

USA CYCLING/TMBRA FIRST TIME RACER CLINIC HANDOUT

Sponsors: USA Cycling, TMBRA

TMBRA (Texas Mountain Bike Racing Association) TMBRA was formed in the summer of 1996 by the promoters of the Texas Championship Series races in an effort to bring added continuity and professionalism to the series. Today, TMBRA has races all across the state of Texas featuring a wide variety of race courses ranging from desert single track in the western part of the state, to the twisty trails in the Piney Woods of Eastern Texas and Louisiana.

USA Cycling USA Cycling is the governing body of a family of organizations that promotes and governs different disciplines of the sport and works together to build the sport of bicycle racing, assist with athlete development and sustain international competitive excellence.

USA Cycling Mountain

Formerly know as NORBA, the world's and nation's largest and oldest mountain biking association, serves as the national governing body for mountain biking, creating and maintaining standard rules and rider categories.

Benefits of Annual Membership

Eligibility for State Championship and National Rankings

Extra medical insurance

Sponsor Discounts: visit website – www.usacycling.org

About PayDirt©

The Bicycle Sport Shop's PayDirt© Program is offered in conjunction with the Texas Mountain Bike Championship Series to encourage mountain biker's involvement in the maintenance and building of trails, a mountain bikers' greatest asset. The mountain bike racing community has a vested interest in improving our awareness of the trail resources we have and forging strong relationships with land managers and other trail users.

Every participant that completes at least 10 hours (3 hours for Juniors 10 and under and 5 hours for Juniors 11-14) between 05/02/10 and 05/01/11 with a recognized and approved volunteer program and submits the completed PayDirt form with the approved land manager's signature will be entered in a raffle for over \$3,000 in prizes. Prizes will include entry fees to the Texas Fall Cup & Championship Series events, as well as merchandise prizes with a value in excess of \$2,500. Prizes are donated by Bicycle Sport Shop as well as Championship and Fall Series promoters. Completed PayDirt forms must be submitted to the Series PayDirt Record Keeper by the annual deadline date.

Racers will receive 60 points for finishing 10 hours of trail work which is applied to the Spring State Championship Series. Juniors will receive 60 points for completing 3 and 5 hours respectively.

Non-racers are also eligible for the raffle drawing!

More information and the PayDirt© form can be found on the TMBRA website at www.tmbra.org/paydirt/paydirt.htm

Preparing to race

Nutrition - Really starts at least 3 days before the race. Shift your calorie intake so that you are eating more carbs than proteins or fats. Eat pasta and drink lots of water! Find out what energy foods work for you. Some people can eat right before a race, some cannot. Find out what foods help you race your best. Avoid stuff that weighs down in your stomach or digests slowly. Most racers eat cereal, pancakes, oatmeal, power bars and so on for breakfast. About 3 hours before your race eat a light meal. One hour before your race eat a powerbar or other sports bar. Do not eat protein bars before a race.

If you use gels, find out how long they last and plan when to use them. Take one on the start line and one every 30 minutes during the race.

Eat after the race. Eat a power bar or other protein rich food 15 to 30 minutes after the race to aid recovery.

Hydration – The most critical pre-race routine!

Even low levels of dehydration have physiological consequences. A loss of 2% bodyweight (just 2-3 pounds for a 120 pound person) causes an increase in perceived effort and is claimed to reduce performance by 10-20%!

Start hydrating 4-5 days before your race. Drink no less than 3 quarts of good fluids per day. Water and sport drinks. Soda, coffee, tea, and juice are bad. Hydrate before the race, and have at least one bottle of water to complete the race. Stay hydrated during the race. For less technical riders use a camel back. Start hydrating immediately after the race for faster recovery.

You can attempt to "hyper hydrate" before racing. The night before racing or training, drink 16 ounces of fluid before bedtime. Your early-morning intake should then consist of 16 to 24 ounces of mainly caffeine-free fluid. Next, have 8 to 10 ounces of fluid every hour. One hour before racing have 16 to 32 ounces of fluid as tolerated.

Preride the race course!

Make sure bike is in race ready condition

Go over the bike and check tightness of all bolts

Clean and lube the chain

Double check tires for thorns or cuts

If you have a slow leak, get it fixed before you get on the start line

Don't make significant changes to the bike right before a race

Both brakes must be working *NR: 4.3*

Handlebar ends and handlebar extensions must be plugged *NR: 4.4*

Take some Advil!

