, long pants, shirt and one piece ankle protective footwear. ( i.e. ankle protection & shoes must be original shoes, one piece and not modified). Ankle must be covered both side. (inside and outside). If the rider does not obey with these attire regulations. HE/SHE WILL BE REFUSED ENTRY INTO THE COMPETITION OR SECTIONS. Gloves and shirts with long sleeves are also advisable but not compulsory.



All of above check points must be confirmed.

#### **Art. 19 THE RIDER**

On competition of the entry form, the rider is permitted to observe the sections on foot. The entry order of riders into each section will be randomly decided. The rider shall at all times behave in a sportsman like manner throughout the event, refraining from any unfair action towards his fellow competitors, organizer or associates.

#### **Art. 20 ORGANIZERS**

The organizer must belong to an entity which is legally affiliated with the Biketrial Union of that country. The organizer must obey by the issued Technical Rules, adjust the

regulations to suit the event and provide all the necessary information to the riders.

#### Art. 21 ENROLMENT COST

The International Union, National Union, etc. are entitled to charge annual fees to the entities and organizers affiliated with them. The BIU is irrespectively entitled to charge a specific amount for any kind of authorization of an event. The organizer is also entitled to charge an entry cost to the riders except in the category of Elite.

#### Art. 22 AWARDS

In every Championship, the organizer must provide, as the minimum, a trophy or gift for the first three riders in each category. In the National and International Championships, all riders should be awarded a token souvenir.

#### Art. 23 CHAMPIONSHIPS

After every Championship, the organizer must hand the classification sheet (**results**), signed by the event director **and the juries**, to the respective union by the following week. The results must be accurately classified, quoting the points section by section for all riders. The number of Championship points to be awarded to top 15 in each category as follows:

Place	Point	Place	Point	Place	Point
1 <sup>st</sup>	20	6 <sup>th</sup>	10	11 <sup>th</sup>	5
2 <sup>nd</sup>	17	7 <sup>th</sup>	9	12 <sup>th</sup>	4
3 <sup>rd</sup>	15	8 <sup>th</sup>	8	13 <sup>th</sup>	3
4 <sup>th</sup>	13	9 <sup>th</sup>	7	14 <sup>th</sup>	2
5 <sup>th</sup>	11	10 <sup>th</sup>	6	15 <sup>th</sup>	1

Besides this, the organizer must provide a special classification sheet "Scratch" displaying the results of the riders who performed in the red color sections of Group-A. This classification will be used to move riders up to the Elite and it must be handed to the respective union.

#### Art. 24 CLASSIFICATION

##### COMPETITION

##### 1) Group-A, B & C:

The placing will be determined by the total penalty points. (With a handicap in Group-C). The rider with the lowest points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows: (Refer to the chart 1)

- a) The rider with more 0 points. (Clean).
- b) The rider with more 1 points.
- c) The rider with more 2 points.
- d) The rider with more 3 points.
- e) The rider who completed the course in shorter time.
- f) The rider who won the special additional sections, (in the case of a tie still existing).

**Chart 1 (Sections: 8x2. Time: 4 hours + 60 minutes with delay penalty)**

Rider	1 <sup>st</sup> Lap								2 <sup>nd</sup> Lap								Time			Total
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	Sta.	Fin.	TP	
A	0	0	1	0	2	0	0	5	0	0	3	0	0	0	0	0	10:00	14:00'00"	1	12
B	0	0	5	0	2	0	0	3	0	0	0	0	0	0	0	1	10:30	14:34'59"	1	12

In this case, rider "A" wins by the running time (e) of 4:00'00" to 4:04'59".

**1) Group-D:**

The placing will be determined by the effective Championship points. (The best 6 results from 7 categories). The country With the most points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows: (Refer to the chart 2)

- a. The country with highest non-effective points.
- b. The country with the next highest non-effective points.
- c. The country with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place, etc..
- d. Same place, (in the case of a tie still existing).

**Chart 2 (The 6 best results from 7 categories)**

Cou.	Group-A			Group-B			G-C	Total	Eff. point
	Eli.	Sen.	Jun.	Min.	Ben.	Pou.	Fem.		
A	20★	20★	17★	10★	1★	15★	1(ne)	84	83
B	15★	10★	20★	17★	0(ne)	1★	20★	83	83

In the case, country "A" wins to "B" by the non-effective points.

**2) Group-E**

The placing will be determined by the effective Championship points. (Total points of the best result of every brand in each category). (Refer to the chart 3). (Refer to the chart of Art. 23). The constructor with the most points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows:

1. The constructor with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place and etc..
2. Same place. (In the case of tie still existing).

