



# BikeTrial Technical Rules



# 2016



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## Art. 1 BIKETRIAL DEFINITION

BikeTrial is an original and individual sport that incorporates the use of a special bike which the rider must maneuver and balance in order to ride through specially natural or designed artificial “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.

BikeTrial promote the values that educate participants in a familiar environment, educating their members on the culture of respect for people and natural environment, and especially encouraging Fair Play, conditions that will have to be observed and promoted by all members, drivers, parents, and delegates.

## Art. 2 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. Riders must perform the sections twice. Track must be marked clearly by the organizer. Riders must follow the designated route and must not take an alternative route. See also Art. 13.35.

## Art. 3 ENTRIES

An application form will be distributed upon presentation of a current BikeTrial license issued by the BIU Member or directly from BIU 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. BIU 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).

BIU Members A (Members) and BIU Members B (Affiliated Members) have the possibility to ask to use the National Licenses as BIU License during the International Event, in this case the BIU Member must communicate to BIU, at least 30 days before the start of the first competition of the year, a facsimile of the issued license.

## Art. 4 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: minimum 8 sections and maximum 10 sections (Minime: maximum 10 Sections).

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 – Benjamin: 80 cm as the maximum.

d – Poussin & Femina: 50 cm as the maximum.

e – Elite Femina, Minime, Major: 120 cm as the maximum.

The rider who modifies sections after have been inspected by the Jury will be automatically disqualified from the race. If who those modifies a section is not a rider but is any team component, the Jury will have the right to impose appropriate sanction.

## **Art. 5 TIME**

- **Section time**

The time limit to pass a BikeTrial section is 2 minutes.

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 1st lap and 2nd lap, in the case that there are still some riders who didn't start yet.

- **Delay penalization**

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. 6 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. 7 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).

<p>Group B competition day. 2 Riders start together every 2 minutes. Start Group B</p> <table border="1" style="width: 100%;"> <tr><td style="text-align: center;">Poussin</td></tr> <tr><td style="text-align: center;">Benjamin</td></tr> <tr><td style="text-align: center;">Femine</td></tr> <tr><td style="text-align: center;">Minime</td></tr> <tr><td style="text-align: center;">Major</td></tr> </table>	Poussin	Benjamin	Femine	Minime	Major	<p>Group A competition day. 2 Riders start together every 2 minutes. Start Group A</p> <table border="1" style="width: 100%;"> <tr><td style="text-align: center;">Junior</td></tr> <tr><td style="text-align: center;">Senior ( mix 20" and 26")</td></tr> <tr><td style="text-align: center;">Elite Femina</td></tr> <tr><td style="text-align: center;">Elite ( mix 20" and 26")</td></tr> </table>	Junior	Senior ( mix 20" and 26")	Elite Femina	Elite ( mix 20" and 26")
Poussin										
Benjamin										
Femine										
Minime										
Major										
Junior										
Senior ( mix 20" and 26")										
Elite Femina										
Elite ( mix 20" and 26")										

- **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. 8 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 sections)
Group-B	21 to 28 (max 10 sections)

If needed is possible indicate the travel direction into the doors. To indicate the direction will be enough write the progressive number of the doors over the arrows in all the doors of the section. From 1 till the

last door in the section. To understand the correct way, the Rider must read the progressive number of the doors.

### **Art. 9 DELIMITATION**

The sections should be constructed on natural ground. 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 RIDER'S COLORS**

Group	Category	Color sign
A	Elite 20	YELLOW
	Elite 26	YELLOW
	Senior 20	RED
	Senior 26	RED
	Junior	RED
	Elite Femina	ORANGE
B	Minime	BLUE
	Major	BLUE
	Femina	PURPLE
	Benjamin	GREEN
	Poussin	WHITE

## Art. 11 CATEGORIES

Any delegate from any country has the right to ask the event director of any International Competition 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 groups as follows:

