



2018 Scott Ontario Cup # 1

Presented by Plastiglas Woodnewton Technical Guide

Presented by: Superfly Racing

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SCHEDULE:

Thursday, May 3rd:

5:00pm to 8:00pm: Thursday Night Series presented by BIKENXS riders must register to ride

FRIDAY, May 4th:

3:00 pm until 7:30 pm Pre-riding (\$10.00 fee)

SATURDAY, May 5th:

10:30 am – Trails open for Pre-Riding

11:00am – Youth skills pump track ready for all-day riding

11:00 am – 4:00 pm Registration open

7:00pm: Trails close to Pre-riding

SUNDAY, May 6th:

7:30 am – 1:00 pm Registration

Event Schedule (Ontario Cups only - Canada Cups have a different schedule!)

Start Wave

9:00 AM

Citizen Boys (13-16 yrs), Citizen Boys (11-12 yrs), Squirt Boys (9-10 yrs), Citizen Girls (13-16 yrs), Citizen Girls (11-12 yrs), Squirt Girls (9-10 yrs)

10:00 AM

Cadet Boys (15-16 yrs), Minime Boys (13-14 yrs), Peewee Boys (11-12 yrs), Master Men (50-59 yrs), Master Men (60+ yrs), Cadet/Junior Girls (15-18 yrs), Minime Girls (13-14 yrs), Peewee Girls (11-12 yrs), Senior Sport Women (19-34yrs), Master Sport Women (35-49 yrs), Master Sport Women 50+, Citizen Men, Citizen Women

11:45 AM

Junior Sport Men (17-18 yrs), Senior Sport Men (19-29 yrs), Master Sport Men (30-39 yrs), Master Sport Men (40-49 yrs), Cadet Expert Women (15-16 yrs), Senior Expert Women (19-34 yrs), Master Expert Women (35-49) Master Expert 50+ Women

1:30 PM

Senior Elite Men (19-29 yrs), Junior Expert Men (17-18 yrs), Senior Elite Women (19-29 yrs), Junior Expert Women (17-18 yrs), Cadet Expert Men (15-16 yrs), Senior Expert Men (19-29 yrs), Master Expert Men (30-39 yrs), Master Expert Men (40-49 yrs), Master Expert Men (50+)

COURSE DESCRIPTION:

Fast and fun is the name of the game! More singletrack than ever including a new 1 km trail, and a new flow make this the best course yet!

COURSE MAP AND PROFILE:

Map, as close as possible, available up to 1 - 2 weeks prior to the event

EVENT RULES:

Barricades

At Superfly Racing we use barricade or caution tape to close off intersections. This tape is affixed to trees, stakes and strung across pathways or along pathways to show riders where to go, or where not to go. Barricade tape can show participants where not to go, or it can be used to outline the outside (or inside) of a corner, or to keep riders out of a certain area.

Signage

Superfly Racing utilizes arrows on 1 foot by 1 foot choroplast (generally white or yellow background with a black arrow) to show directions of courses. At intersections we may indicate where not to go with a do not enter sign indicating the wrong way. Three arrows facing down means "Caution Slow" and we usually use the words "Caution" underneath the arrows as well. Bridges are marked as well as any water crossings. Some sections of course allow for "Easy" or "Hard" options (other terms might be used) where riders have a choice on which line they want to make. The "Hard" option is more difficult than the "Easy" option, and generally it is also takes less time.

Painting rocks and padding trees or stumps – 4.2.025, 4.2.027 reference UCI changes/updates

Superfly Racing rarely paints rocks or roots at our events as it can be misleading and leaves an unsightly blemish on our courses. Also as the race progresses, more roots and rocks may become exposed on the trail. On very rare occasions we may bail a tree, however for the most part cross country race courses do not require padding. The problem with padding trees is that we give riders a false sense of security, and we can't pad every tree along a race course as that would be impossible/unreasonable.

Start / Finish Area – 4.2.029 reference UCI changes/updates

The start line will be 24 feet wide and designated by large start flags, and the start pens. At some events the large start archway may be employed, such as at Provincial Championships.

Both sides of the course are taped for at least 100 meters after the start, and at most of our events we try to keep this area at a minimum width of 20 feet. Some venues have narrower doubletrack and at some events, where space is limited we reserve the right to make a narrower start. The start corrals helps seed riders in their appropriate categories for Ontario Cup Races.