1M3. Bicycle Types

(b) For **road, cyclocross and MTB races**, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.

Getting Registered

Registration closes 30 minutes prior to the start of the race.

Category 1 (Cat 1) racers **must** have a USA Cycling annual license.

If you are a Category 3 (Cat 3) or Category 2 (Cat 2) class racer you do not have to have a USA Cycling annual license. Non-USAC licensed racers will pay an additional \$5 to race and the fee will be paid at each race site.

The Non-USAC Annual license surcharge \$5 fee will be waived for all Juniors 12 & U, without an annual license, at all TMBRA calendar events.

At registration, you must fill out an event entry/liability form, and complete the one day license section if you do not have a license. Entries are usually \$30.00 but vary from race to race. You may be required to show a legal form of ID such as driver's license.

1A26. A rider's **racing age** shall be his or her age on December 31 of the current year. All references to age of riders, race age groups, or age class shall be interpreted as referring to racing age.

Category and Age Groupings

The 2011 Texas Fall Cup Mountain Bike Series cat/classes are:

<u>PRO / Cat 1</u>	<u>Cat 2</u>	<u>Cat 3</u>	<u>Junior</u>
Pro / Cat 1 Men			
Men 15-18	Men 15-18	Men 15-18	Junior Men 1-10
Men 19-39	Men 19-34	Men 19-34	Junior Men 11-12
Men 40-49	Men 35-44	Men 35-44	Junior Men 13-14
Men 50-59	Men 45-99	Men 45-99	
Men 60+			
Single Speed Open			
PRO/Cat 1 Women Single Speed Cat 2/3			
Women 15-18	Women 15-18	Women 15-18	Junior Women 1-10
Women 19-39	Women 19-39	Women 19-39	Junior Women 11-12
Women 40-49	Women 40+	Women 40+	Junior Women 13-14
Women 50+			

Recognized State Championship Category/Classes

To be eligible for State Championship status, you must have a USA Cycling annual license.

Series Winners in all age classes in the Pro/Cat 1, Cat 1, Cat2, Single Speed and Junior Categories will be recognized as State Champions.

Cat 3 age groups 15 and up Men and Women are not recognized as "State Champions" but rather "Overall Winners".

Getting to the race

Give yourself plenty of time to get to the race and warm up. Most races will have a light amount of traffic, but parking, unpacking, and getting to the start line usually takes at least 45 minutes.

What to wear to the race

1N1. Helmets. At all times when participating in an event held under a USA Cycling event permit, including club rides, any rider on a bicycle or motorcycle shall wear a protective, securely fastened helmet that satisfies the standards specified in USA Cycling Policies. "Participating in an event" means riding a bicycle in the vicinity of a race at any time between the beginning of registration and the last awarding of prizes, but does not apply to riding rollers or stationary trainers in order to warm up.

1N5. Jerseys must be worn in all races and shall cover the shoulders. *Sleeveless jerseys are allowed only in non-international MTB races.* Skin suits may not be worn in Pro gravity events per UCI rules. No additional equipment, whether worn over or under a rider's uniform, which has the effect of reducing wind resistance is permitted, except in the case of inclement weather, additional covering designed solely to protect against precipitation or cold may be worn. However, shoe covers are permitted in any conditions.

1N6. Non-handheld **radios** with only one earpiece providing communication with coaches, managers or other riders may be worn or carried by the rider or bicycle only in elite road events that include category 1,2, or professional riders, and not in masters or junior races. No earpieces may be worn except as authorized above; audio playback devices are expressly forbidden.

Racers are required to wear fully enclosed shoes.

Eye Protection is strongly recommended

Consider wearing a heart rate monitor

What to take with you during the race

Take a multi tool

Chain Tool

Power link or other chain link repair item

Emergency Tire Boot

Tubes

CO2 or pump

Warm Up

Warm up slowly for 15 minutes. You are warmed up once you break a sweat. Don't do hard efforts to warm up.