**Chart 3**

**Constructor (Group-A, B & C) (7 categories)**

Con.	Group-A			Group-B			G-C	Total	Plac e
	Eli.	Sen.	Jun.	Min.	Ben.	Pou.	Fem.		
A	20	15	8	11	17	17	20	108	1 <sup>st</sup>
B	2	13	6	15	4	13	8	61	4 <sup>th</sup>
C	7	7	7	20	13	20	0	74	3 <sup>rd</sup>
D	13	20	20	17	9	9	11	99	2 <sup>nd</sup>

In this case, brand “A” wins by points of 108 to “B”, “C & “D”.

### CHAMPIONSHIP

#### 1) Group-A, B, C, D & E:

The placing will be determined by the effective Championship points. (the 3 best results). The rider/country/constructor with the most points will be the Champion and so on. In the case of ties, the placing will be determined by the order as follows:

- a. The rider/country/constructor with bigger points of a result in non-effective Championship points.
- b. The rider/country/constructor with the next bigger points of a result in non-effective Championship points.
- c. The rider/country/constructor with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place, etc..
- d. The rider/country/constructor best result in the last/rear competition, (in the case of a tie still existing).

#### Chart 5 (Effective: the 3 best results)

Rid.	R-1	R-2	R-3	R-4	R-5	Total	Effective point★
A	20★	17★	20★	15(b)	17(a)	89	74
B	17★	20★	17(a)	20★	15(b)	89	74

In this case, rider “A” wins by better result in the last/rear competition.

### Art. 25 CHAMPIONSHIP ASSEMBLY

The BIU is the only organization that has right of ownership over the name “Biketrial”, and the championships (World, continental, national, regional). The organizer of Championships must obtain the right to hold an event from the BIU through the delegate of that country. The national Biketrial union has ownership over the national and the regional championships and the connected unions. Every country which organizes an international event must sign the BIU agreement ten months before the event as the minimum, and must pay the entry fee five months before the event as the minimum. If the money is not received before the deadline, the BIU will notify the cancellation of the event to all the delegates. If the organizer has an outstanding balance or the event does not

meet the BIU standards, the sanction will be carried out against the Biketrial national union. All fees are non-refundable and non-transferable in case of cancellation of the event. The country hosting the international championships will be responsible for the management and organization of the event. The regional championships will be organized by the union correspondent. Usually, the world Biketrial championship will be composed of four events. In the case of a necessity to change the number of events, a decision will be reached by holding delegate meetings in the various countries. Regarding the world indoor cup, there will not be a limitation placed on the number of events, and every country will be able to hold more than one event. In order to receive permission to hold an event, the country concerned must apply for a license from the BIU head office before the last day of September in the current year. The technical group will arrange the calendar for the Championship events, highlighting all important items and details to make clear to all respective organizers and license holders in the current year.

#### **Art. 26 THE WORLD BIKETRIAL CHAMPIONSHIP**

The world championship will be arranged and organized according to specific rules which every Biketrial national union will be responsible to carry out precisely.

##### **Entry:**

- 1) The organizer(s) must send the entry form (according to BIU format) to each delegate of the country at least three month before the event.
- 2) The organizer(s) must send the information (e.g. map of the place, accommodation and schedule of the event) to each delegate of the country at least three months before the event.
- 3) The participating nation must send the entry form (Any blank or handwritten in the entry form will be not accepted) and the list of riders to the BIU Head office, by the delegate, through BNU at least one months before the first round. It means the closing date of entry for all events will be the same date and it is one month before the first round of the championship series.
- 4) The delegate has the right to change any riders names from the initial entry list in the same category till one month before the first event in case of an unforeseeable event. The later, any change of the entry list will not be accepted.
- 5) A rider entry limit per nation will be limited to 20 as the maximum per day (Sat/Sun), and a rider limit of an event will be 150 as the maximum per day (Sat/Sun). In case the total number of riders is less than the entry limit, the host country can fill the vacancy with its own riders.
- 6) **ENTRY FEE: €25**

**This should be collected by the Delegate when the Entry is made by the rider before he/she sends the complete list to the BIU. If the rider does not arrive at the event (unless good proof or a valid reason - injury etc.) he/she will lose the €25. This will help a little to make sure that the Riding List is closer in number to the Entry List. The fee should be paid from the delegate (or team manager) to the delegate of the host country at least before the first jury meeting on Friday of the event.**

