

Rules & Regulations



1. Invitation

The race organizer reserves the right to invite additional teams, in particular mountain bikers who are placed within the top 10 among Men and the top 5 among the Women in the official UCI-world rankings / XC-events.

2. Categories

The CRAFT BIKE Transalp powered by NISSAN (CBTA) is a team competition.

The CBTA offers accreditation in the following categories: Men, Mixed, Women, Master Men and Senior Master Men. Prerequisite for consideration in the Master Men category is a age of both participants that exceeds together 80 years, whereas the age (in full years) is determined at the first day of the race. Prerequisite for consideration in the Senior Master Men category is an age of both participants that exceeds together 100 years, whereas the age (in full years) of each team member is determined at the first day of the race.

There are no other categories apart from those mentioned above and specifically no other age class categories. Following the first stage, the leading participant is awarded classification jerseys, which he/ she is required to wear during the subsequent stage. Analogously, this applies to each of the ensuing stages, where by the jerseys may only be worn by the current leaders in their respective categories.

3. Prize Money

Prize money will be awarded in all four race categories of the CRAFT BIKE TRANSALP powered by NISSAN. Prize moneys will be disbursed to the 3 best riders in the overall ranking. Only in the Men category the 5 best get a prize money.

4. Race Procedures

The CBTA is a race, which follows a specific, predetermined course of action and procedures.

4.1 Briefings

Participant briefings will be held each evening (in the context of the pasta party) prior to and every morning immediately before the start of a stage. It is the objective of these briefings to call the participants' attention to the characteristics and peculiarities of each upcoming stage, in particular danger areas and hazards. Briefings will be held by the race director and participation by all participants is obligatory.

4.2 Time measurements

Time is recorded individually for each participant and relies on a personalized transponder system. A transponder is a microelectronic chip, which measures time of a particular participant electronically on every stage. The transponder has to be mounted and carried on the bike according to instruction and on all stages, and needs to be returned after the conclusion of the race at a designated race office. If, for whatever reason, a transponder were to go missing or become defective, the affected participant would receive a substitute but would also be expected to pay for the lost transponder.

4.3 Start procedures

Start positions will be assumed 45 minutes before the official starting time of each stage. On the first day of the race, titleholders, professional racers and VIP racers will be grouped in a starting block ahead of all other participants. Behind this block, the positions of all other racers will be determined by the teams' starting numbers. On all subsequent stages, race organizers will determine the starting positions according to the teams' respective overall standing.

Each start is marked by a single starting signal (i.e. starter gun) at which time-taking commences, typically at 9am. In turn, all racers have the same starting time irrespective of their position in the starters' field. The winner of a stage is the race team that crosses the finish line first, under the provision that no penalties were accrued during the stage.

This process also applies in case of a neutralized start. During the neutralization period it is prohibited to pass other racers and, in particular, any pilot vehicles or motorcycles.

From the moment of the official start, start logistics are maintained for a total of 10 minutes. Racers that set off late from the start location will commence the stage with an according time handicap. Participants that show up for the start more than ten minutes late will not be admitted to participate in the stage and accordingly would not be considered in that day's placement.

4.4 Check points along the route

There are up to three check points on each stage, the location of which remains unknown to racers beforehand, but where all riders need to report jointly to have the bar codes on their numbered bibs scanned and times taken. A penalty of 60 minutes will be added to a rider's time at the stage finish, for each check point, which he or she thereof did not report at.

4.5 Finish Procedures

Analogous to check point procedures, the bar codes on the starting numbers of the rider will be scanned jointly and reported for the calculation of the stage rankings and overall placement.

5. Dropping out

Participants who may not reach the finish of a stage will be withdrawn from the ranking assessment and will not have the opportunity any longer to qualify as official race finishers. They are permitted to start on all subsequent stages but their results will be reported apart from the official rankings.

5.1 Withdrawing from the CBTA

Participants thereof, who – for whatever reason – can not or do not want to continue the CBTA are obligated to promptly give notice of their decision to the race director or the race office (+49-151 55010150) or, alternatively by calling the specified emergency phone number (+49 178 7819222). If no such notification of withdrawal is issued, the race organizer reserves the right to mount a search and rescue mission with the appropriate emergency authorities – at the cost of the negligent participant(s).

