

MOUNTAIN BIKING SPECIFIC REGULATIONS

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MOUNTAIN BIKING SPECIFIC REGULATIONS

Note:

The following regulations are specific to the mountain bike disciplines. Where no specific reference to any particular point or issue is contained herein, the Road, Track and Roller Racing Technical Regulations of the B.C.F. will apply.

Note to Organisers:

These regulations have been adopted and amended from the UCI General Regulations in an effort to bring the National Points Series/National Championships & BCF sanctioned events up to international standard. The BCF wishes to seek an overall improvement in the standards of all events and courses to prepare riders for competing against the worlds best. Full compliance with the standards will initially be expected only from National Championship and NPS events, with the BCF and its officials in the short term operating a flexible approach to a wider application of the standards by other organisers. **The only exception to this will be regulations relating to the safety of competitors and others involved in any promotion.**

Abbreviated versions of these standards, based on differing levels of event are available from BCF Headquarters on request.

Note to Competitors :

UCI Regulations may change at any time during the year and these will subsequently alter the BCF Regulations. Details of any changes made since the printing of this Rulebook will be shown on the BC Website or may be obtained from BC Headquarters.

1.0 LICENCES AND RIDER CLASSIFICATION

- 1.0.1 A licence conforming to the general regulations of the U.C.I. will be issued by BCF to all Mountain Bike competitors as required.
- 1.0.2 Only licences conforming to U.C.I. regulations are acceptable in BCF Sanctioned competition.
- 1.0.3 Licences are valid for each calendar year and must be presented by all riders to qualify for medals at National, Regional and Divisional Championships, or ranking points from any BCF sanctioned event.

1.1 Age Categories

- 1.1.1 A rider's age category is determined as being on the 1st January of the year of the appropriate birthday. 1.1.2 Age categories for men and women are :

Fun	From 12th birthday onwards
Juvenile	From 12th birthday to 31st December year of 14th birthday
Youth	From 1st January year of 15th birthday to 31st December year of 16th birthday
Junior	From 1st January year of 17th birthday to 31st December year of 18th birthday
U-23's	From 1st January year of 19th birthday to 31st December year of 22nd birthday
Senior	From 1st January year of 19th birthday to 31st December year of 29th birthday

N.B. All Male and Female Senior age riders, may be further categorised into 'Ability' groupings as follows : Sport, Expert and Elite

Master	From 1st January year of 30th birthday to 31st December year of 39th birthday
Veteran	From 1st January year of 40th birthday to 31st December year of 49th birthday
Grand Veteran	From 1st January year of 50th birthday onwards

- 1.1.3 In National Championships and NPS events riders Veteran or Junior riders may only ride in the senior category, on the agreement of the BCF.
- 1.1.4 Licenced Juveniles may compete in the Youth Category but must obtain written clearance of the BCF. Send details of competition record and any other supporting material to BCF HQ.

- 1.1.5 Each category should normally have a different time of start, but for minor races smaller numbers may allow for the mixing of categories without detriment to the standard and quality of event.

- 1.1.6 All promoters are encouraged to hold within their race programme an event for Under 12's, which should take place on a shortened course in close proximity to the main start and finish area.

2.0 THE BICYCLE

- 2.0.1 The BCF in no way wishes to stifle the natural evolution of the mountain bike in any recognised discipline. To this end there is only one requirement; that the bicycle is solely human powered. Any bicycle used in competition must be capable of safely and efficiently completing the task and must, as a minimum, be mechanically sound, have efficient brakes on all wheels and all reasonable steps must be taken to ensure the safety of the rider and others. As part of the latter, bar plugs are compulsory.

- 2.0.2 If, in the opinion of a scrutineer and/or commissaire, a bicycle fails to meet the above criteria the rider must take immediate steps to ensure the necessary steps are taken to remedy the shortcomings and ensure the scrutineers/commissaires requests are met. Failure to do so will result in exclusion from the competition.

- 2.0.3 All bikes must use a wheel at the front and the back which is no larger than 29" in diameter.

- 2.0.4 For Four Cross an effective rear brake is required.

3.0 CLOTHING

- 3.0.1 Advertising on a competitor's clothing shall be allowed with the exception of the National Champion's jersey which is presented on the podium.

- 3.0.2 Replicas of the National Champion's jersey may be made in conformity with the relevant BCF regulations. The advertising area sizes and limits allowed on the National Champion's jersey in all categories are as stated in the General Regulations of the BCF.

3.1 Wearing the National Champion's Jersey

- 3.1.1 The jersey must be worn during racing and on the podium at all national and international events other than when the rider competes as a member of a British representative team. i.e. Olympic, World or European Championship events. The only other exception will be if the National Champion wins the leader's jersey of a stage race, particular international competition or series, or the World or Olympic Champion's jersey.

- 3.1.2 The National Champion's jersey may only be worn in the category and in the discipline of competition in which it was won.

3.2 Helmets

- 3.2.1 It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards defined in the General Regulations.

4.0 COURSE AND FACILITY REQUIREMENTS

4.1 Start and Finish

- 4.1.1 The start and/or finish banners must be placed immediately above the start and finish lines (minimum clearance 2.6 metres) and cover the whole width of the riding surface.