The finish area is usually composed of a lap/finish at Ontario Cup Events, and we try to make it an uphill or flat grade where possible. The main timing trailer is usually cordoned off within the lap finish area and signage is placed letting the riders know where to lap or finish. It is also important to sign the lap/finish area to keep spectators back as this is a particularly quick area and can get congested quickly.

Feed Zones and Technical Assistance

– 4.2.033 – 4.2.042 reference UCI changes/updates

Feed Zone Regulations:

1. Feeding is permitted only in the zones designated for that purpose.
2. Only those persons responsible for feeding riders may be in the feed zone. Spectators / Children & pets are not permitted in the feed zone. Spectators may watch from the opposite side of the course.
3. Tents, Chairs, Coolers etc. must be a minimum of 10 feet away from the race course and must not obstruct others from feeding their rider.
4. Feeding from the opposite side of the zone will not be permitted.

5. Water bottles and food must be handed up to the rider without the feeder running alongside the rider.
6. During feeding no physical contact between feeders and riders is allowed. This will be considered technical assistance.
7. Water may be poured onto riders only if specific permission has been given by the Chief Commissaire before the event at which time water may only be poured on at rider's request.
8. No rider may turn back on the course to reach a feed zone.

Technical Assistance Regulations:

1. Riders should be prepared to work on their bicycle outside of the technical assistance zone. They can receive assistance in the technical zone only, or neutral support if it is provided by the organizer.
2. Small tools and tubes can be handed to people in the technical zone only.
3. Anyone in the technical assistance zone may help riders to get their bicycle running.
4. Riders must finish with the bicycle frame and number plate that they started the race with.
5. Spare wheels are allowed in the technical assistance zone only. No spare wheels are allowed in the feed zone or along course.
6. Neutral technical assistance may be provided for Ontario Cup Races.
7. Neutral support may supply spare wheels.
8. Riders are required to supply their own parts and equipment in the technical assistance zone. Riders may not take other participants equipment without their permission.
9. Technical assistance applies to 1:30 pm starts at Plastiglas Ontario Cups only (except Junior/Cadet Expert Women at 11:45am).
10. Riders may carry tools and spare parts provided that these do not involve any danger to the rider themselves or the other competitor.

Pulling Riders

Riders may be pulled from the event if they don't make some kind of time standard. This is something only utilized in order for the race day not to be impeded and because participants fall outside of a "reasonable" time to complete an event. i.e. less than 5% of competitors.

Scheduled Pre-Rides

Scheduled pre-rides are applicable for Ontario Cup Events. These scheduled pre-rides will showcase most of the race course and give riders a good idea of it. Sometimes it isn't possible to mark the course in its entirety, and we reserve the right to make reasonable changes to the course right up to the start of the event. Any changes we make to the course from pre-riding will not include the addition of major technical features. On occasion we must change sections of the course due to poor weather and or course conditions prior to the start of the event. In event these changes are made we will make announcements and post the changes on the information board.

Pre-rides are only intended to give you an idea of the race course, as course conditions, trail width and obstacles on the trail may change. A mountain bike course is not a permanent ideal, as it evolves with weather, moisture content, number of riders, and changes that we must perform to make it safer.

Often pre-rides will be preliminarily marked, with our final marking going up on event morning. In certain areas vandals, other riders, pedestrians and horseback will destroy course markings if they are

left up too long. As well we are adjusting our course markings as to our race officials' suggestions up to the evening prior the event.

Please pre-ride with extra care as the race course is not fully marked and our marshals and safety crews are not on course. Treat pre-riding as just another mountain bike ride and ride within control and with maximum caution.

Bad Weather and Course Changes – UCI Rule 4.2.013 changes/updates

In the event of rain prior to the race the course may have to be re-routed. This is to the discretion of the course chief (at Superfly Racing events it is Sean Ruppel) and the Chief Commissaire. Unfortunately bad weather can change courses to different degrees depending on many factors and the duration/magnitude of the precipitation.

We consider three things when changing the course due to weather.

1. Is the section ride-able?
2. What is the environmental impact going to be on that particular trail if we leave it in the course?
3. How can we keep the finish times reasonable?