Group	Category	Competent / Condition	
A	Elite 20	Open category for Riders with bike equipped with wheel till 22". 18 years old in the current year. Special admission for Riders aged from 17 years old in the current year can be by Technical Group after request by the National Delegate.	
	Elite 26	Open category for Riders with bike equipped with wheel more great than 22". 18 years old in the current year. Special admission for Riders aged from 17 years old in the current year can be by Technical Group after request by the National Delegate.	
	Elite Femina	Open category for female Riders. 15 in the current year.	
	Senior 20	19 years old and up in the current year, with bike equipped with wheel till 22".	
	Senior 26	19 years old and up in the current year, with bike equipped with wheel more great than 22".	
	Junior	16, 17 and 18 years old in the current year	
B	Minime	13, 14 and 15 years old in the current year	
	Major	35 years old or more in the current year	
	Benjamin	10, 11 and 12 years old in the current year	
	Femina	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:	
		Age	Handicap
15, 16 years old and up		1,50	
13, 14 years old		1,30	
10, 11 and 12 years old	1,10		
7, 8 & 9 years old	1,00		
Poussin	7, 8 and 9 years old in the current year		
D	Nation	The best 7 results from all categories.	
E	Constructor	The best 7 results from all categories. The constructor which participates in this category must pay an entry fee (500 Euro) for the Championship. The fee can be paid to the BIU through the BNU or directly to BIU. The entry will be close with the registration - deadline of the Championship. The fee must be paid to the BIU before the registration – deadline. The name of the brand will be inserted in the starting list, the official results and the other official documents of the BIU. See also article 26.7	

## **Art. 12 OBSERVER**

Observer's responsibilities:

The "Observer", is the maximum authority in the section he/her is observing.

1) The observer must judge according to the rules. The observer must be neutral and absolutely impartial. The observer must judge all riders in the same way and same manner. If the observer is not sure or is in doubt, the benefit of doubt goes to the rider. The observer must be aged over 18 years old, or more, and must have a license issued by a National Union. During the International Championship the Observer must come from the "Executive Officer Group" (EOG).

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) Only the Rider can ask to the Observer. Rider must ask to the Observer only with Fair-Play and good manners.

In the case of an argument or verbal confrontation between a external person and an observer, or in case Rider using bad language, or in any case when the Observer deems it necessary, the Observer will hand out a yellow card, and later, if needed, a red card.

In any case, with a Yellow card, the section must be signed on penalty card with 5 penalty.

In any case, with a Red card, the section must be signed on penalty card with 10 penalty. The Jury will decide if the Rider will be disqualified or penalized with the 10 penalties only.

Three or more yellow card means the disqualification of the Rider. The disqualification will be applied by the Jury during the Jury Meeting.

4) In case of external disturbance affect the Observer or affect the Rider performances, the Observer can call a "Time Out". With Time Out the Observer can try to solve the problem of the external disturbance and to find the proper solution.

5) Any use of bad language directed at the observer is not allowed; Independently if become from the Rider, Minder or spectators. Rider will receive penalty also for the behavior of his Minder. About spectators disturbance the Observer have the possibility to use "Time Out" or give penalty to the Rider.

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.

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.

## **Art. 13 PENALIZATION**

Penalization system:

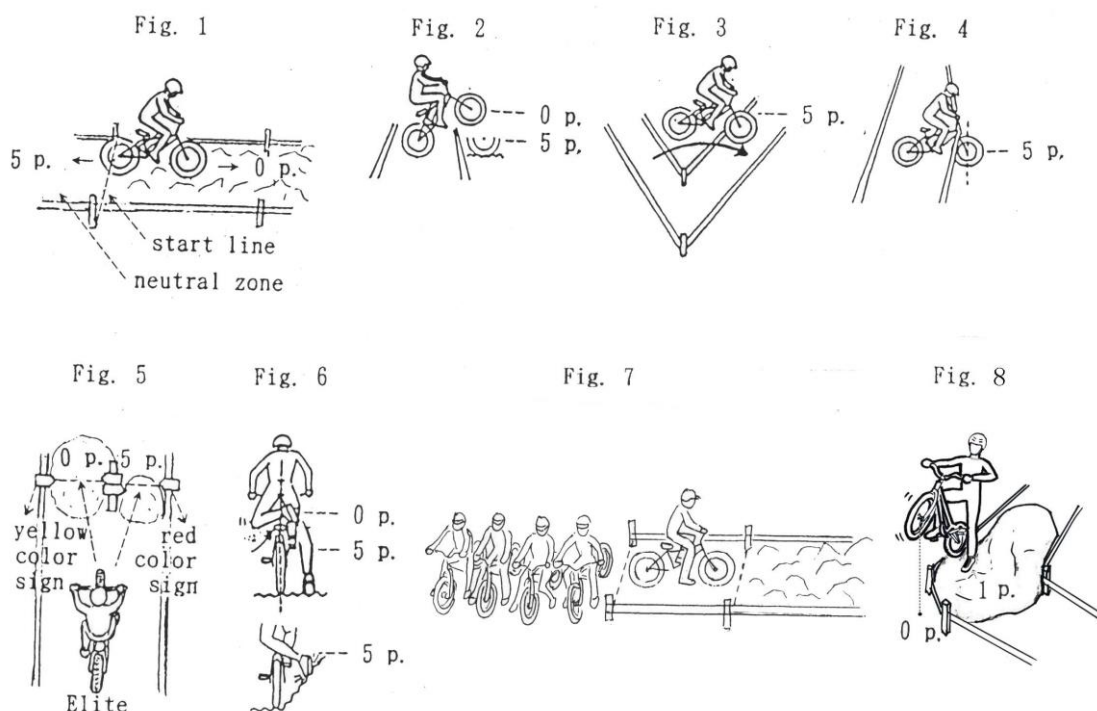
No.	Situation	Penalties
1	Over passing the time limit	5
2	Performing a clean section	0
3	1 dab	1
4	2 alternate dabs	2
5	2 dabs at the same time	5

