

The United States Cycling Federation

Welcome!

On behalf of the USCF, we hope that you are looking forward to a new year of bike racing. We are glad that you are a member and hope that you will find many opportunities to enjoy road and track racing.

Good luck with your racing!

Need new dates for deadlines

2002 Deadlines

Date

- ~~5/4~~ Nomination notices published by this date (Bylaw 3.2.1)
- ~~6/4~~ Nominations for Trustees sent to the Association post-marked no later than this date (Bylaw 3.2.1).
- ~~6/15~~ Clubs submitting amendments to the House of Delegates must do so by this date (Bylaw 6.3).
- ~~8/15~~ Ballots mailed to members and Clubs (Bylaw 3.2.2).
- ~~9/15~~ Members to mail ballots to the Ballot Clerk no later than this date (Bylaw 3.2.2).

This Rulebook is published by the USCF. Others may purchase a copy by sending a request with \$10, payable to USA Cycling, to the following address:

USA Cycling
One Olympic Plaza
Colorado Springs, CO 80909
(719) 578-4581

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Photos by Casey B. Gibson

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USCF Major Rule Changes for 2002

- Additional championships for Espoir track riders 5E5.
- Two new events for Junior Track championships 5D7(c) and 5D7(d).
- Gear limits for junior track riders 1J6.
- Breaking of ties in time for 200 seeding in sprints 2F1.
- Olympic sprint rule concerning mishaps and false starts changed 2L2, 2L4.
- UCI Trade Teams III's may enter USCF state championships 1G7, 5B1.
- UCI Trade Team members are not allow to enter masters championships 5G1, 1H1.
- New Cyclocross rules adopted that more closely follow UCI rules 3G.
- Espoir championship age clearly defined 5E1
- Amendment deadline extended to allow flexibility in USCF Board fall meeting Bylaw 6.5.
- THE INDEX IS BACK !

SCHEDULE OF FEES

1. Scope and Definitions.

All fees and fines accrue to the general funds of USA Cycling except where it states otherwise. The Executive Director establishes these fees.

The following definition applies to these fees.

A **race series** is a sequence of race events of the same type (such as road, criterium, time trial or track) conducted in a single state generally on a regular basis at the same location, time, and day of the week.

2. Membership Fees

MEMBERSHIP TYPE OF LICENSE	ANNUAL FEE
International	\$115
Domestic	\$45
Juniors	\$35
Officials	\$45
Mechanics	\$45
Coaches	\$75
One-Day Licenses	\$5

Domestic Licenses are valid for one calendar year from the date of issue. The fee for foreign riders (non-U.S. citizen) at any time is \$140. International Licenses are valid only through December 31 of the year they are issued. The fee for replacing any Federation license is \$15.

3. Club Fees

The annual membership fee for unsponsored or sponsored clubs is \$100.

4. Organizer Fees

(a) **Standard Competitive Event** the permit fee for standard Federation races is determined by adding the \$25 per day basic permit fee plus 6 % (8% for USPRO) of the total event prize list. The prize list total is determined by adding the total cash and merchandise retail value of the prizes for the event. This permit should be used for any Category A through C USCF race. Category D and E USCF competitive events are eligible for the reduced rate. Event permits for Category D USCF races are \$50.00 per day. Event permits for Category E USCF races are \$25 per day.

(b) Non-Competitive Events. These events include training rides, clinics and camps. Training permits are available for a fee of \$15 per day for 1 - 3 days or \$50 for 4 - 30 days. Days need not be consecutive, but must be determined in advance. All riders must have signed waivers and rosters. Clinic and camp permits are \$15.00 per day for 1 - 3 days and \$50 for 4 - 30 days. Days need not be consecutive but must be determined in advance and a \$1.00 per rider per day insurance surcharge is applicable if the participants are out on bike rides.