Participants who drop out from the race, are required to return their transponder(s) and the starter numbers to the race director or the race office who will issue a receipt accordingly.

The notice of withdrawal from the race and the return of gear can only be conveyed to the race director or directors of the race office in person.

5.2 Premature termination of a stage

There are numerous reasons for a participant not to conclude a stage within the officially required maximum time limit: injury, mechanical problems, disorientation, exhaustion, etc. Riders that – for whatever reason – finish a stage only after the official closing of the finish area receive a 60-minute penalty on top of the maximum allowable race time but only as long as they finish the stage on their MTB. Riders that use alternative means of transportation other than their MTB (i.e. motorized vehicles, etc), are penalized with an additional 120 minutes above the maximum available race time and can no longer become official finishers of the CBTA. In either case, the Participants may join the start of the next and remain in the official ranking.

5.3 No-shows

Disqualification from the official ranking will be the immediate and irrevocable result if a rider thereof was to decide not to show up for a stage. In cases of hardship, where participants have an acceptable reason to show up for the start more than 10 minutes late, it is strictly at the discretion of the race director whether the participant may still proceed with the start and remain in the official ranking.

5.4 Finisher

Only participants who have concluded each and every stage and according to all rules and regulations will be considered official 'finishers' of the CBTA. Anyone who – for whatever reason – is unable to conclude a stage, may pull out of the official ranking but will not be deemed a 'finisher' of the CBTA.

6. Equipment

6.1 Obligation to wear a helmet

Helmets need to be worn at all times during the race without exception! Helmets are required to meet the recognized safety standard DIN 33954, conform to SNEL and / or ANSI standards and be fitted adequately to the participant's head.

6.2 Clothing and emergency gear

Every participant in the CBTA is expected to be equipped in accordance with the requirements of an 8-day event. Appropriate clothing and foot wear for any type of weather and a First-Aid-kit constitute an absolute minimum in this regard. It is strongly recommended to take along additional tools and spare parts. It's not allowed to take an E-Bike.

6.3 Starting numbers / race bibs

Each participant receives one starting number – which has to be mounted on the handlebar of his/ her bike. The number issued are identical with the official starting number of the racer and have to be worn on each stage and be visible at any time during the race for the purpose of racer identification. Starting numbers are equipped with a bar code which is scanned at the start, at all check points and eventually at the finish.

6.4 Race pass

Every participant in the CBTA receives a race pass which features the name, the associated the starting number. This pass is to be carried at all times during the event as it is required for identification, access to restricted areas, the mess hall and select technical services, etc. Any misuse of the race pass, for instance, to afford unauthorized third persons access to services that are specifically reserved for the participant, will result in the immediate disqualification of the participant.

7. Miscellaneous

7.1 Environmental protection / garbage disposal

The CBTA leads through the most spectacular areas of the Alps and the rules for environmental protection are straightforward: Anyone who improperly disposes of garbage or any other article (incl. water bottles) outside of a check point or food stop will receive a time penalty of 60 minutes. The third penalty of this kind results in disqualification without recourse.

7.2 Assistance by others

The CBTA is a team race. Therefore, you're prohibited from accepting any help or assistance by other persons – the exception being crashes, injuries or other types of emergencies and you are allowed to pull or push by yourself inside the team. Food, drinks, clothing or spare parts may also be accepted during a race stage. It is strictly prohibited though to be pushed or pulled by other persons. Likewise, it is prohibited to be assisted by non-official support vehicles (i.e. team vans) at any time during the race.

7.3 Doping

The race organizers of the CBTA distance themselves from anyone who – with the intention of procuring any kind of performance advantage – ingests or otherwise uses in whatever way unlawful substances or stimulants. A reasonably justified suspicion suffices for an immediate disqualification from the CBTA in this context. The race organizers expressly reserves the right to perform unexpected and unannounced doping tests.

7.4 Technical service

Partners of the CBTA offer technical services and assistance to race participants at both the start and finish areas. Tune-ups and maintenance jobs are generally free of charge but cleaning is not part of the

complimentary services. Any spare parts that are required for repairs will be offered by CBTA service partners at regular retail prices.