- 7) **Group-E, the constructor which participates in this category must pay an entry fee, 500 Euro for the Championship. The fee must be paid to the BIU through the National Biketrial Union. (the 80% will go to the National Union and the 20% will go to the BIU from the fee). The entry will be closed one month before the first event of the Championships. The fee must be paid to the B.I.U. before the first event of the Championships. The name of the brand will be inserted in the official results and the other official documents of the BIU.**

**Event schedule:**

The event will be organized with the schedule as follows:

The 1<sup>st</sup> day

Group	Category	Color sign
B	Minime	Blue
	Benjamin	Green
	Poussin	White
C	Femina	Orange

The 2<sup>nd</sup> day

Group	Category	Color sign
A	Elite	Yellow
	Senior	Red
	Junior	Red

**Other:**

- 1) An annual ranking of riders in the categories Elite will be compiled and used by the organizer for the event.
- 2) The category Femina will be considered for the world championship upon the condition that at least six competitors participate from a minimum of three countries in the first event.
- 3) Every country should be represented by its flag and national anthem. Such a presentation is generally set on the first day of the event.
- 4) The organizer should prepare an official presentation where the delegates and riders march together in front of authorities in an opening ceremony.

- 5) The organizer must provide national flags, national anthem, an award platform in order to honor the winners in the award ceremony.
- 6) The organizer must provide an information board at the entrance of camping area and must put the all information on the board. (eg. time schedule, special rules and provisional results). (Refer to Art.32 PROTESTS).
- 7) The organizer must provide a megaphone set for general information. Announcements should be reported in English as the minimum.
- 8) The organizer must provide a camping area which has enough capacity and adequate ground with at least five toilets and showers for ladies and five toilets and showers for men as the minimum.
- 9) The organizer must provide a penalization board at each section for the riders, minders and spectators to see.
- 10) The time limit of the sections must be 120 seconds in all the events and all the categories. (Refer to Art.05 Time).
- 11) The B.I.U. flag must be passed to the delegate of next organizing country in a closing ceremony (except the final event of the series).
- 12) The organizer must use the BIU original software for the computer. The data should be passed to the BIU as soon as possible (within 5 days at least) after the event finished.
- 13) The organizer cannot modify the entry list provided by the BIU.
- 14) The organizer must send the original official results (it must be printed clearly) to the B.I.U. head office by mail within one week of the event finished.
- 15) Adequate insurance coverage (damage, accident and injury) needs to be provided for riders, spectators and staff to cover any foreseen/unforeseen events that might occur.
- 16) The organizer must take the arriving time in hour(s), minute(s) and second(s) of each rider.
- 17) The organizer must provide a radio communication (WALKIE TALKIE) at each section.
- 18) The organizer must check clothes and bike according to the rules (Art.18 & Art.28) and according to the entry list. If the rider does not obey with these regulations, the organizer must manage it as follows:
  - a. Before start:  
The rider will not be allowed to start the competition.
  - b. Before entering section:  
The rider will not be allowed to enter the section when the observer has seen a

fault.

**c. After entering section:**

In the case of a rider is already in the section when the observer has seen a fault, the rider will not be allowed to continue riding in the section for safety reasons. The penalty is 5 points.

**19) The schedule of jury meeting will be as follows:**

**a. 1<sup>st</sup> jury meeting (on Friday):**

Inspection of the sections group-A, B and C. Approval of the entry and the start list group-B and C.

**b. 2<sup>nd</sup> jury meeting (on Saturday):**

Approval of the entry and the start list group-A. Approval of the results group-B and C.

**c. 3<sup>rd</sup> jury meeting (on Sunday):**

**THIS JURY MEETING MUST BE FINISHED WITHIN 30 MINUTES.**

Approval of the results group-A. In the case of a category not being approved in the provisional results, (eg. by reason of protest) the placing will be announced in the awarding ceremony by the provisional results. This means the results may be changed at the 4<sup>th</sup> jury meeting.

**d. 4<sup>th</sup> jury meeting (on Sunday after the closing ceremony):**

Approval of the rest of the results.

**20) The organizer must provide the map of the track and “section checking list” for the jury members before they start checking sections.**

**21) Only event director and jury members will be allowed to check (inspect) the sections. (Refer to Art. 34 and Art. 36)**

**22) In case of some weather problem or accident happened during the event and stop the competition for safety reason, the results will be admitted by the BIU as a championship if 50% of competition was already over. It means at least 1 lap must be done by all riders.**

**Art. 27 THE WORLD BIKETRIAL INDOOR CUP**

The world Biketrial indoor cup and its organization must be based upon specific rules laid down by B.I.U. and the organization will be responsible that they are followed and carried out properly.