- 4.1.2 The finish will be judged by a perpendicular line drawn from the front of the tyre of the front wheel to the finish line.
- 4.1.3 The riding area at the start for events where riders start in groups must be:
- 4.1.3.1 At least 6 metres wide for a minimum distance of 30 metres before the line.
- 4.1.3.2 At least 6 metres wide for a minimum of 100 metres after the line.
- 4.1.3.3 Either on the flat or climbing for a minimum of 1000m, or 5 minutes after which the riding area may narrow.
- 4.1.4 The riding area at the finish for events where riders may finish in groups must be:
- 4.1.4.1 At least 4 metres wide for a minimum distance of 50 metres before the finish line.
- 4.1.4.2 At least 4 metres wide for a minimum distance of 20 metres after the finish line.
- 4.1.4.3 Either on the flat or climbing.
- 4.1.5 Barriers must be erected for a minimum of 50 metres before and 50 metres after the start line on both sides of the course. There must not be any obstacles which might cause a crash or any chance of collision between the riders in the start and finish areas.
- 4.1.6 For Downhill events the start area must be at least 2 metres wide and the finish area must be at least 6 metres wide.
- 4.1.7 Ideally, individual Cross Country and Downhill courses must be apart and should not have common trail. If, however, they do share common trail, exclusive training periods must be allocated on each course.
- 4.2 The Course**
- 4.2.1 The course of a mountain bike race should include, where possible, forest roads and tracks, fields, earth or gravel paths. Paved or tarred/asphalt roads should not exceed 15% of the total course.
- 4.2.2 The course must be free of all obstacles which have not been planned and/or notified to the riders.
- 4.2.3 The course must be marked every kilometre by a sign indicating the distance yet to be raced. Furthermore, the last kilometre must be marked with a sign clearly indicating that only one kilometre of the course remains.
- 4.3 Artificial Obstacles and Jumps**
- 4.3.1 Organisers and course designers should consider the possible legal implications of constructing an obstacle or including a jump on a mountain bike course. This is particularly important where the use of an obstacle, artificial or natural, may lead to either or both of the bicycles' wheels leaving the ground.
- 4.3.2 If jumps are used, three areas are critical:
- 4.3.3 Approach zone- This should help the rider to approach and execute the jump with a minimum of rotational forces in the horizontal or the vertical planes, allowing him to concentrate on one task: the jump. For this, the approach must be in a straight line for a minimum distance - corresponding to the size of the jump (guideline chart needed) - and have a distinctly smooth surface.
- 4.3.4 Take-off zone - This is critical. The ground surface should be smooth. This means free of features that could obstruct one of the wheels. Take-off point should be a rounded design. Avoid sharp edges, lips, rapidly changing gradients (specify range and example diagrams).
- 4.3.5 Landing zone - As in skiing and moto-cross cycling, flat landings are considered to be dangerous. The landing zone should be designed to reduce impact forces when the wheels contact the ground. Flat landings and landing sloped back towards the take-off present an unacceptable hazard. The landing zone must be clear of obstructions, have a stable surface and be inclined away from the obstacle at an angle that should be not less than approximately 15 degrees to the horizontal.
- 4.3.6 Organisers must draw the attention of Commissaires to jumps and man-made features for approval.
- 4.4 Facilities**
- 4.4.1 The race organiser must set aside an area near the staging area where riders may prepare themselves for the event.
- 4.4.2 The Commissaires must be provided with a suitable covered area for their work, close to the start and finish lines.
- 4.4.3 The race organisation, including registration and results service (secretariat) will be situated in a closed and covered area.
- 4.4.4 Safety systems, including first aid evacuation arrangements will be installed in order to give assistance to all riders at all points of the course with the least possible delay.
- 4.4.5 Only essential vehicles of the organisation, security, safety and the media where applicable are permitted access to the course.
- 4.4.6 The race organisation must provide radios for each of the Race Commissaires. Desirably radios should have one channel available for the exclusive use of the Race Commissaires, which also provides contact with the Race Director.
- 5.0 DESCRIPTION OF OFFICIALS' DUTIES**
- 5.0.1 The Technical Delegate**
- 5.0.1.1 For National Championship, NPS, and other major sanctioned events, this person will be appointed by the BCF.
- 5.0.1.2 For all other sanctioned events, the appointed Race Commissaire will also perform in advance of, and on race day, the task of Technical Delegate.
- 5.0.1.3 The person appointed will be responsible for the technical aspects of the event and is the liaison between the BCF, HQ, and the organisers.
- 5.0.1.4 They will arrange as necessary for an advance inspection of the site and course, meet with the organisers, and make a site inspection report to BCF and provide a copy of this report to the organiser.
- 5.0.1.5 Oversee and follow up with the organiser in the lead up to the event to ensure the recommendations from the site inspection report have been implemented as appropriate.
- 5.0.1.6 For all National Championship, NPS and other major sanctioned events, the person appointed will be on site 24 hours prior to the opening of the registration of the event and carry out an inspection of the venue and courses in conjunction with the Chief Commissaire and the organiser before any official training or racing commences.
- 5.0.1.7 On the commencement of the first official training session, the responsibility for the conduct of the competition is assumed by the Race Commissaires.
- 5.0.1.8 The person appointed will also co-ordinate the team manager/rider meetings, which will be chaired by the Race/Chief Commissaire.