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 of the section with the tire.	5
13	One wheel flying over the ribbon without contacting the ground.(Refer to Fig. 2). Front or rear wheel, in the air with a dab, over the ribbon is not penalized. Only the dab. Front or rear wheel, in the air, passing over a color sign (stake with color) is 5 points. (Refer to Fig. 8).	0
14	Two wheels flying over the ribbon. (Refer to Fig.3).	5
15	Crossing over the color sign between the front axle and the rear axle of the bike are not allowed.	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 axles of the rider's bike crosses between color sign which does not belong to the category of his own. (Refer to Fig.5).	5
20	Breaking a ribbon, pulling up or knocking down a stake.	5
21	Knocking down color signs.	0
22	With foot down touching any part of bike with a hand except handlebar	5
23	One dab on the ground and the other foot crossing the center line of the bike frame.	5
24	One foot on the pedal and the other foot crossing the center line of the bike frame. (Refer to Fig.6).	0
25	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
26	After one dab, sliding the foot on the ground. (Pivoting on the toes without gaining distance is allowed).	3
27	The sections cannot be modified by either the riders or any other person.	10
28	Leaning with only the toes or heels on any surface. (Resting or touching the pedal is allowed).	1
29	Regarding objections or complains, the observer is obliged to listen only to the riders, not the minder or anyone else, except Group B and C. Any penalty will be set through the event director.	10
30	Any use of bad language directed at the observer: Yellow card / Red Card / Time Out (Refer to Article 12). The penalty will be set directly by the Observer or through the Jury President.	5 - disqualify
31	Losing the score card; The penalty card is the only official medium to record the score in each section. The score board is for reference.	10

32	The rider cannot receive any physical help from his relatives or friends such as: (1) giving them the score card (2) asking them to carry the bike by foot or car, or (3) observing section while their bike is queuing Remark: queue is made neither by the bike itself nor by the minder. Minders maintaining the queue could be considered as fair play, but a rider on his bike will always have priority. (The riders from the Group B & C will be allowed to receive the above mentioned help).	10-50
33	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).	10
34	Section’s jump: The section with no score on the score card such as skipping a section, forgot punching the score after try will be 10 points each. (The rider must perform the sections in numerical order).	10
35	Tacking a short cut. The penalty can be given only immediately by one Member of the EOG on the punch card.	5
36	Modify a section after being inspected by the Jury	Disciplinary measure by the Jury, till disqualify

• **The item to be noted:**

37	The body will be allowed to touch any part of the section, leaning will not. The bike can touch any part of the section (except the handlebar).
38	Going outside the boundary of the section with the bike in any manner is not allowed.
39	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
40	The axle of front wheel indicates the entry and the exit of a section.
41	The observer will indicate the score to the riders by hand signals.
42	The rider must be equipped with the regulation clothing (pants, helmet, shoes/boots), otherwise the observer will not allow him/her to enter the section. (Refer to Art.18).
43	In the case of a dispute between the observer and the rider, the observer will note it on the back of the score card. The final decision will be made by Jury President.
44	Limitation of the minder: a. The number of minders per rider is 1. b. The minder should wear the bib (same number as the rider).
45	Upon entering section, the rider must queue parallel to his/her starting partner. (Refer to fig.7).
46	The rider can ask 5 points without queuing (and without enter) the section.
47	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 SCORE 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 the penalty 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 PLATE NUMBER**

The organizer will provide "Plate number" for the riders and for their respective minders or for their bikes. The plate number size should be a minimum of 10 × 15 cm for the bike as well as for the rider. Plate number should be placed on the handlebar 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 plate number is reserved for the organizers. The rider cannot compete without original plate number given from organizer.

