



International Military Sports Council CISM

CYCLING Regulations

English Edition 2005

1. REGULATION OF THE INTERNATIONAL FEDERATION-U.C.I.

The CISM Cycling Championship shall take place in accordance with UCI rules, *for as far as these CISM Sports Regulations on Cycling don't give exceptions*. The International Federation shall be asked by the President PTC of CISM to include the championships in the UCI

2. ORGANIZING COUNTRY

A cycling championship in at least one discipline is in principle each year organised by the International Military Sports Council.

At the latest 3 months before the championship, or as soon as possible, the organising country shall send to the President PTC all information concerning the installations.

The president PTC will be in charge (cf. Procedures Manual) of recognising the proposed road course, the MTB track or the cyclo-cross course in order to assess the organising aspects (road, MTB and Cyclo-cross), the regulations and the programme. The travel will be arranged with the organising country.

3. THE CHAMPIONSHIPS

3.1 Series

There are two series of cycling championships:

- The road and MTB championships (which must be organised during the period May/September);
- The cyclo-cross championships (which must be organised during the period October/February)

3.2. Titles of the Championships

The organising country has to foresee (*one or more of*) the following events:

- road race (*100-150 km*)
- time trial (*at least 10 km*)
- cyclo-cross (*1 hour*)
- MTB race (*at least 2 hours*)

Nevertheless the organising country may organise cyclo-cross during a separate session (of course in



the winter).

In that case the cyclo-cross will have the same title:

"(Number)...military world championship road [and / or](#) MTB".

"(Number)...military world championship cyclo-cross".

3.3. Events

3.3.1. Road

- 100 - 150 km road race
- 10 km (at least) individual time-trial

The technical committee has to check the track in advance. It is preferable to organise the Championship(s) combined with a civilian event.

3.3.2. MTB

A contest of a duration of roughly two hours on a varying track. The technical committee has to check the track in advance. It is preferable to organise the championship combined with a civilian event.

3.3.3. Cyclo-cross

The technical committee has to check the track in advance. It is preferable to organise the championship combined with a civilian event.

3.3.4 Time trial

The technical committee has to check the track in advance. It is preferable to organise the championship combined with a civilian event.

3.4. Competitors

3.4.1. Participation criteria.

All competitors must be licensed with a license of international UCI categories, with minimum age 17 years.

3.4.2. Female Participation

A cycling championship for ladies may be integrated into the [Military Cycling World Championship](#) for the following events:

- Road:
 - 50 km (at least) road race.
- MTB:
 - a contest of an average duration of one hour on a varying track

A championship for ladies may take place only if a minimum of fifteen (15) competitors take part in the and a minimum of twelve (12) take part in MTB.

3.5. Composition of the teams

3.5.1. Road championships

Each team is composed of fifteen (15) racers/men and seven (7) racers/women maximum, without



speciality distinction. The names of the racers must be confirmed during the preliminary meeting or in exceptional cases the evening before the competition.

The maximum participation per country at each event is determined as follows:

- 1) Road events:
 - 100-150 / 50 km road race: 8 men/4 women
 - 10 km (at least) Time-trial: 2 individual (max 4/depends on organizer)

3.5.2. Cyclo-cross championship

Each team will have a maximum of four (4) racers (three will be count for the team classification). The names of the racers will be confirmed at the preliminary meeting or in exceptional cases, the evening before the competition.

The event of cyclo-cross will be held over about one hour.

3.6. *Classifications*

3.6.1. Individual classification

Each event has a particular classification.

3.6.2. Teams classification

There are three (3) team classifications:

- 100 - 150 km road race (classification of the four best racers);
- cyclo-cross (classification of the three best racers).
- MTB (classification of the four best racers)

3.7. *Rewards*

3.7.1. *Official medals*

The organising country shall mandatory offer the following medals:

Individual medals

See CISM Manual of Procedures

Team medals

See CISM Manual of Procedures

Champions jersey

Will be awarded to each first classified racer.

3.7.2. *Team awards*

The three first classified teams of each event (with team classification) *can* be awarded with cups or other artistic awards given by the organising country.



3.7.3. *Other awards*

Other awards may be given by the organising country (cups, medals, plates, souvenirs...).

3.8. ***Applied Regulations***

All cases not foreseen in this regulation will be handled by the Regulations of the UCI.

3.9. **Validity of a CISM World Cycling Championship**

3.9.1. *Conditions:*

A Military World Cycling Championship has to fulfil the following conditions:

- participation of at least eight (8) countries on the men events;
- on each women race must participate at least:
 - * 12 racers in MTB contest coming from four different countries
 - * on road fifteen (15) racers/women;

3.9.2. *Other cases:*

If these conditions are not fulfilled the championship will have another title (international competition, European competition, ...)