- 5.1 The Race Commissaires**
- 5.1.1 For International Events**
- 5.1.1.1 For events listed on the international calendar, the Race Commissaires will be appointed in accordance with the requirements of the U.C.I.
- 5.1.2 For National Championship, NPS and other major sanctioned events**
- 5.1.2.1 For National Championship, NPS and other major sanctioned events the Race Commissaires will be appointed by the BCF, from the list of UCI or National Mountain Bike Commissaires. Three Commissaires will normally be appointed to each race within the above grouping, to undertake the designated roles as follows: Chief Commissaire, Start Commissaire and Finish Commissaire.
- 5.1.3 For all other sanctioned events**
- 5.1.3.1 For all other sanctioned events the Race Commissaires will be appointed by the Commissaire Co-ordinator for the Region in which the race takes place, from the list of UCI or National Mountain Bike Commissaires. One Commissaire MUST officiate at all such races, but dependent upon local course circumstances, the person responsible for appointments may require additional Commissaires to be in attendance.
- 5.1.4 Role of the Race Commissaire**
- 5.1.4.1 He/she is responsible for the sporting aspects of the overall competition. Supervises the start arrangements, the officials, any other Commissaires in attendance, confirms the result and oversees the publication of the official results. Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the completion of his/her duties. Will discuss with appropriate officials any incidents that occur, and impose any penalties that may be required. Receives complaints from competitors.
- 5.2 Marshals :**
- 5.2.1 The race organisation must provide enough marshals and others to assist the Race Commissaires in their duties and to ensure the safety of the riders and spectators.
- 5.2.2 All Marshals and other persons must be properly briefed and issued with course maps which provide simple reference points for locating accidents, and be capable of competently performing the role required of them.
- 5.2.3 Marshals must be positioned to provide sufficient radio control points along the course.
- 5.2.4 They should each have food, drink, appropriate clothing, a whistle, and where appropriate, a radio.
- 5.2.5 They should be easily identifiable with a distinct mark or uniform.
- 5.2.6 All spectator crossings must have at least two marshals - one on each side of the course - to ensure that spectators can safely cross the course.
- 5.3 Timekeepers :**
- 5.3.1 Will time each competitor and collaborate with the commissaires at the start and the finish in the completion of their duties.
- 5.4 Race Director:**
- 5.4.1 The Race Director will co-ordinate the organisation of the race and ensure that adequate personnel for each duty are available.
- 5.4.2 Will ensure that training and competition can be safely held.
- 5.4.3 Will arrange provision of all necessary equipment and facilities for the event.
- 6.0 IDENTIFICATION OF RIDERS IN TRAINING AND IN COMPETITION**
- 6.0.1 Competitors must fasten numbers supplied by the Race Organisation as follows:
- 6.0.2 One number to be placed on the front of the bike - the Front Number Plate. This number MUST be displayed before any rider is allowed on the course at any time.
- 6.0.3 During competition :One number to be placed on the central lower back - the Body Number.
- 6.0.4 During competition: A further optional number to be placed on the shoulder on the same side as the Commissaires carrying out lap scoring (normally the left) - the Shoulder Number. The shoulder to be used will be notified to all riders by the Race Commissaire/Organiser.
- 6.0.5 These numbers are applicable to all forms of Mountain Bike Competition.
- 6.0.6 The figures on the Body Number must have a minimum height of 12 cm. and a minimum width of 2 cm.
- 6.0.7 The figures on the Front Number Plate must have a minimum height of 8 cm and a minimum width of 1.5 cm.
- 6.0.8 All figures must be block figures.
- 6.0.9 The outside dimensions of all numbers must not exceed the following:
- 6.0.10 Front Number Plate 18 cm by 18 cm.
- 6.0.11 Body Number 20 cm (wide) by 18 cm (high).
- 6.0.12 Shoulder Number 12 cm (wide) by 8 cm (high).
- 6.0.13 Only the organisation may place advertising on the Front Number Plate, the Body Number, and the Shoulder Number.
- 6.0.14 Advertising on the front number plate, the body numbers must not exceed 6 cm maximum height and 4 cm maximum height on the shoulder number.
- 6.0.15 The background colour of all numbers will be white with the figures in black.
- 6.0.16 Race numbers must be waterproof.
- 6.0.17 Riders must not cut, fold or mutilate race numbers.
- 7 MOUNTAIN BIKE COMPETITION TYPES**
- 7.0 Cross Country Racing :**
- 7.0.1 Cross Country Circuit racing or "CC"**
- 7.0.1.1 Each lap should be a minimum of 6 kilometres around. The number of laps to be completed will vary from category to category.
- 7.0.2 Cross Country Point to point racing or "PP"**
- 7.0.2.1 The course should be a minimum of 25 kilometres and have appreciable height variations. Group or single (time trial) starts are possible. The course will normally start in one location and finish in another, though the same start and finish area of a large loop will be permitted.

7.0.3	Cross Country Short Course racing or "SC"	8.1.2	The Race Director and Technical Delegate may restrict the periods during which access to the course is available to competitors prior to racing commencing. However, no training is permitted on the route while a race is in progress.
7.0.3.1	An SC course should be a maximum of 6 kilometres per lap. The start and finish should be in the same area. Natural and/or artificial obstacles will only be allowed if they are safe. Depending on the course, a maximum number of competitors in each race may be set by the Technical Delegate.	8.1.3	Only riders and officials wearing a helmet, and displaying a valid Number Plate on the front of the bike, will be allowed onto the course during official training periods.
7.0.4	Cross Country Endurance and Enduro racing or "EN"	8.1.4	The list of competitors must be finalised before the race starts and will ensure the team, category, type of race, distance, start time and, if appropriate, the start order.
7.0.4.1	Any long distance event held over one or more days, but falling outside the definition of a stage race. Such events may be contested by individuals and/or teams, and the duration of which may be a predetermined period of time; or completion of a number of differing tests incorporating trials (bike handling), skills (mechanical problem solving), trail (map reading), and speed (physical endurance sections).	8.1.5	The race route is fixed before the start and each rider must have view of a map of the route when signing on. Riders must also attend an "on the line" briefing which will contain any specific regulation changes.
7.1	Downhill or "DH"	8.1.6	An organiser may determine specific regulations for their event, but these must not conflict with any mandatory elements of the technical regulations of the governing body. All such specific regulations together with any possible last minute changes to race procedures must be advertised and made known to the riders before the start of their race.
7.1.1	A downhill course will contain a maximum of 3% paved and/or tarred/asphalt surface and should be all downhill. The course should be a mixture of single track, fire road, field tracks, forest tracks, and rocky tracks. There should be a mixture of rapid and slower technical sections. There should be little emphasis on pedalling, but rather the technical skills of the riders should be tested.	8.1.7	Wherever practical all races should be subject to start order based upon series, national or other available ranking lists. For all events on the UCI calendar it will be compulsory for the most current UCI ranking to be used to compile the start order before applying any other ranking list."
7.2	Hill Climb or "HC"	8.2	The Start
7.2.1	A point to point course containing at least 80% of uphill riding. Group or single (time trial) starts are possible. The course starts in one location and finishes in another at a higher elevation.	8.2.1	The start briefing will be given to all starters on the line by the Race/Start Commissaire and must include the following elements :
7.3	Observed Trials or "OT"		<ul style="list-style-type: none"> • <i>That the competition is run to BCF Rules</i> • <i>A briefing as to the hazardous nature of mountain biking</i> • <i>A description of any obstacle deemed unusually hazardous by the Race Organiser and the Race Commissaire</i> • <i>A description of the Feed Zone if appropriate & confirm no. of laps and how start and/or restart will be sounded.</i>
7.3.1	Marked out sections with varying degrees of difficulty where the rider is penalised on a sliding points scale for mistakes made in attempting to "clear" sections. The trials regulations of the U.C.I. Trialsin Commission will be used as a reference.	8.2.2	Prior to the start of a mass start race a tape or ribbon will be held across the start line, behind which the riders will line up as they are called.
7.4	Dual Slalom or "DS"	8.2.3	As a minimum for mass start events, start announcements will be made at 5, 4, 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The Race/Start Commissaire will then start the race somewhere between 15 seconds and 0 seconds. No countdown announcement can be given when there are less than 15 seconds remaining.
7.4.1	A maximum of two competitors race against each other down parallel courses interspersed with flexible poles forming 'gates' that have to be negotiated. Each rider competes against their fellow competitor on each parallel course in turn, with the rider recording the fastest combined time progressing through to the next round of elimination races.	8.2.4	In mass start events, the tape or ribbon used at the start must be raised at the 30 seconds start announcement.
7.5	Dual /Four Cross (4X) or "DL" & BSX	8.2.5	Massed start competitions will be started by an audible warning such as pistol or whistle which will be sounded by the Race/Start Commissaire.
7.5.1	Between two and four competitors race head to head down a single course interspersed with flexible poles forming 'gates' that have to be negotiated. The result of each round is determined by a single race, with the winner/s progressing through to the next round of elimination races.	8.2.6	Riders who jump the start will be penalised.
7.5.2	If deemed appropriate by the organiser, a 3 or 4 Moto qualification event can replace the timed run before moving into the single round elimination phase.	8.2.7	The Race/Start Commissaire can declare a false start if one or more riders will have been placed at a disadvantage.
7.6	Stage Races or "SR"	8.2.8	It is recommended that the Race/Start Commissaire is in control of the public address system from two minutes prior to the start, until the start has been completed.
	An event judged on total time/points resulting from several races of the same or differing disciplines of racing over three or more days.	8.2.9	In mass start events the Race/Start Commissaire will declare if a false start has taken place. This will be announced as previously advised to competitors. This must be immediately followed by an announcement by
8.0	GENERAL COMPETITION REGULATIONS		
8.1	Preliminaries		
8.1.1	The Race Commissaires will check that the course is correctly marked and safe. A report of this check will be made to the Race Director (and the Technical Delegate if applicable).		