No object, sign or any items in addition to the normal racing clothing can be worn on podium by the Riders. National flag is admitted.

## Art. 18 RIDER CLOTHES

The rider is under the obligation to wear: a helmet, pants, shirt and one piece footwear. If the rider does not obey with these attire regulations HE/SHE WILL BE REFUSED ENTRY INTO THE COMPETITION OR SECTIONS. Gloves, shirts with long sleeves, long pants and ankle protective footwear are strongly advisable but not compulsory.

## 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 follow the queue order. 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.

## 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 all riders who finished the competition in each category as follows:

Place	Point	Place	Point	Place	Point	Place	Point
1 <sup>st</sup>	25	5 <sup>th</sup>	11	9 <sup>th</sup>	7	13 <sup>th</sup>	3

2 <sup>nd</sup>	20	6 <sup>th</sup>	10	10 <sup>th</sup>	6	14 <sup>th</sup>	2
3 <sup>rd</sup>	16	7 <sup>th</sup>	9	11 <sup>th</sup>	5	15 <sup>th</sup>	1
4 <sup>th</sup>	13	8 <sup>th</sup>	8	12 <sup>th</sup>	4	rest	0,1

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.

## Art. 24 CLASSIFICATION

### • COMPETITION

1) Group-A, B:

The placing will be determined by the total penalty points. (With a handicap in Group B Female Category).

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)

- The rider with more 0 points. (Clean).
- The rider with more 1 points.
- The rider with more 2 points.
- The rider with more 3 points.
- The rider who completed the course in shorter time.
- 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	1st Lap								2nd Lap								Time			Total
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	Sta.	Fin.	T P	
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”.

### • Group D– Nations

The placing will be determined by the effective Championship points (the best 7 results from all categories, except Major). 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)

- The country with highest non-effective points (all 10 categories).
- The country with the next highest non-effective points.
- The country with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place, etc.
- Same place, (in the case of a tie still existing).

Chart 2 Nations. The 7 best results from all categories.

Country	Group A						Group B				Point	NEP
	Elite 20	Elite 26	Elite Femine	Senior 20	Senior 26	Junior	Minime	Femine	Benjamin	Poussin		
A	25		16	25	13	8*	20	25	0.10*	20	143	152.10
B	16	25	20	16	25	0.10*	16	13*	25	13*	143	169.10

(\* ) Not effective point = the worst after the 7 best results.

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

• **Group E - Constructors**

The placing will be determined by the effective Championship points (the best 7 results from all categories). 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: The 7 best results from all categories.

Country	Group A						Group B				Point	NEP
	Elite 20	Elite 26	Elite Femine	Senior 20	Senior 26	Junior	Minime	Femine	Benjamin	Poussin		
A	25		16	0.10*	13	10	20	25	0.10*	20	129	129.20
B	16	25	20	16	25	9*		13		13*	115	137.00

(\* ) Not effective point = the worst after the 7 best results.

In the case, country “A” wins to “B” by the effective points.

• **CHAMPIONSHIP**

- 1) Group A, B except Major, D & E:

The placing will be determined by the effective Championship points.

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: In the case of taking 3 best results)

Rider	R-1	R-2	R-3	R-4	R-5	Total	Effective point*

A	25*	20(a)	25*	16(b)	20*	106	70
B	20*	25*	20(a)	25*	16(b)	106	70

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

## **Art. 25 CHAMPIONSHIP ASSEMBLY**

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 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 agreement - 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. 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 List:**

- 1) BIU 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 BIU at least three months before the event. All data must be collected in a file named “Agenda” than follow the “BIU Agenda instructions”.
- 3) The participating nation must send the entry form (according to BIU format) and the list of riders to the BIU Head office, by the delegate, through before the registration - deadline.

Below is the sample:

Category	Family name	Given name	Year of Birth	Nation	Licence no.	Bike/Wheel size	R1	R2
Senior	HIRANO	Hiroshi	1956	JAPAN	081-00000	Hiro/20“	Yes	No

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 before the deadline. 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 (any part of the details) 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.