4. INVITATION - REGISTRATION - PARTICIPATION

4.1. ***Invitation***

At least six (6) months before the scheduled date of the championship, the host nation has to extend an official invitation to member nations, and if desired, to invited nations.

The official invitation will be completed by:

- the special rules for this championship;
- the agreement forms:
 - * (Appendix 1) Preliminary agreement;
 - * (Appendix 2) Final entry;
 - * (Appendix 3) Approval form concerning the invitations extended to non-member nations.

4.2. ***Composition of a mission***

The composition of a mission includes per nation (team) at least:

1 teamcaptain, 1 coach, 1 masseur, 1 mechanic and competitor(s).

In road race (combined with time-trial) a maximum of 8 competitors is foreseen. In cyclo-cross a maximum of 4 competitors and 1 reserve and in MTB of 5 competitors.

4.3. **AGENDA OF THE COMPETITIONS**

4.3.1. *Duration*

The duration of the championships will be, in general eight (8) days for Road, MTB and Cyclo-cross and five(5) days for MTB and Cyclo-cross events when the two championships take place in two different sessions;



4.3.2. *Technical programme of the championship (road, MTB)*

1st day: Arrival of the missions - Training.

2nd day: Opening ceremony-preliminary conference-training

3rd day: Road : Individual Time-trial (30 Km) - Training

4th day: **MTB race / Training**

5th day: **road race men (100 -150 km)** – evening: Closing Ceremony

6th day: Cultural activities

7th day: departure of the missions.

4.3.3. *Programme for the Cyclo-cross championship(Separate session)*

1st day: Arrival of the missions

2nd day: Opening ceremony-preliminary meeting-training

3rd day: **Cyclo-cross race** - Closing ceremony

4th day: Excursion

5th day: Departure of the missions

5. ANTI-DOPING CONTROL

5.1 Doping is defined as

- the presence of prohibited substances or its metabolites or markers in an athletes bodily specimen
- the use or the attempted use of a prohibited substance or a prohibited method
- the refusing, or failing without compelling justification to submit to sample collection after notification

5.2 Doping, according to this definition, **is strictly for bidden in CISM.**

5.2.1 At least at each CISM **Military World Championship**, if possible also at other major events, anti- doping controls will be carried out according to the latest CISM AntiDoping Regulation (Chapter IV, CISM Policy Manual) which is fully in line with the Anti Doping Code of WADA.

Specificities of the UCI Anti Doping Regulation will be considered when necessary.

5.3 The operative responsibilities of the anti- doping controls will lie with the Anti- Doping Commission formed for the considered event.

The composition and tasks of this commission are defined in the CISM Anti Doping Regulation

5.3.1 At World Military Cycling Championships, at least five (5) (3 Firsts + 2 Drawn lots in **100 -150/50Km**) tests will be carried out without considering world records.

5.3.2 At World Military Cyclo-cross Championships, at least four (4) (3 Firsts + 1 Drawn lots) tests will be carried out without considering world records.

5.4 At World Military Mountain Bike Championships, at least four (4) (3 First + 1 Drawn lots) tests will be carried out without considering world records.

5.4.1 The list of prohibited substances and methods used for the anti- doping testing in CISM events will always be the actual WADA list.



- 5.9.** If the checks will take place immediately after the race, the CISM-representative will ask the chief referee to announce the checks to the cyclists (team-captains by radio) by list at the jury vehicle at the finish-line. The organiser will take care for the immediate transport of the cyclist and his team-captain or coach to the office where the check will be carried out. A member of the jury will also be present.

6. SPECIFIC SPORTS REGULATIONS

In respect of security all cyclists are obliged to wear helmets during all championships and official trainings.

In respect of fair play the official jury will handle with all protests during and in the 30 minutes after the races in accordance with UCI-regulations. The CISM jury of appeal will take care for appeal matters, accordingly to CISM regulations.

6.1. Road

6.1.1. Road race:

The Military World Individual Road Championship will be run over a distance of 100-150 km for men and 50 km for women.

A. The route should offer the characteristics of a true classical road race, with exchange of equipment in cases of accident. It will consequently be:

1. either a town-to-town or a long circuit;
 2. either a circuit starting and finishing in the same place to be covered a given number of times;
- In contravention of the UCI-rules the road race (100-150 km) can be organised on a track of at least 4 km length. In such case the technical committee has to give permission in advance; the members of the Technical Commission appointed to inspect the circuit will report thereon to the Executive Committee

3. or a town-to-town or a long circuit ending with several laps of a small circuit.
- Whichever the case, the whole Championship route will be closed to traffic and persons not involved in the organisation. Individual Road Championships will be ridden without pacers.