the Race/Start Commissaire that a false start has been declared.

8.3 The competition

- 8.3.1 Riders must complete the entire distance of the race and the responsibility for following the official route lies with the rider.
- 8.3.2 A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.
- 8.3.3 If a rider exits the route of the course for any reason, he/she must return to the course at the exact same point from which he/she exited.
- 8.3.4 Any walking, running or riding by a rider which is carried out without the intention of directly re-joining the course, or other activity in breach of the regulations, which takes place outside of the marked course area, may result in disqualification.
- 8.3.5 A rider cannot receive any technical assistance along the course from anybody including competitors, other than as permitted in regulation 10.4.
- 8.3.6 A rider may only change his/her bike between races or stages.
- 8.3.7 A rider or helper must not use offensive or abusive language during the race, act in an anti-sporting manner, be disrespectful to the officials or ignore the race regulations.
- 8.3.8 A rider must act in a polite manner at all times and permit any faster rider to overtake without obstructing.
- 8.3.9 Riders must respect the countryside and ride only on the official route. The rider must avoid polluting the area and must not leave any waste or litter.
- 8.3.10 No glass containers of any kind are permitted on or near the race course.

9.0 DISCIPLINARY PENALTIES

- 9.0.1 The penalties applicable to anti-doping infractions are dealt with in the BCF and U.C.I. Anti-Doping Regulations.
- 9.0.2 Illegal repairs to the bike, change to the bike, unauthorised feeding or any assistance received from any external source will result in disqualification.
- 9.0.3 Jersey pulling, pushing or pulling another competitor (whether given or received), leaning on another competitor (except Dual), irregular assistance between riders of different teams may lead to relegation in the results and repeated occurrences may result in disqualification.
- 9.0.4 Obstruction of any rider in the final sprint, unsporting conduct towards another rider with the intention of restricting movement, taking a shortcut, substitution for another rider, taking both hands off the handlebars in the final sprint may result in relegation or disqualification.
- 9.0.5 Indecent conduct or foul language, disrespect to officials and/or to the public will be penalised. Repeated occurrences may lead to disqualification and a severe offence may justify a recommendation for suspension.
- 9.0.6 Fighting between competitors or with an official or member of the organisation or public will be penalised by disqualification and exclusion from the result. A severe offence can justify a recommendation for suspension.
- 9.0.7 BCF will respect suspensions imposed on riders by other affiliated Organisations and other Federations.

9.1 The Penalties Applied

- 9.1.1 Penalties can be imposed according to the nature of the offence and one or more of the following can be used:
- Verbal warning.

- Written Warning
- Fine. (Minimum £20.00).
- Relegation of position (by one or more positions).
- Time or points penalty.
- Disqualification.
- Suspension.

9.1.2 The BCF penalty form will be used by Commissaires for all penalties.

9.1.3 When an offence is committed, the Chief Commissaire will inform the rider of the penalty. If he/she cannot inform the rider, he/she will inform a delegated representative of the rider.

9.2 Protests

9.2.1 Any rider who considers he has been prejudiced by any action during the competition may submit a protest to the Chief/Race Commissaire after he/she has crossed the finish line. The rider must submit his/her protest in writing and it must be signed and presented within 15 minutes of the end of his/her race along with a fee of £25.00 to the Chief/Race Commissaire. The Chief/Race Commissaire will send any funds collected in the form of fines and protests to BCF headquarters together with their event report.

9.2.2 A protest against results must be submitted in writing and it must be signed and presented within 15 minutes of posting of results along with a fee of £25.00.

9.2.3 If a protest involves one of the top five finishers, the awards ceremony will be delayed until the decision is reached.

9.2.4 The decisions of the College of Commissaires/Chief Commissaire on the day in relation to the interpretation of the Technical Regulations; necessary disciplinary action and upon any protests received in accordance with the above, will be final.