Racing Regulations

The sport of off-road bicycle racing evolved from recreational off-road bicycling. Recreational off-road cyclists must be prepared to reach their goal self-contained and be able to travel and return on a functional bicycle. To enhance the continuing evolution of the off road bicycle, NORBA competition events place emphasis on equipment reliability and individual ability. It is in the spirit of self-contained, self-reliant, backcountry cycling that NORBA competition events are conducted.

1Q. Conduct

1Q1. No rider shall benefit from his or her misconduct. Misconduct on the part of a team member or support person may result in penalties to any member of the team who places in the event [relegation or disqualification].

1Q2. General Misconduct. The following offenses may be punished by suspension or lesser penalties: **(a)** Acts of theft, fraud or grossly unsportsmanlike conduct in conjunction with a sporting event; **(b)** Entering competition under an assumed name; **(c)** Offering, conspiring, or attempting to cause any race to result otherwise than on its merits.

1Q3. Rules and Course. It is the rider's responsibility to familiarize himself with the rules of the event and the race course before the start of the race. Riders may not take any other route or short cut [disqualification; 30 days suspension if apparently deliberate and the rider crosses the finish line].

1Q4. Withdrawal. Riders must immediately follow a referee's order to withdraw from the race [10 days suspension].

1Q5. Abuse.

(a) No rider or licensee may be disrespectful toward organizers, officials, riders or spectators [warning for minor offense; possible relegation of rider; and/or up to a \$50 fine].

(b) No rider or licensee may use foul or abusive language or conduct during a race event [disqualification and 15 days suspension].

(c) No licensee may assault (an unlawful attempt, coupled with the present ability, to commit a violent injury on the person of another) or do battery (any willful and unlawful use of force or violence upon the person of another) to anyone connected with any event (including but not limited to riders, officials, spectators, public officials, etc...) held under a USA Cycling permit. [Disqualified from the event, prohibited from participating in another event for 72 hours & suspended for up to one (1) year after due process]

1Q6. No rider may make an **abrupt motion** so as to interfere with the forward progress of another rider, either intentionally or by accident [relegation or disqualification; possible 20 days suspension if a crash results].

1Q7. Dangerous Rider. Any rider who appears to present a danger to the other competitors may be disqualified by the Chief Referee, either before, during, or after a race.

1Q8. Pushing or pulling among riders is prohibited in all races except the Madison and then only between members of the same team. No rider may hold back or pull an opponent by any part of his or her clothing, equipment or body [relegation or disqualification]. **1Q9.** Competitors may make **no progress unaccompanied by a bicycle** [relegation or disqualification]. In the case of a crash, they may run with their bicycles to the finish line, staying on the course.

1Q10. A licensee may be penalized for causing a crash or spill through **inadequate tightening or adjustment** of a bicycle component, including gluing of tires [any or all of the following: disqualification, \$75 fine, 10 days suspension].

1Q11. Non-Competitor on Course. A rider may not be on the track or course during a race for which he or she has not entered and registered, or from which he or she has withdrawn or been directed to withdraw [relegation or disqualification if entered in another race in the event for which the results are not yet final; 10 days suspension if flagrant], *except as noted elsewhere in these rules.*

1Q12. No person with official responsibilities at a race (including, but not limited to, race officials, marshals and race announcers) shall consume alcoholic beverages while races are in progress and any such person who appears to be under the influence of alcohol or other substances shall be promptly relieved of responsibilities.

Procedures

- 1K2.** All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the start.
- 1K3.** Ignorance of the rules is not admitted as an excuse.
- 1K4.** Bicycles must have at least one working brake on each wheel.
- 1K5.** Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun.
- 1K6.** All repairs during an event will be performed by the individual racer. No outside support is permitted. Riders whose bicycles are not functional will be allowed to continue to the finish line, where they may be asked to withdraw from the race by the chief Referee.
- 1K7.** All spare parts and tools shall be carried by the individual racer, to be used only by that racer; cannibalizing other bikes is not permitted. A racer can only use spare parts or tools that he/she started with at the beginning of the race.
- 1K8.** The responsibility of keeping on the prescribed course rests with the rider. A rider may not leave the prescribed course
- 1K9.** Short-cutting and/or cutting trail switchbacks or course is not permitted and may result in disqualification. A rider is required to stay on the designated trail that is marked and or specified as the race course. It is the rider's responsibility to know the designated race course. Lack of tape or barriers on the course, or misplaced signs will not constitute an excuse for cutting the course.
- 1K10.** Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.
- 1K11.** A rider may be suspended for damaging or destroying public or private property. A rider may be held liable for all cost associated with the damage or destruction.
- 1K12.** Only riders officially entered in the event may practice or compete on the designated race course, and they must wear their number plates and numbers while practicing. No rider previewing the course may interfere with a race in progress.
- 1K13.** Riders should be given the opportunity to walk the course and participate in practice runs whenever practical.
- 1K14.** Intentionally removing obstacles deemed by Officials to be part of the character of the race course is prohibited.