• **ENTRY FEE and REGISTRATION DEAD LINE**

Entry Fee for the BikeTrial International Events will be published at least 3 months before the events.

Entry Fee will be paid directly to BIU before the registration – deadline as provided by “BIU Entry Fee Instructions”.

BIU will transfer to the organizer the 75% of the total collected fee the day after the registration – deadline. The remaining 25% will be paid by BIU to the organizer during the last jury meeting of the single competition. The 25% of the total collected fee will be retained by BIU till the last jury meeting as a guarantee in order to the correct application of the Agreement and Technical Rules by the Organizer. Jury will have the right to ask the application of this rules in the measure than will be decided if needed.

If the rider does not arrive at the event (unless good proof or a valid reason - injury etc.) he/she will lose the fee. The rider must provide to communicate his absence with valid reason before the start of the first Rider in competition.

Minimum registration – deadline is 30 days before the Competition. BIU publish the entry list in real time on the official BIU web site. Official deadline will be published in the Agenda.

After the official deadline, will be possible to expand the list of participants with the a increase of the amount of registration fee:

- From the day after of official dead line till 15 days before the competition: the 1,50 of the Fee.
- From the 14<sup>th</sup> day before the competition till the 4<sup>th</sup> day: the double of the Fee.

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 goes to the National Union and the 20% will goes to the BIU from the fee), or directly to BIU if this have direct contact with the Constructor. BIU can't overtake the BNU in existing contact. The entry will be closed with the registration – deadline. The fee must be paid to the BIU before the registration – deadline. 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:

**Group B day**

Group	Category	Color sign
B	Poussin	WHITE
	Benjamin	GREEN
	Femine	PURPLE
	Minime	BLUE
	Major	BLUE

**Group A day**

Group	Category	Color sign
A	Junior	RED
	Senior – 20 mix 26	RED
	Elite Femine	ORANGE
	Elite - 20 mix 26	YELLOW

Other:

- 1) An annual ranking of riders in the categories Elite, and Elite Femine will be compiled and used by the organizer for the event.
- 2) UNIFORM: All riders and the team staff should wear their uniform for the official ceremony (welcome party, opening ceremony, award ceremony, and closing ceremony) of the event. Those participants can wear their riding gear. A shirt and pants will be accepted as a minimum kit of the team uniform but it is recommended to prepare a full set (a shirt, pants, a cap/hat, and a jacket) if possible. The material of the uniform will be of free choice but the logo of the BNU and the national flag should be printed on each of them.
- 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 are introduced 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. The award of top 3 in each category should be given from the organizer in the awarding ceremony by the order below:  
Constructor, Major World Cup, Poussin, Benjamin, Minime, Femina, Junior, Senior 20 or 26 (the category with better result's winner after), Elite Femina, Elite 20 or 26 (the category with better result's winner after), Nation.
- 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).

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 score 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 BIU flag must be passed to the delegate of next organizing country in the end of the 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 BIU head office by mail within one week after 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 should 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 (the day before the first competition):

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

(B) 2<sup>nd</sup> jury meeting (the day of the first competition):

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

(C) 3<sup>rd</sup> jury meeting (at the end of each competition's day):

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 (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. 33 and Art. 35)

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.

23) The minimum number of participants in a category of WBC will be ~~3~~ 2 riders from at least 2 countries. If this condition is not fulfilled the category will be cancelled from the competition. In case of such a situation occurring in the first event of the series, that category will be cancelled from that year’s World Championship. The category can be held as a World Cup.

## **Art. 27 THE WORLD BIKETRIAL MAJOR CUP**

The World BikeTrial Major cup it’s a competition, or series of competitions, reserved to 35 years old, or more, Riders. The WBMC can be organized during the WBC or during a separated event. WBMC does not give the title of “Champion”. WBMC can be organized also as “Continental BikeTrial Major Cup”. In this case will take the name of the Continent where is organized (i.e.: European BikeTrial Major Cup). WBMC (or Continental) can start with Entry List of 5 Riders minimum, from at least 2 countries.

## **Art. 28 THE WORLD BIKETRIAL INDOOR CUP**

The world BikeTrial indoor cup and its organization must be based upon specific rules laid down by BIU 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 last WBC).

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).