9.2.5 Ignorance of the regulations is not admitted as an excuse.

10.0 GENERAL CROSS COUNTRY REGULATIONS

10.1 Course Design Parameters

10.1.1 The course must be 100% rideable regardless of the terrain and weather conditions. Brief and unavoidable dismounts may be approved by the Technical Delegate and/or the Race Commissaire.

10.1.2 The optimum winning time for a Cross Country Circuit race should be within the following range (in hours and minutes) :

	Minimum	Maximum
Junior Men	1.30	1.45
Junior Women	1.15	1.30
Senior Men U/23	1.45	2.00
Senior Men Elite	2.00	2.15
Senior Women	1.45	2.00
Masters Men	1.45	2.00
Veteran Men	1.30	2.00
Veteran Women	1.15	1.45

10.2 Course Marking

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

10.2.2 The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white or yellow background.

- 10.2.3 They will have a minimum height of 20 cm and a minimum length of 40 cm.
- 10.2.4 They will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations.
- 10.2.5 They will be placed at frequent intervals along the course to confirm to the rider that he/she is following the correct course.
- 10.2.6 Arrows should be placed on the riders' right hand side of the course, except for right turns where arrows will be placed on the riders' left hand side. They must be placed no higher than 1.5 metres off the ground.
- 10.2.7 Each intersection will be marked by an arrow placed 10-20 metres before the intersection.
- 10.2.8 Another arrow will be placed at the intersection.
- 10.2.9 Another arrow will be placed 10 metres after the intersection to confirm the correct route.
- 10.2.10 A sign "X" will be positioned within easy eyesight to mark the wrong direction.
- 10.2.11 In all potentially dangerous situations, 1 or more arrows will be placed upside down 10-20 metres before the obstacle, or dangerous situation.
- 10.2.12 Two or more upside down arrows mean a more dangerous situation.
- 10.2.13 Three or more upside down arrows means a most dangerous situation, proceed with caution.
- 10.2.14 Replicas of the following signs must be used:
- | | | | |
|---------------------|-----|--------------------------|-------|
| STRAIGHT ON | ↑ | CAUTION | ↓ |
| LEFT AT JUNCTION | ← | RIGHT JUNCTION | → |
| CAUTION - SLOW DOWN | ↓↓ | DANGER - EXTREME CAUTION | ↓↓↓ |
| WRONG DIRECTION | × | RIVER CROSSING | ~~~~~ |
| BRIDGE AHEAD | } { | | |
- 10.2.15 In areas where there are steep and/or potentially dangerous downhill sections cross country courses must be additionally marked as follows:
- 10.2.16 With bamboo or ski slalom gates (PVC piping) with a height between 1.5 and 2 metres.
- 10.2.17 In high speed sections of the course, as deemed appropriate by the Technical Delegate and the Chief/Race Commissaire, the course should be taped off. (The tape should be positioned on the ski gates/piping at a height which does not interfere with television shots - usually at 50 cm from the ground.)
- 10.2.18 In appropriate areas, such as walls, on course tree stumps, on course tree trunks, hay bales or padding adequate to protect the riders must be used. Such protective measures must not restrict the rideability of the course.
- 10.2.19 In appropriate areas, such as along the edge of steep drops, catch nets which comply with ski federation norms must be used.
- 10.2.20 Any wooden bridges or ramps must be covered with non-slip surface.
- 10.2.21 Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent biodegradable paint, or similar temporary marking material, to give increased rider reference at speed.
- 10.3 Feed Zones**
- 10.3.1 Feeding may be restricted to designated feeding areas or zones where feeding zones are designated. Eye wear exchange may also be permitted in these areas.
- 10.3.2 The Technical Delegate and/or Chief/Race Commissaire will determine with the collaboration of the Race Director the final layout and set-up of the feed zones(s) where designated.
- 10.3.3 Each feed zone must be located on flat or uphill sections which are slow and open enough to facilitate feeding, and will be designated to provide two areas as follows:
- 10.3.3.1 For the helpers of all teams and individual competitors. Team personnel should wear identifiable clothing.
- 10.3.3.2 Neutral provision of drinks etc., provided by the organisation.
- 10.3.4 The feed zone must be wide enough and long enough to allow passing of riders without interfering with those taking a feed.
- 10.3.5 At major events the Technical Delegate and/or organiser may, having given advance notice, restrict access to the feed zone area to persons holding team, individual feeder, race staff or commissaires credentials.
- 10.3.6 During feeding no physical contact between feeders and riders is allowed. This will be considered as technical assistance.
- 10.3.7 It is not permitted for a feeder to place water bottles on to the bike. Water bottles must be handed to the rider.
- 10.3.8 Water may be poured onto a rider only if permission has been given by the Chief/Race commissaire before the event. At no time is it permitted to pour water onto any part of a competitor's bicycle.
- 10.3.9 It is forbidden for feeders to run beside their rider in the feed zone.
- 10.4 Authorised Technical Assistance (TA)**
- 10.4.1 Technical assistance during a cross country or marathon race will be permitted in National Championships, and NPS rounds, subject to the following conditions.
- Other than in exceptional circumstances, and entirely at the discretion of the organiser and Chief Commissaire, technical assistance at other domestic cross country races will not be permitted.
- 10.4.2 Authorised Technical Assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame. Bike changes are not permitted and the rider must cross the finishing line with the same handlebar number plate that they had at the start.
- 10.4.3 In races where Technical Assistance is permitted, a special zone will be established as an extension of the official feed zone. Only one (1) zone per lap will be permitted.
- 10.4.4 Spare equipment and tools for repairs must be placed within the TA zone. Each rider may carry out repairs themselves or receive assistance in doing so from helpers within the TA Area.
- 10.4.5 Riders may carry tools and spare parts provided that these do not involve any danger to themselves or other competitors.
- 10.5 Security**
- 10.5.1 Communication**
- 10.5.1.1 Radio communications system used must be capable of covering the entire course without dead spots from start to finish.
- 10.5.1.2 Should radio communication not be in use adequate alternative measures are required to be in place to ensure that no competitor is at risk of delayed assistance following any incident that might occur.
- 10.5.2 Marshals**
- 10.5.2.1 A flag system must be applied as follows:

<p>10.5.2.1.1 All marshals working in potentially hazardous sections must carry a yellow flag which will be used during training and racing sessions.</p> <p>10.5.2.1.2 If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.</p> <p>10.5.2.2 All marshals must ideally have line of sight with each other and carry whistles which will be blown with a short sharp blast as the next rider approaches.</p>	<p>11.0.1.2 A system in which a qualification and a semi-final lead to a final in which the fastest time wins - such as the World Cup system</p> <p>11.0.1.3 Or, a seeding run, followed by a single run by all competitors based on the seeding run, with the fastest time winning - such as the World Championships system.</p> <p>11.0.1.4 A two run system (with the fastest single time from either run counting to the result) may be acceptable under certain circumstances.</p> <p>11.0.1.5 Two runs with a combined time is not an acceptable system.</p>
<p>10.5.3 First aid minimum requirements</p> <p>10.5.3.1 At least one ambulance and an additional base unit is required at all UCI, National Championship and National Points Series events.</p> <p>10.5.3.2 At all other events a base station is required as a minimum, but the need for provision of an on site ambulance will be based upon the risk assessment document.'</p> <p>10.5.3.3 All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.</p> <p>10.5.3.4 The first aid area must be centrally located and identified to all participants.</p> <p>10.5.3.5 First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There should also be a first aid crew in place for official training days.</p> <p>10.5.3.6 First Aid services must be in radio contact with each other, with Race Organisers, and with the Race Commissaire in case of an emergency.</p> <p>10.5.3.7 All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident ideally without having to travel too far.</p> <p>10.5.3.8 A report must be submitted by the organiser to BCF HQ within seven working days of the end of the event listing all injuries and treatments rendered with the riders name, number, and country.</p> <p>10.5.3.9 First aid Technicians qualified appropriately to cover the assessed level of risk existing, should be in attendance.</p> <p>10.5.3.10 For all events at least 1 doctor must be on full standby.</p> <p>10.5.3.11 Ideally motor bikes or quad bikes must be used to quickly access awkward areas.</p> <p>10.5.3.12 Potential hazard areas must be clearly identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.</p>	<p>11.0.2 Course Design Parameters</p> <p>11.0.2.1 Courses must be marked with a minimum of the following:</p> <p>11.0.2.2 With bamboo or ski slalom gates (PVC piping) with a height between 1.5 and 2 metres.</p> <p>11.0.2.3 With the BCF and U.C.I. approved arrow system.</p> <p>11.0.2.4 In high speed sections of the course, as deemed appropriate by the Technical Delegate or Chief/Race Commissaire, the course should be taped off as below. (The tape should be positioned on the ski gates/piping at a height which does not interfere with television shots - usually at 50 cm from the ground.)</p> <p>11.0.2.5 In appropriate areas, such as walls, on course tree stumps, on course tree trunks, hay bails or padding adequate to protect the riders must be used. Such protective measures must not restrict the rideability of the course.</p> <p>11.0.2.6 In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. No nets of any type can be used.</p> <p>11.0.2.7 Any wooden bridges or ramps must be covered with non-slip surface (carpet, chicken wire, or special anti-slip paint).</p> <p>11.0.2.8 Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent bio-degradable paint or similar temporary marking material, to give increased rider reference at speed.</p>
<p>10.6 Minimum Training Periods</p> <p>10.6.1 The organisation must make courses available and fully marked for training at least 24 hours before the first race (qualification or other).</p>	<p>11.1 Security</p> <p>11.1.1 Clothing/Protection</p> <p>11.1.1.1 BCF cannot authorise downhill protection standards at the present time, other than for protective headgear.</p> <p>11.1.1.2 In addition, the youth of the sport of downhill racing means that certain protection items are not yet governed by formal standards.</p> <p>11.1.1.3 However, based on current experience, BCF strongly recommends that riders wear the following protection:</p> <ul style="list-style-type: none"> • Back, Elbow, Knee and Shoulder protection with a rigid surface • Thigh padding • Shin padding • Long pants • Long sleeved shirts • Full finger gloves <p>11.1.1.4 A full face helmet is compulsory' Note – See notes under General Technical Regulation 8.6</p>
<p>11.0 GENERAL DOWNHILL COMPETITION REGULATIONS</p> <p>11.0.1 Format for Racing</p> <p>11.0.1.1 A single run format must be used. This may involve either:</p>	