**Vouch**

The organizer must take care of the riders for the following items.

**1) Travel expenses**

- 2) Accommodation and meal (the day before and the of the event for each rider with a minder as the minimum)
- 3) Adequate insurance coverage (damage, accident and injury) needs to be provided for riders, spectators and staff to cover any foreseen/unforeseen events that might occur.

### Selection

The organizer must invite at least the five top riders (as the minimum) from Elite ranking in the previous year. The organizer can select the other riders to invite. (Notice: All the riders must be at least 15 years old. If it were possible, give preference to the International Elite riders).

### Competition

The world Biketrial indoor cup will be held with eight riders, in case of more riders, it should be proposed to the BIU. The organizer must choose one of the two systems of competition.

#### 1) Basic system

1<sup>st</sup> lap: It is the qualifying lap to determine the four best riders by the score and the classification of 5<sup>th</sup> to 8<sup>th</sup> place.

2<sup>nd</sup> lap: It is the final lap to determine the classification of 1<sup>st</sup> to 4<sup>th</sup> place. (Notice: The final result of the top four riders must be determined by the total score of the 1<sup>st</sup> lap and the 2<sup>nd</sup> lap).

Starting order:

- a. The rider with lower position of the ranking must start first in the first lap, ie. the champion starts last.
- b. The rider with lowest position (most points) in the first lap must start first in the second lap. The rider with best score starts last.

Qualify of sections:

1<sup>st</sup> lap= 10 sections (as the maximum, including special sections)

2<sup>nd</sup> lap=10 sections (as the maximum, including special sections)

#### 2) Tournament system

1<sup>st</sup> lap: It is the qualifying lap to determine the four best riders and the classification of 5<sup>th</sup> to 8<sup>th</sup> place.

2<sup>nd</sup> lap: It is the semi-final lap to determine the top two and the classification of 3<sup>rd</sup> to 4<sup>th</sup> place.

3<sup>rd</sup> lap: It is the final to determine the classification of the 1<sup>st</sup> and the 2<sup>nd</sup> place.

Determination of pairs:

Group-1: Selected by the BIU (The 5 best riders from Elite ranking in the previous year).

**Group-2: Selected by the organizer (the other 3 riders)**

(Example: The starting order and matching pair for **an** event):

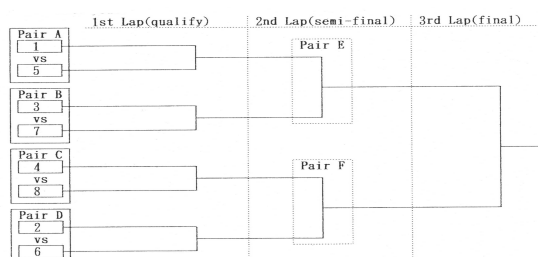
**Group-1 (an example of BIU's selection).**

	Name	Pair
1	1 <sup>st</sup> in Elite 2008	→A
2	2 <sup>nd</sup> in Elite 2008	→D
3	3 <sup>rd</sup> in Elite 2008	→B
4	4 <sup>th</sup> in Elite 2008	→C
5	5 <sup>th</sup> in Elite 2008	→A

**Group-2 (an example of the organizer's selection)**

	Name	Pair
1	Selection by the organizer	→D
2	Selection by the organizer	→B
3	Selection bt the organizer	→C

The position of Group-2 will be determined by the category and ranking in the previous year.



#### Art. 28 BIKES

In order to participate in a Biketrial event, the bike composition must meet with the following conditions:

- 1) The end of the front and rear brake levers must not be finished in a dangerous form.
- 2) The entirety of the bike must be provided with an effective brake system.
- 3) Any overhanging metal of more than 10 mm should be covered in order to avoid any dangerous situation.
- 4) The Technical Control is not to accept any bike with a fissure on the handlebar, frame or fork.
- 5) The materials that the bike can be constructed from is unlimited.
- 6) Any bikes considered to be dangerous by the event director will not be admitted to competition.
- 7) Tires: The thread and width of tire will be unrestricted.

**8) THE TECHNICAL CONTROL MUST BE DONE STRICTLY AND THE PASSED STICKER OR PAINT ON THE FRAME MUST BE TOUGH TO REMOVE.**

**Other**

- 1) Only one bike can be taken to the technical control by each rider.
- 2) Rider cannot change his/her bike after the technical control during the event/competition.
- 3) Rider can change the broken parts except the frame of the bike.