B. All machines bear a frame number in front, conforming to a uniform model being black block figures on a white ground. The figures will be the same as the number worn by the rider.

Riders number panels will be a uniform white with black figures for all events. The same will apply to frame number plates.

Number panels will be a maximum of 20 cm high by 22 cm wide and the figures will be 14 cm high by 5 cm wide in compliance with the model provided by the Technical Commission.

Riders will bear two number panels and the Technical Managers will ensure that they be pinned on at least 5 cm apart.

The starting order by country on which the numbers to be worn by the riders of each country will depend, will be decided by the commissaries by the drawing of lots no later than the evening before the start of the race.

The commissaries will always be at the liberty to make any rider who has dropped too far behind retire from the race.

When the championship is run over a circuit the commissaries may decide the advisability or otherwise



of withdrawing from the race any rider or riders who have been lapped.

The guiding principles according to which these special regulations are to be drafted will be:

- ❖ Team spirit will be allowed: food, drink and minor repair items may be exchanged within a team; riders may wait for a fellow team-member that has dropped behind or had an accident and may help him with repairs. Such mutual aid will be permitted solely among riders of the same nationality.
- ❖ Pushing will be forbidden.
- ❖ Riders may exchange cycles, wheels or accessories at will at fixed repair pits which will provide covered shelter.
- ❖ In case of accident only (including punctures), cycles may be exchanged with the help of one of the following vehicles provided that the cycle be taken to the main fixed supply station where the rider should have equipment available. Such changes will be effected from the rear.
- ❖ Riders, even of the same nationality, will not exchange cycles or wheels among themselves (even in the case of accident or puncture).

- C. Food and drink will be supplied at fixed feeding stations in accordance with the special regulations drawn up for each Championship.

Neither megaphones nor loud-speakers may be used in following cars in Individual Championships.

All cycles will be road models with two brakes.

- D. The following vehicles will consist of:

- 1) That of the Race Manager (who will direct the race and be chosen from the Panel of Commissaries), which will carry the race Manager himself, the President of the Technical Jury and the driver.
- 2) That of the second commissary.
- 3) That of the third commissary which will carry the Chief Judge. The above three cars will be convertible or open cars.
- 4) That of the President of the CISM which will carry the members of the UCI Executive Committee
- 5) The Recorder's motorcycle.
- 6) The vehicle of the responsible Police Authority.
- 7) The organiser's vehicle.
- 8) Four vehicles carrying standard cycles.
- 9) A radio-car (transmitter-receiver).
- 10) A Red Cross vehicle.
- 11) Eight motor-cycle-mounted Marshals.
- 12) An extra vehicle especially reserved for journalists.

- E. The information supplied by the recorders will be conveyed both to the leading and the following officials and riders.

Any nation with at least five riders at the start may have its riders followed by a national country vehicle carrying spares. Such vehicle will bear no advertising matter.

Such vehicle carry:

1. The Technical Manager



2. The driver
3. The mechanic
4. A commissary, in all, four persons.

Any nation not having any such equipment vehicle will report the fact to the organising federation when entering for the competition. The organiser will make such a vehicle available to them.

Nations entering less than five riders will be grouped and equipment vehicles will be provided by the organiser.

The order in which the vehicles are to follow the race will be decided by drawing of lots:

1. Nations with eight riders
2. Nations with 4 to 7 riders

- F. Riders who are forced to seek help will do so only after the main body of riders has passed. In any case, Team Managers will always apply to the commissaries for right of way. The team managers' vehicles will keep to the right-hand lane directly behind those of the commissaries. Anyone infringing the foregoing provisions will be liable to fine.

6.1.2. *Individual Time Trial (General rules)*

- The course must be at least 10 km long; specific situations have to be agreed before between the organiser, the technical committee and the president of the UCI-jury.
- Competitors will start every 2 minutes; the order will be established by the Technical Commission in a random draw. Starting orders during the previous championship will also be taken into account;
- The organisers must also take into account a warm up area near the start line of at least 800/1000 meters;
- Each rider will be placed in front of the start line and will be held by an administrator; At the start, he must be let go of without being pushed;
- The course must be perfectly marked and must be safe;
- The distance remaining in the race must be visibly marked off at least every 5 km;
- Once the race begins, only competing riders, vehicles following a rider, and other authorised vehicles may enter the course;
- Under no circumstances may a rider place himself directly in the wake of another rider preceding him; he must keep a distance, if directly behind, of at least 25 meters;
- A rider may only pass another from the left side of the road, leaving a distance of at least 2 meters;
- It is illegal for a rider to accept any help other than from the team in the vehicle following him;
- It is expressly forbidden for a runner to be pushed from behind or to ride in the wake of a car or motorcycle;
- Each rider will be followed by a car with one team captain and three representatives (max) from his team, and it will be the only car authorised to help the rider;
- Said car will also have a bicycle, spare wheels etc;
- In no case will the car be allowed to go ahead of the rider, but it must instead stay at least 15 meters behind said rider;

If, for reasons considered valid by the Technical Commission, the event cannot be finished, the race can start over the next day. In no case will any riders be allowed, or be forced, to run a second race on the same day.