- 11.1.2 **Communication :**
- 11.1.2.1 A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
- 11.2 Marshals**
- 11.2.1 A flag system must be applied as follows:
- 11.2.1.1 All marshals must carry a yellow flag which will be used during training sessions only.
- 11.2.1.2 If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
- 11.2.1.3 Designated marshals will hold red flags. These red flag positions must be at suitable places on the course and each red flag holder will have line of sight with left and right neighbouring red flag holders.
- 11.2.3 The red flags will be used in training and racing.
- 11.3 Race halt procedure**
- 11.3.1 All red flag holders must have radios tuned to the same frequency as the Race Commissaire/s, Race Director, and Medical staff.
- 11.3.2 Red flag holders observing a serious accident must immediately report the accident on the radio to the Chief/Race Commissaire and Race Director.
- 11.3.3 Red flag holders must immediately assess the situation of the crashed rider and continue reporting to the Chief/Race Commissaire and Race Director.
- 11.3.4 The Chief/Race Commissaire may order that the red flag is waved vigorously.
- 11.3.5 Other red flag holders should be aware of any radio traffic concerning an accident and when observing a neighbour waving his/her flag must do the same.
- 11.3.6 Riders observing a waving red flag during the race must STOP immediately since a serious accident ahead is being reported.
- 11.3.7 A stopped rider should proceed calmly but promptly to the finish and request a re-start from the Finish Commissaire and wait for further instruction.
- 11.3.8 All marshals must have line of sight with each other and whistles which will be blown with a short blast as the next rider approaches.
- 11.4 First aid minimum requirements**
- 11.4.1 At least one ambulance and an additional base unit is required at all UCI, National Championship and National Points Series' events.
- 11.4.2 At all other events a base station is required as a minimum, but the need for provision of an on site ambulance will be based upon the risk assessment document.'
- 11.4.3 Rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- 11.4.4 The first aid area must be centrally located and identified to all participants.
- 11.4.5 First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There must also be a first aid crew in place for official training days.
- 11.4.6 First Aid services must be in radio contact with each other, with Race Organisers, and with the Chief/Race Commissaire in case the race has to be stopped. All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident without having to travel too far. Ideally, rescue must be situated so they need to travel less than 3 minutes to an incident. Medical staff will monitor all red flag radio traffic.
- 11.4.7 A report must be submitted by the Organiser to BCF HQ within seven working days of the end of the race listing all injuries and treatments rendered with the riders name and number.
- 11.4.8 For all events First Aid Technicians qualified appropriately to cover the assessed level of risk existing, should be in attendance.
- 11.4.9 For all events at least 1 doctor must be on full standby.
- 11.4.10 Ideally, motor bikes and/or quad bikes must be used to quickly access awkward areas..
- 11.4.11 Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.
- 11.5 Minimum Training Periods**
- 11.5.1 At all major events on foot inspection must be provided two days prior to competition.
- 11.5.2 At all major events a morning session with stops must be provided one day prior to competition
- 11.5.3 At all major events a non-stop training session must be provided one day prior to competition.
- 11.5.4 On the morning of the race, an optional training period must be provided. At major events this training period must be for a minimum of three hours
- 11.5.5 A system must be in place to enable the Organisation to verify that all competitors have completed a predetermined number of training runs prior to the competition commencing.
- 11.6 Transportation to the Top of the Course**
- 11.6.1 Where transport is provided it must be in accordance with the safety standards as laid down by the Federation at the date the individual event sanctioning is approved.
- 11.6.2 Such transport should be capable of moving at least 150 riders per hour, with their bikes, to the top of the course.
- 12.0 GENERAL STAGE RACE COMPETITION REGULATIONS**
- 12.0.1 BCF shall adopt the rules of the UCI for Stage Races run under BCF auspices, replacing the UCI as authority as appropriate. The BCF Executive Board and its appointed officials for the event, shall be the sole authority for the interpretation of the UCI Rules.
- 13.0 FOUR CROSS AND DUAL SLALOM RACE COMPETITION REGULATIONS**
- 13.1 General Definitions**
- 13.1.1 **Four Cross Racing.** Head to head competition between a minimum of two and a maximum of four riders on a single course, with the exception of the first 10 metres which will be divided into lanes marked on the ground. The nature of the competition is such that there will be some measure of potential contact between the riders which will be tolerated when the contact is in the spirit of racing, sportsmanship, and in fairness to fellow competitor/s
- 13.1.2 **Dual Slalom Racing.** Contested by a maximum of two riders competing over two parallel courses. The courses being so designed to avoid the potential of contact between the two riders.
- 13.2 **Specific Format Of Racing**
- 13.2.1 **Four Cross Racing**
- 13.2.1.1 Training sessions must be scheduled on the day of the final.
- 13.2.1.2 The qualification round will be held on the same day as the final.

13.2.1.3	For qualification, each rider does one timed run on the course. A start list will be prepared which must be adhered to. Riders not appearing for their start time will not be permitted to qualify. Riders will start on the Start Commissaires command. Following the qualification round the top 32 men and top 16 women (or other multiples of 8) are seeded according to their time in qualification and will move into the main competition. Alternatively, for domestic events a qualifying system involving motos is also acceptable.		chosen method of selection should be advertised prior to the day of racing. Where a qualification round is held, there is a choice of qualifying systems.
13.2.1.4	The quartets will be organised to ensure that the only time the fastest and 2 nd fastest seeded riders meet is in the final.		13.2.2.4.1 Each rider completes one run on the same course.
13.2.1.5	The format will be a straight forward eliminator. First 2 riders past the finish line, without incurring a penalty, move to the next round. One heat only	13.2.2.5	The seeding list will be announced after riders present from the pre-selected entry are confirmed, or after the completion of any qualifying runs. The highest ranked competitor or fastest qualifier will be seeded against the lowest ranked or slowest qualifier, the second highest ranked or second fastest qualifier against the second lowest ranked or second slowest qualifier, and so on.
13.2.1.6	The rider with the fastest qualifying time of any quartet will choose his/her start position.		13.2.2.4.2 Each rider rides each course once and the times for the two runs are added together.
13.2.1.7	In addition to the final, a consolation final will be run between the third and fourth placed riders from the penultimate round, to determine fifth to eighth place.		13.2.2.4.3 A multiple number of runs on either course in a given period of time, with the rider's best run on either course counted as their qualifying time.
13.2.1.8	Riders finishing 9th onwards will have their positions determined firstly by what round they reached, and secondly by their qualifying time.	13.2.2.6	The riders will race head to head on each course with the rider holding the faster combined time moving to the next round of the competition.
13.2.1.8.1	The first 10 metres. of the course must be free of any obstacles and there must be white lines dividing the separate starting lanes. Riders who cross, or ride on the white line, will be disqualified	13.2.2.7	Any rider that misses their start time by more than 2 minutes after the final call will be disqualified.
13.2.1.8.2	The duration of the courses should be between 30 secs. and 60 secs., with the optimum 40 secs.	13.2.2.8	The duration of the course should be between 20 secs and 45 secs, with the optimal time being 30 secs.
13.2.1.8.3	Ideally the organiser should provide a raised platform from which the Commissaire may view the entire course without obstruction.	13.2.2.9	Alternating left and right, riders must ride around, not over, each gate, with both tyre tracks passing on the outside of each gate. A missed gate (that is not returned to and passed correctly), or a run over a gate, will result in the , maximum time penalty for the rider concerned on that run.
13.2.1.8.4	Any rider missing a gate (that is not returned to, and passed correctly), or a run over a gate, will result in disqualification.	13.2.2.10	The most a rider can lose by is the maximum time penalty which is determined for that particular course. The maximum time penalty is calculated by taking 10% of the fastest time recorded in the qualification runs, or where there is no qualification round, by taking 10% of the time of the fastest rider in the first round of the competition proper to that point in time. The time may be rounded out to the nearest 1/10 th of a second.
13.2.1.8.5	If deemed appropriate by the organiser, a 3 or 4 Moto qualification event can replace the timed run before moving into the single round elimination phase	13.2.2.11	If there is a tie in the combined times after two runs have been completed by both riders in a heat, the winner of the 2nd run advances to the next round
13.2.2 Dual Slalom Racing			
13.2.2.1	Unless authorized, training on the course is not permitted in advance of competition. The courses should only be inspected on foot prior to the commencement of racing.	13.2.2.12	Maximum time penalties will be imposed for the following:
13.2.2.2	Any riders training on the course with a bike without authorization may be subject to penalty and/or disqualification.	13.2.2.12.1	Changing from one course to another.
13.2.2.3	Throughout the whole of their length, the two courses should be as close to identical as possible, marked with 'gates' around which the competitors ride with an average time difference of less than 5%.	13.2.2.12.2	Interfering with the opposing riders progress
13.2.2.4	Riders may be selected on a predetermined basis laid down by the organisation, or via a qualifying round. The	13.2.2.12.3	Not finishing in possession of their bike
		13.2.2.12.4	Not passing both wheels around a gate
		13.2.2.12.5	Missing a gate and going beyond the next gate.
		13.2.2.12.6	Running over a gate.