7.5 Pulling / pushing

It is allowed for team members to support each other by pushing or pulling manually, it is prohibited -for safety reasons- to use any kind of device or mechanical aid to do so. There will be repeated checks at the start and along each daily stage to ensure your compliance with this regulation.

There are two special rules:

1. The CBTA takes place on public roads and the opposite lane is NOT closed off to use by others. The precept of keeping to the right side of the road or trail applies.
2. At any time you have to obey the instructions of uniformed officials (police, fire brigade,...).

8. Transalp rules

8.1

The CBTA takes place on public roads and trails that are NOT closed off to use by others. In turn, all riders have to adhere strictly to the applicable rules of the road (national traffic rules) – even if they are operating in a race situation.

8.2

The precept of keeping to the right side of the road or trail applies. Corners must not be cut under any circumstances. If in doubt, the precept of keeping to the right of the road applies as well in foreign countries.

8.3

Slower members thereof have to make way for faster riders, who clearly hold the intention of passing them, especially on steep sections where some may already push their bikes.

8.4

The precept of considerateness, sportsmanship and fairness applies to each and every participant.

8.5

Riders have to operate their bikes within their means and capabilities. All trail and road sections, particularly those with blind corners, have to be ridden with utmost care and prudence. Participants should be prepared for sudden brake maneuvers at any time but especially on downhill sections. Attention: the roads are public and will NOT be closed off specifically for the CBTA. Oncoming traffic is not just a possibility but highly probably. Other participants are always to be advised of road and trail hazards.

8.6

Everyone is considerate of pedestrians and hikers.

8.7

In case of injuries or mechanical problems, it is imperative – if at all possible – to get off the trail / road right away and initiate first response or repairs away from (race) traffic.

8.8

In case of a sprint among riders in the finish area, it is prohibited to change lanes.

8.9

Under no circumstances is it allowed to traverse closed rail crossings.

8.10

It isn't allowed to throw waste or bottles away during the whole race!

8.11

It isn't allowed to take packed gels during the race!

9. Race directors, jury, protest, penalties und other sanctions

As a matter of principle, it is the responsibility of only the race director(s) and the race commissioners to pass decisions on the race event and any associated course of action.

9.1 Protest

There is a possibility that deliberate or inadvertent violations of rules may be committed by participants but possibly also the organization team during the CBTA. If race directors and commissioners can not resolve such issues to the satisfaction of all involved, a protest may be filed by any participant but only on the day on which the breach of rules occurred. In case a protest is filed, bond money in the amount of € 50,00 would have to be deposited with the race organizers and would not be reimbursed if the protest claim was lost.

9.2 Jury

The race organizers will compile a jury to judge over any protest that has been filed. Race participants acknowledge that they accept and comply with any decision reached by the jury and relinquish any contention to dispute possible claims or entitlements further.

9.3 Penalties and other sanctions

It would be impossible and not in anyone's interest to catalog all conceivable breaches of race rules. Therefore, only a few are listed with the expressed annotation that the race director(s) in consultation with the race organizers may impose penalties for actions and infringements that are not listed specifically in the following. A penalty in this context will always be a time penalty in the first instance, unless the seriousness of the violation calls for an outright disqualification / exclusion as the only appropriate measure.

The following breaches of regulations will be reprimanded at least with a time penalty:

- wrongfully assuming a starting position in a privileged starting block
- inconsiderate riding / unfair behavior or actions
- improperly discarding garbage or other items
- taking off a helmet during race activities
- tampering with starting numbers or mounting them in violation of race rules

- being pushed or pulled by others than the team partners
- willfully taking shortcuts

The following violation will be penalized with an immediate disqualification:
Deliberately dangerous riding maneuvers especially when they jeopardize others.

9.4 Changing the route

The race director reserves the right to the track - change even up to a time shortly before each stage starts. It may be that the distance of the track is longer or shorter.

The organizer wishes all participants a fair and successful CRAFT BIKE TRANSALP powered by NISSAN and unforgettable days in Germany, Austria and Italy.