6. Mountain Bike Racing

MOUNTAIN BIKE RULES OF THE TRAIL

All riders are expected to follow the industry-supported MTB code:

1. I will yield the right of way to other non-motorized recreationists.
2. I will use caution when overtaking another and will make my presence known well in advance.
3. I will maintain control of my speed at all times.
4. I will stay on designated trails.
5. I will not disturb wildlife or livestock.
6. I will not litter.
7. I will respect public and private Property.
8. I will be self-sufficient.
9. I will not travel solo when bike-packing remote areas.
10. I will observe the practice of minimum impact bicycling.
11. I will always wear a helmet whenever I ride.

6B. Procedures common to all Mountain Bike Disciplines

6B1. Races for Junior Expert, U23, or Elite riders that are National Championships or used to select riders for national teams or international competition shall use UCI rules. In all other events, these USA Cycling rules apply.

6B2. All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the start.

6B3. Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun.

6B4. All repairs during an event will be performed by the individual racer. No outside support is permitted. Riders whose bicycles are not functional will be allowed to continue to the finish line, where they may be asked to withdraw from the race by the chief Referee.

6B5. All spare parts and tools shall be carried by the individual racer, to be used only by that racer; cannibalizing other bikes is not permitted. A racer can only use spare parts or tools that he/she started with at the beginning of the race.

6B6. The responsibility of keeping on the prescribed course rests with the rider. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official [disqualification]

6B7. Short-cutting and/or cutting trail switchbacks or course is not permitted and may result in disqualification. A rider is required to stay on the designated trail that is marked and or specified as the race course. It is the rider's responsibility to know the designated race course. Lack of tape or barriers on the course, or misplaced signs will not constitute an excuse for cutting the course.

6B8. Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.

6B9. A rider may be suspended for damaging or destroying public or private property. A rider may be held liable for all cost associated with the damage or destruction.

6B10. Only riders officially entered in the event may practice or compete on the designated race course, and they must wear their number plates and numbers while practicing. No rider previewing the course may interfere with a race in progress.

6B11. Riders should be given the opportunity to walk the course and participate in practice runs whenever practical.

6B12. Intentionally removing obstacles deemed by Officials to be part of the character of the race course is prohibited.

Ignorance of the rules is not admitted as an excuse.

6D. Endurance Events

6D1. Cross Country (XC)

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

(a) Water shall be available only in designated feed zone(s) as outlined by the Race Director. The Race Director will provide a neutral water zone with water for any race exceeding 90 minutes in length. Official water zones must be accessible and publicized before each race. Feeding (food handouts) may only be done in a designated feed zone. A handup to one rider must not cause other riders to slow down or veer off course.

(b) Racers riding bicycles have the right of way over racers pushing bicycles. When practical, racers pushing should stay on the least rideable portion of the path when being passed. A racer pushing or carrying his bicycle can overtake a racer riding his bicycle provided he does not interfere with the rider's progress. Lapped riders may be asked to withdraw at the Finish Line.

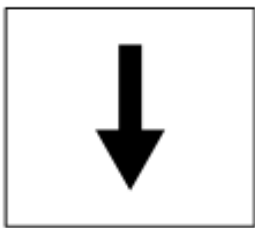
(c) Lapped riders must yield to overtaking riders from the same class and category. Riders should voice the command "Track" when overtaking another. Lapped riders must yield to the passing rider on the first command.

(d) It is the responsibility of the passing rider from a different class and category to overtake safely. Riders should voice the command “Track” when overtaking another rider. Riders being passed must move over as quickly and efficiently as safely as possible.