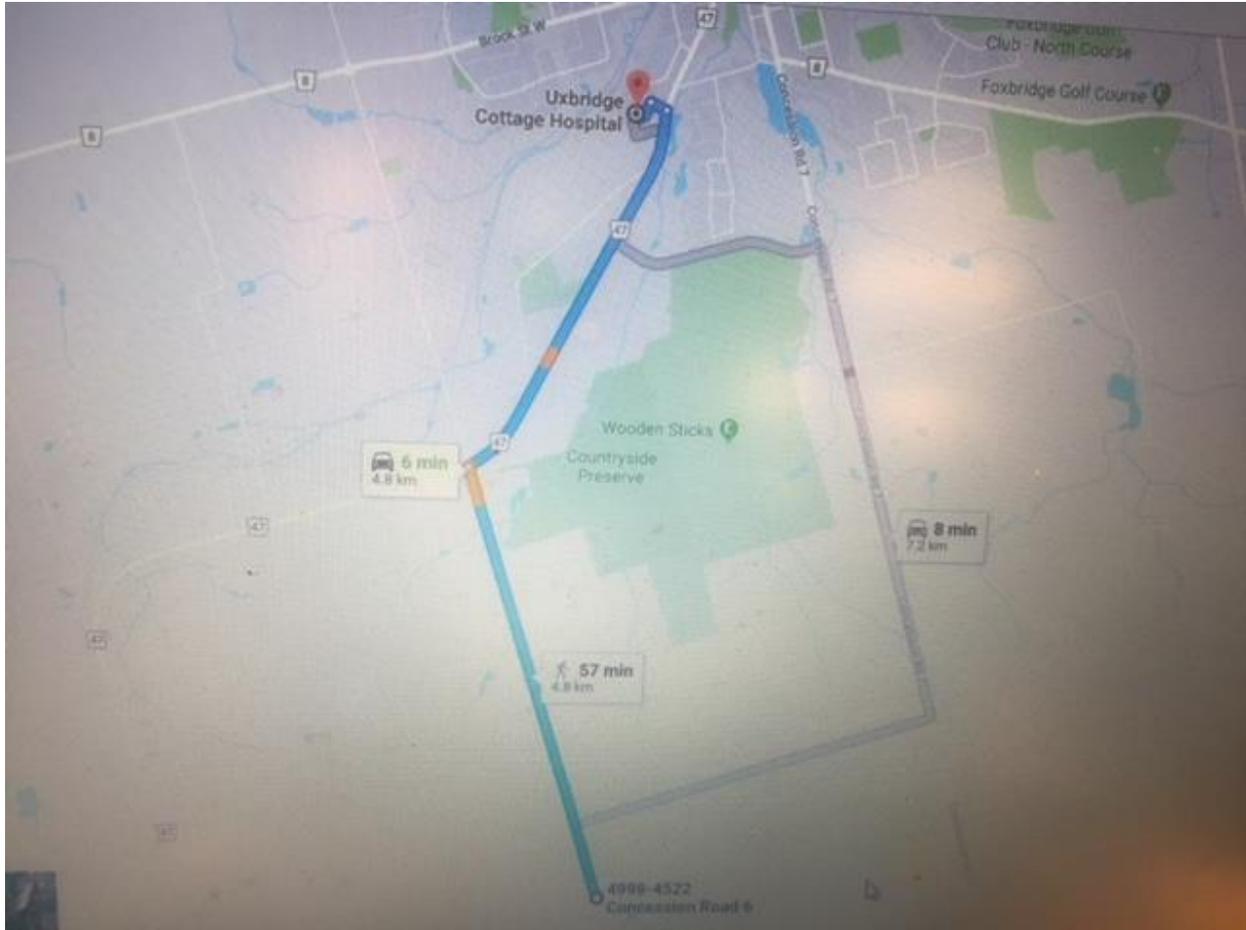
Rain routes are considered prior the weekend's event, however it is often the call in the morning of the event as to how/what course changes will be made. Some courses can not be re-routed around technical sections in the event of rain. In the event of good weather for the start of an event, we are in most cases running the dry course. Even if forecasts predict rain, we realize that mountain biking is a sport that takes place in the outdoors, and if we set up our courses for rain they would offer little challenge. If a rider feels the course is too slippery for their skills or comfort level they can dismount and walk the slippery sections – and are encouraged to do so.

The bottom line is that mountain bikers around the World ride all kinds of technical courses in rain and mud. This is part of the sport of mountain biking and if you prefer not to ride in the rain, it is your decision and nobody is forcing you to.

MEDICAL / HOSPITALS:

Course marshals are on course and at start finish. Here are directions and a map to the nearest hospital.

Uxbridge Cottage Hospital. 4 Campbell Drive, Uxbridge. L9P 1S4 (905) 852-9771



PRIZE LIST *subject to change:

***Superfly Racing is NO LONGER presenting prizes at our awards ceremonies! All prizing will now be offered in a draw prize format, at time of Registration! This will allow ALL riders an up to 1 in 4 chance at winning a great prize!**