6.2. *Cyclo-cross*



Each year the Cyclo-cross Military World Championship will be held preferably in the period October February.

6.2.1. Track:

The course, laid out in accordance with the provisions of the Sporting Code, will not comprise loops of less than 2500 meters. The first stretch of the course, immediately after the start, will be of sufficient length and width to allow the field to string out properly before reaching the narrow part of the course and the obstacles. Certain stretches will be provided for the competitors to cover on foot. A covered rostrum will be provided for the judge on the finishing line.

6.2.2. Overtaking:

The Technical Commission will, in particular, ensure that the course will enable the riders to overtake their adversaries at any point, that no artificial obstacle exceeds 40 cm that the sole purpose of such obstacles be to oblige the rider to cover a certain distance on foot without obliging him to perform feats of acrobatics.

6.2.3. Participants per country:

Each country may enter 5 men, 4 of whom will ride. Three will count for team placing. The riders will be lined up at the start, in teams, in single file, in such a way that the front rank consist of the man of each team. The starting order will be determined by drawing of lots. Each country will choose its lane according to the draw. Each rider will wear a numbered armband on his left arm in addition to the double number-panel.

6.2.4. Inspection of the track:

The course will be inspected on the eve of the event. The technical managers of the team entered will participate in the inspection in addition to the President PTC. Placing will be awarded by adding points in accordance with the placing of the first three of each team of finish. Teams of which only two riders finish must necessarily be placed after those of which three riders finish. If more than one team finishes with only two riders, the placing will be calculated by adding the points corresponding to the placing of the two riders per team to finish. Any team of which only one rider finishes will not be placed. The commissaries will:

- Ensure that comfortable and enclosed dressing-rooms be provided and have all necessary sanitary facilities (they will be closed to the public).
- Ensure that the course has been properly prepared, that the marshals are all in position and that the police facilities are operational.
- Ensure that the marshals detailed to collect the numbers on the finishing line have been given the necessary instructions.

6.3. Mountain Bike (MTB)

6.3.1. Participants:

Are allowed to participate in CISM world, continental or regional championships, without any distinction of category, every entitled military racer, accordingly to the CISM Manual of Procedures.



6.3.2. Team composition:

Every team can be composed of 5 athletes (or 3 women). The four best racers (or 2 best women) will count for the team classification. The other team members are those foreseen for the Cyclo-cross team composition (total 5).

6.3.3. Equipment:

Every racer shall wear the jersey of the national team he belongs to. An advertising is allowed on the jersey, accordingly to the UCI Regulations.

6.4.4. Track:

The major part of the competition track must be made of cross-country parts, fields, beaten tracks or grassy tracks. The cobbled or tarry parts cannot overcome 15 % of the total track. The minimal length of the chosen track cannot be less than 6 km.

The departure and arrival areas shall be wide, delimited with barriers and indicated to avoid accidents and to allow, from a technical point of view, the best success of the competition.

The track must also:

- Be well limited and the most difficult parts must be indicated and the most dangerous parts must have special protections;
- Have an area reserved to the stamping of the bicycles and to the roll call of the athletes;
- Foresee a security system, and a service of maintenance of order and security;
- Have a sheltered room reserved for the secretariat of the competition;
- Indicate the remaining distance at the arrival and at the last kilometre.

Alongside the track, the judges of the competition (at least 5) shall have at their disposal a receiver-broadcasting set or cell phone to be able to communicate.

6.3.5. Racers identification:

During the race, the racers will wear number panels on the bicycle, on their back and on their shoulders to be easily identified.

6.3.6. Starting grid

The starting grid shall be determined according to the final ranking of the previous championship, and a drawing of lots will be used for those nations absent at the previous edition. The warm-up shall start 20 minutes before the start. The bicycle stamping shall start one hour and a half before the start. These times may be changed according to a decision made during the preliminary technical meeting. The racers roll call and the specific information shall be done in at least two CISM official languages.

6.3.7. Technical Assistance:

During the course of the race, the racers may not receive any external technical assistance, and may not be helped by other competitors.

6.3.8. Disqualification:



The Jury can disqualify the racers breaking these dispositions or who use shorting on the track or who have a antisport or incorrect behaviour.