13.2.2.12.7 Missing the last gate and going over the finish line

13.2.2.12.8 Making a false start or barging the start.

Junior and Youth competitors: male and female and Espoir (U23) men.

Please Note : There will be no Sport or Expert racing as these are not Championship categories. For Down Hill there will only be one Senior Category. For full list see Technical Regulation 17 in an earlier section of this book.

13.3 Regulations Common To Both Disciplines

13.3.1 General Competition Regulations

13.3.1.1 Riders will start from a stationary position. Forward movement of the bicycle resulting in a barge of the starting gate will result in a penalty being awarded against the offending rider on that run. It is considered a barge when a rider causes a gate or other starting mechanism to malfunction by hitting it or by forcing it to open by leaving before the command to start. Breaking the gate will result in disqualification.

13.3.1.2 Any part of the front wheel that crosses the start line before the official signal to start will result in the maximum time penalty for that run. (i.e. DQ for '4X' race).

13.3.1.3 Gate judges must have flags which are raised when a gate is missed or run over.

13.3.1.4 If both riders fall or fail to finish in the same heat, the winner will be the rider that travelled furthest down the course.

14.0.3

Decisions upon eligibility of riders to compete in the above Championships will be made in accordance with the criteria determined at the closing date of entry for each Championship, as detailed in the General Technical Regulations of the Federation (currently 17.6.1).

13.3.2 Course Design Parameters

13.3.2.1 The course for either form of race must ideally be held on land with a gradual moderate slope, and may include berms, jumps, dips and table tops.

13.3.2.2 The start of either race should be made with the use of drop gate(s) which can be simultaneously operated.

13.3.2.3 Courses must be marked with a minimum of the following:

- Bamboo or similar ski slalom gates (PVC piping) with a height between 1.5 and 2 metres.
- The last gate on each course must be set at least 10 metres before the finish line.
- Traffic cones, or similar should be used to delineate the outside border of each course. The ground should be marked at this point to ensure that should the outside markers be displaced, they can be returned to their original positions before racing recommences.
- It is recommended that a course should be marked within a sterile zone to prevent spectators encroaching onto the edge of the course. For safety reasons, only officials and authorized press photographers should be permitted inside this zone.

13.3.2.4 Ideally transportation should be available and be capable of returning riders to the start of the course promptly.

14.0 NATIONAL CHAMPIONSHIPS

14.0.1 The National Championships are held at a race meet(s) to award excellence on the day in Cross Country and Downhill disciplines.

14.0.2 BCF National Champions jerseys and medals will be awarded to Grand Veterans, Veteran, Masters, Senior,

MOUNTAIN BIKE APPENDIX –

NATIONAL RANKINGS POINTS SYSTEM.

Licence Points are awarded as follows:

Category A	World Championships and Olympic Games					
Category B	World Cup and Continental Championships					
Category C	National Championships					
Category D	BC National Points Series					
Category E	Regional Series For 2008:					
	Scottish Downhill Series			Scottish Cross Country Series		Welsh Cross Country Series
	Dragon Downhill Series			Caersws Downhill Cup		Pearce Downhill Series
	Midlands Cross Country Series			Southern Cross Country Series		Soggy Bottom Cross Country Series

Position	A	B	C	D	E	F
1 st	150	120	75	60	30	15
2 nd	142	112	70	56	26	13
3 rd	134	104	65	52	23	11
4 th	128	98	62	49	20	10
5 th	122	92	59	46	18	9
6 th	116	86	56	44	16	8
7 th	110	80	54	42	14	7
8 th	105	76	52	40	12	6
9 th	100	72	50	38	10	5
10 th	95	68	48	36	8	4
11 th	90	64	46	34	6	3
12 th	85	60	44	32	4	2
13 th	80	56	42	30	3	1
14 th	75	52	40	28	2	1
15 th	70	48	38	26	1	1
16 th	65	44	36	25		
17 th	60	40	34	24		
18 th	56	36	32	23		
19 th	52	32	30	22		
20 th	48	30	28	21		
21 st	46	29	26	20		
22 nd	44	28	24	19		
23 rd	42	27	22	18		
24 th	40	26	20	17		
25 th	38	25	19	16		
26 th	36	24	18	15		
27 th	34	23	17	14		
28 th	32	22	16	13		
29 th	30	21	15	12		
30 th	28	20	14	11		
31 st	26	19	13	10		
32 nd	24	18	12	9		
33 rd	22	17	11	8		
34 th	20	16	10	7		
35 th	18	15	9	6		
36 th	16	14	8	5		
37 th	14	13	7	4		
38 th	12	12	6	3		
39 th	11	11	5	2		
40 th	10	10	4	1		
41 st	9	9				
42 nd	8	8				
43 rd	7	7				
44 th	6	6				
45 th	5	5				
46 th	4	4				
47 th	3	3				
48 th	2	2				
49 th	1	1				
50 th	1	1				