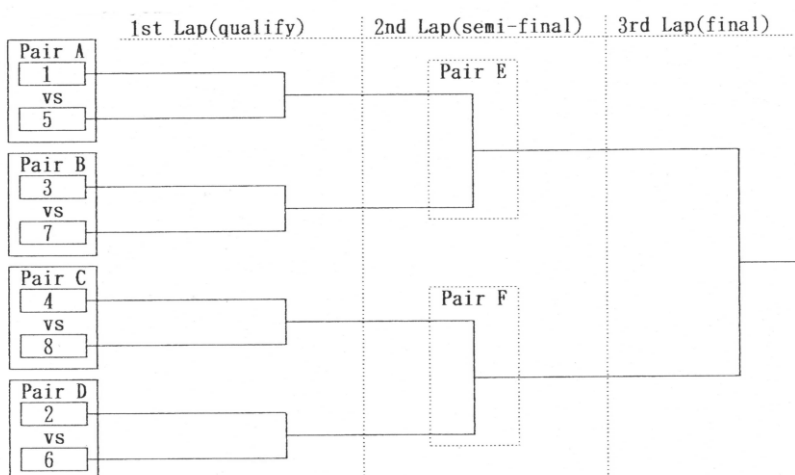
	Name	Pair
1	1 <sup>st</sup> in Elite ranking	A
2	2 <sup>nd</sup> in Elite ranking	D
3	3 <sup>rd</sup> in Elite ranking	B
4	4 <sup>th</sup> in Elite ranking	C
5	5 <sup>th</sup> in Elite ranking	A

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 by the organizer	C

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

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## Art. 29 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) THE TECHNICAL CONTROL MUST CHECK ABOVE MENTIONED POINTS 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. 30 BIKE WHEEL SIZE

The maximum of 22" of one wheel size will apply to the categories of Poussin, Benjamin & Femina, Senior 20 and Elite 20.

More than 22" of one wheel size will apply to the categories of Elite 26, Senior 26.

Minime, Jurnior and Elite Femina categories are free on wheel size.



## **Art. 31 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 15 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.

### KNOWLEDGE OF THE RULES

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

## **Art. 32 JURY**

The Jury is the maximum sport's authority during the Competition. The Jury is responsible to declare the final sport results and to apply all BIU Rules during the competition; His judgment is final.

The Jury will be composed of 3 Members.

During the International Championships (World and Continentals) and when provided by the Event's agreement, the Jury must be composed by Members of the "Executive Officers Group". The names of the Jury Members will be published at least 7 days before the start of the Competition.

Only the Jury can approve the start lists and the official results.

The Jury will not accept any audiovisual proof presented to support a claim (or the opposite could encourage interested chasing of adversaries). The Jury will not accept any claim against another rider. The Members of the Jury at any time must not be involved in discussions and decisions of the observers.

At the end of the competition Jury must send a report to BIU with official results and general report.

## **Art. 33 EVENT DIRECTOR**

The Event Director will be in charge of all matters concerning the organization of the Competition. The Event Director must work in agreement with Jury and follow his decision in order to apply all Sport rules. The Event Director have the right to discuss all Jury decision in order to protect all aspect of the Organizer's civil liability, not about Sport decision or results.

## **Art. 34 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 and Group-B.



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.

Other:

1) Signals (Refer to Art. 08 SIGNAL CODE)

2) Neutral zone (Refer to Art. 06 NEUTRAL ZONE)

### **Art. 35 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. 36 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. 37 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.



## BikeTrial International Union

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108 00 Prague 10 - Strašnice

BikeTrial International Union  
Protocol Number **678**

BikeTrial International Technical Rules 2015 – valid from 01 January 2016 to 31 December 2016

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### BikeTrial International Union

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International Sport Federation

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*BIU is the supreme world sports authority empowered to manage the BikeTrial, Blind BikeTrial, Push BikeTrial and Nature Ride activities and represent this activity in front of other legal entities. In this respect, it acts as the supreme world body for settling disputes, which might arise from organization of such activity. It is responsible for launching the entire system of championship competitions in BikeTrial, including launching and declaring official Champion titles in all BikeTrial categories. As a result, it determines the technical and economic conditions for operation of organizations involved in the BIU competition system. The same applies to transmissions or audio or video recording related to all events included in the BIU championship system (competitions), including any related advertisement.*

Visit the BikeTrial official web site



[www.biketrialinternational.com](http://www.biketrialinternational.com)