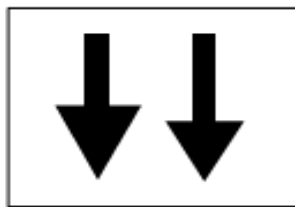
(e) In the event two riders are vying for position, the leading rider does not have to yield his position to the challenging rider. However, a rider may not bodily interfere with the intent to impede another rider's progress. Traditional rules of racing apply: the leading rider owns the track.

Course Markings

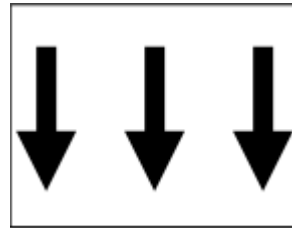
Caution



Danger



Very Dangerous!



Start line

Get your leg marked

Think about trail etiquette

Get to know your competition

Start

Be in a good gear

Have one foot in the pedal at 2 o'clock

Be careful not to hit bars with other riders

It's OK to be aggressive, but above all be safe when vying for position

Passing

See rule 6D1 (b)-(e)

It is the passing riders responsibility to pass safely. Signal loudly to the rider in front, passing (on the side you want to pass) left. Most racers pass on the left as a rule of thumb. Keep in mind the person being passed may not be experienced or aware of the rules of passing. Assume the worst before passing them. The rider being passed should move to side of the trail (does not mean they should stop) and give the passing rider enough room to get by.

Don't pass in dangerous or super narrow areas of the trail. Be patient and wait for a good spot to pass.

Being Passed

The bottom line is that it is better to allow passing during the race than to frustrate or anger other competitors. Many times a rider will pass, blow up, and you gain the advantage. The only time it makes sense NOT to permit a pass is when you are at the finish line or near it, and another rider in your category is trying to overtake you.

If you hear a rider behind you, ask them if they would like to pass. Many times they will acknowledge they want to pass, and tell you to indicate a good time to pass. Watch for a good spot to pass, tell them what side you want to be passed on, and let them by.

Cramping

Basic causes

Elevated heart rate for too long

Dehydration

Injured muscles

About all you can do is slow down and try and work through the cramp, or quit the race if the cramps are too severe.

Crashing

It goes without saying that MTB racing is a dangerous sport. If and when you crash do the following:

After you crash. Take a moment to evaluate yourself. If you feel numbness in your neck, arms, legs and so on, or recognize you are severely injured. Stop racing! Tell passing riders to notify a course marshal you need medical assistance and stay where you are.

If you see a crash, and the rider becomes incapacitated, stop and evaluate them. Tell passing riders to notify a course marshal there is a medical emergency and get help.

Sometimes injuries are minor enough to continue racing. Be very careful when you choose to continue. Racing injured can make the injury worse, and increase the time it takes to heal and can lead to permanent injuries.

If you are injured and cannot ride, you have the option to push the bike to the finish line. According to USAC rules, you can be disqualified for doing this, but that rarely if ever happens. So keep in mind, if you want to continue on, you may do so.

Mechanicals

After a crash or through bad luck, you may have a mechanical. Most mechanicals in races are chain breaks and flat tires. Practice changing flats and fixing chains. Make sure you have the proper tools to fix these kinds of problems before the race starts.

If you have a mechanical that completely disables your bike, you have the option to push the bike to the finish line. According to NORBA rules, you can be disqualified for doing this, but that rarely if ever happens. So keep in mind, if you want to continue on, you may do so.

DNF (Did Not Finish)

If you are unable to finish the race, notify any course marshal or race official and tell them your bib number. If you fail to do this, the race officials will end up scouring the course for a missing body. You get zero points for not finishing.

DQ (Disqualified)

If you break the rules, race officials can disqualify you from the race. You get zero points for being disqualified.

Finishing

Impress everyone at the finish line by sprinting as hard as you can! You are guaranteed to be cheered and respected. After all, you just did something few people have the courage to do!

Protesting

Bad things do happen in races, and if you see one of those bad things, you have the option to notify a race official of said event. Here is how you go about it.

1R. Protests and Hearings

1R1. All protests concerning the **order of finish** shall be examined and resolved by the Chief Judge, whose decision is final and without appeal.

1R2. All protests regarding the **qualification of riders** or machines or the regularity of entries or classifications should be lodged with the Chief Referee before the race.