**Art. 29 BIKE WHEEL SIZE**

The maximum 20" wheel size will apply to the categories of Poussin, Benjamin, Minime & Femina (girls/15 years old & down).

The maximum 26" wheel size will apply to the categories of Elite, Senior, Junior and Femina (women/16 years old & up).

**Art. 30 RESPONSIBILITIES**

Any problem of concern which arises regarding the rider or the third party is not the responsibility of the organizer, and the organizer can reject any claims of responsibility which may be laid upon him/her.

**Art. 31 PARK FERMÉ (CLOSED CONTROL)**

The bikes must be put into the park fermé according to the timetable outlined in the particular rules of the event. Each rider has the right to get just one bike verified for use during competition. The riders are to remove their bikes from the park fermé 10 minutes before his/her start time.

**Art. 32 PROTESTS**

Only protests in writing will be accepted and attended to by the organizers. Protests will be addressed to the event director no later than 30 minutes after the arrival of the last rider. There should only be 1 protest per person and 1 item per protest. Each complaint must be accepted by a pre-determined payment of 50 Euro.

**Art. 33 KNOWLEDGE OF THE RULES**

The riders, upon applying for entry for competition must possess a thorough knowledge of the present Technical Rules and respect any other instructions given by the organizers in order to improve the event.

#### **Art. 34 JURY**

The jury will be comprise of 5 voting members. The jury must be an odd number of members (so voting can not end in a tie). The jury will be comprise of the president (in the case that the president can not attend, the vice-president may assume the president's position in the jury). He/she must be the lead juror. The lead juror shall act as referee and help guide discussion. The other jury members; there will be 1 member from each country organizing the World Championship that year. ALL MEMBERS MUST BE ABSOLUTELY IMPARTIAL AND NEUTRAL. The number of the events that year. (Eg. 4 events; 5 jurors, 6 events; 7 jurors). When there is a vacant delegate position, the lead juror will select a person to fill the vacancy. However, in no case shall 2 delegates from same country be chosen. The event director will not be a member of the jury, but he/she must be present to the jury meeting to answer prospective questions.

#### **Art. 35 EVENT DIRECTOR**

The event director will be in charge of all matters concerning the events, organization, structure, enrollment, start/arrival procedure, track, sections, results, observers etc..

- 1) The event director must provide a map of the course including the positions of the sections for every rider before the competition.
- 2) The event director must set the start lane and arrival lane clearly to avoid accidents.
- 3) The event director must ensure that spare ribbon is provided at each section.

#### **Art. 36 CHECKING OF THE TRACK AND SECTIONS**

Examination of the track and sections will be undertaken by the jury, and the track and sections should be in accordance with the following conditions: (In the case of the jury deciding to modify or change the sections, the organizer must obey with these changes).

The track:

- 1) The track should be structured in a way that does not allow the riders to take a shorter route. (Refer Art. 02 TRACK).

The sections:

- 1) The sections should be designed in a way that suits the different levels of ability in the different categories and which would not occur any danger for both riders and spectators.
- 2) The jury will be able to assign a specialist for each group in the sections Group-A, Group-B and Group-C.
- 3) High steps should be avoided.
- 4) Aside from the pre-mentioned suggestions for design the sections. It is advisable to

construct 1 easier section as minimum in each category except Elite to give a chance to the riders who came from the countries where the technical skill level is not high.

5) The sections for the Beginner category must be constructed in a relatively easy way.

Other:

- 1) Signals (Refer to Art. 08 SIGNAL CODE)
- 2) Neutral zone (Refer to Art. 06 NEUTRAL ZONE)

#### **Art. 37 INTERNATIONAL BIKETRIAL ASSEMBLY**

In the world championships, every country participating will have the right to have a delegate present in order to forward any suggestions or matters of concern at the international technical group meetings.

#### **Art. 38 THE WORLD CHAMPIONSHIP AND THE WORLD INDOOR CUP MANAGER**

In every championship, the president or a person who was selected by the president act as the manager in order to assure that the rules are being carried out by the organizers. The manager will collect all the results of the events and will endeavour to see that the events are a success.

#### **Art. 39 INTERPRETATION OF THE TECHNICAL RULES**

The technical rules will be examined firstly by the event director, secondly by the jury, and thirdly by the technical group which at the same time will act as a referee.

#### **Art. 40 NATIONAL TECHNICAL RULES**

Every country is authorized to publish its own technical rules however they may be different from the international ones EXCEPT THE PENALIZATION SYSTEM. Such technical rules are only valid for the national events.