1R3. Procedure. The above protests may be made verbally and no deposit is needed. All other protests must be in writing, signed by the protestor, and accompanied by a deposit as specified in the Schedule of Fees. Protests in stage races are covered in Rule 4F7. Protests in single events must be made within the following time limits:

(a) A protest of foul riding or any other irregularity taking place during the race must be made within 15 minutes after the protestor's finish time.

(b) A protest regarding the final results must be made within 15 minutes after the announcement of results.

1R4. Decision. Protests shall be heard and decided either by the Chief Referee or by a jury composed of an odd number of race officials that includes the Chief Referee. Such a jury shall conduct its deliberations in secret and shall reach decisions by a majority vote.

1R5. Hearings. Administrative, eligibility, and disciplinary hearings are processed according to USA Cycling Policies III and IV (see appendices). Field of Play decisions made by race officials are not subject to review by a hearing panel, even if those decisions affect eligibility.

Awards

Cat 3: Trophies, plaques or professionally produced awards for the top 3 places, ribbons for 4th - 10th. Schwag raffle to all Cat 3 racers. The total value of the Cat 3 Schwag raffled will equal no less than \$800.

Cat 2: Trophies, plaques or professionally produced awards for the top 3 places, ribbons for 4th - 10th. Schwag to the top placers. The total value of the Cat 2 Schwag awarded will equal no less than \$1300.

A minimum of 75% of the PRO/CAT 1 and Cat 1 Men's 19-29 & 30-39 entry fees go into one purse. \$450 of that purse goes to Cat 1 Men's 19-29 & 30-39 with the top 5 of each group getting 1st \$75, 2nd \$50, 3rd \$40, 4th \$35 and 5th \$25. The remainder of the purse goes to the PRO/CAT 1 group with the payout depth being 40% deep.

All other Cat 1 groups will receive a minimum 75% payout with the payout depth being 40% deep.

All PRO/Cat 1 and Cat 1 group's payouts will be based on the pre-registration fee.

Each race in the series will forward to the TMBRA treasurer \$1.00 for every rider competing in that race, for overall awards. Overall awards will be presented to the top ten finishers, in each class/ category, who qualify with the minimum number of races. The overall awards will be distributed at the series finals at X-Bar Ranch, Eldorado, TX, May 17, 2009.

Points:

Place	Points	Place	Points
1st	60	16th	19
2nd	55	17th	17
3rd	51	18th	15
4th	47	19th	13
5th	44	20th	11
6th	41	21st	10
7th	38	22nd	9
8th	35	23rd	8
9th	33	24th	7
10th	31	25th	6
11th	29	26th	5
12th	27	27th	4
13th	25	28th	3
14th	23	29th	2
15th	21	30th	1

Category Upgrades

1D6. Mountain Bike Upgrades

(a) Riders may advance as quickly as they wish up to Category 2. However, once a rider has upgraded, he or she will not be permitted to downgrade to a less difficult category without making a formal request to USA Cycling. The upgrading of categories will be noted on the racing license by USA Cycling. The USA Cycling Official at the event may record the upgrade of a rider to Category 2. The official will then contact the USA Cycling Regional Coordinator to record the change. A rider may also contact USA Cycling by email, in writing, or online to change categories.

(b) Category 3 racers **must** move to Category 2 after placing in the top five in five races. Failure to do so may result in license suspension.

(c) Category 2 riders **may** move up to Category 1 after two top five finishes by presenting an upgrade request and a resume to USA Cycling.

(d) Category 2 riders **must** advance to Category 1 after placing in the top five in five races. Failure to do so may result in license suspension.

For mandatory upgrading purposes, classes must consist of the following competitors:

Class	Men	Women
Junior 15-18	10	5
Senior	15	10
Master age 30-39	15	10
Master age 40-49	10	5
Master age 50+	5	5

For races with 5 or fewer competitors, only the top finisher will count for upgrading. For races with 6 to 10 competitors, only the top three finishers will count for upgrading. Upgrades will be based on a rider's placing in his category over a calendar year.

Raffle

There is a Cat 3 raffle after every Cat 3 race. Make sure you attend to get some free goodies. Show up with your bib (race number) to receive your prize!

Celebrate!!!