(c) Permit surcharge. An organizer who fails to publish an official race announcement in accordance with the approval, distribution and time requirements specified in the Racing Rules shall pay an additional 6% of the total prize list or \$50, whichever is greater. (See Rule 1E1)

(d) Fine for inadequate numbers. An organizer who fails to provide racing numbers that meet the requirements of the Racing Rules shall be fined \$1 per rider per day of racing. This fine shall be submitted to USA Cycling. (See Rule 1K4)

(e) Failure to comply. Post-event reporting and fees are due to the USA Cycling office within 15 days after the event. Failure to comply will result in additional mandatory fees: \$50 if within 16-30 days after the event, \$100 if within 31-60 days after the event, \$150 if within 61-90 days after the event. Non-compliance or lack of full payment may face future cancellation of permits and/or suspension. [Please see the current Permit for complete details]

5. Race Categories

Race categories of each race or race series are determined separately for each racing class and are based on the total of all prizes for that class only. Minimum prize amounts are given below for events that are part of track events, single day road race events, and stage races or road race series. Certain races may be placed higher than their prize list qualifies for, as shown in the footnotes. Each race in a given event is placed in the highest category for which it is qualified according to the table following.

Minimum Prize List of Class

Cat.	Track	Single Road	Stage/Series	Notes
A	\$10,000	\$10,000	\$20,000	(a)
B	5,000	5,000	10,000	(b)
C	2,000	2,000	5,000	(c)
D	500	500	0	(d)
E	0	0	- - -	(e)

(a) National championships and international races are category A races. Entry in non-championship races is restricted to category 1, 2 and members of UCI Trade Teams.

(b) Entry in category B races is restricted to category 1 and 2 riders for Elite men's events; category 1, 2 and 3 for junior and women's events, and any other riders who meet qualifications in the official race announcement.

(c) Non-championship final trials for Olympic, Pan American, and World Championship teams are at least category C races.

(d) State Championships are at least category D races. Multiple-day races include stage races or other races conducted on consecutive days with cumulative results and are a minimum category D race.

(e) Category E races are those that do not qualify for higher categorization.

6. Race Entry Fees

Entry fees and surcharges go to the organizer except where noted otherwise.

(a) Free Market: Entry fees and surcharges may be set at the discretion of the organizer, but must be the same for all riders in a given race.

(b) Surcharges. The following surcharges may be charged in addition to the basic entry fees:

(1) USA Cycling provides event insurance to protect members. The cost for this insurance for 2002 is \$2 for each annually or one day license rider per day. Beginning in January 2002 event organizers who send in their race results in the approved USA Cycling electronic format can take a 50-cent rebate for each rider's results. Full details are available in the sanctioning packet and in the National Ranking materials.

(2) Late or post entries may be charged a surcharge provided that an official race announcement that states the surcharge has been distributed, as required by the Racing Rules.

(3) Unattached riders other than category 4 women and category 5 men may be charged a surcharge of up to \$5.

(c) **Championship entry fees** shall be as follows for each rider in each event. A rider who enters late in one or more events in a given championship (road or track) shall be charged a late entry surcharge as shown, but no unattached surcharge.

	Road	Track	Late
State	\$30	\$10	\$5
National	\$50	\$15	\$15

(d) **Current UCI World or U.S. National Champions**, who enter category A, B or C races (except National Championships) by the specified closing date, shall be refunded their entry fee provided that they are eligible to wear their championship jersey in the race, and do so (see Rule 1L5).

7. Deposits for Protests and Hearings

All hearings (USA Cycling Policy V) and certain race protests (Racing Rule 1Q) must be accompanied by a deposit (\$100 for an hearing and \$10 for a protest), if the protest is upheld the deposit will be returned.

8. Officials' Fees

(a) **Daily fee.** The organizer shall pay licensed officials a daily fee based on the highest race category for that day, including pro-rated overall prizes from a prize series, plus the cost of reasonable and necessary travel.

Race Category	Chief Referee		Chief Judge ²		Other Officials	
	Full	Half	Full	Half	Full	Half
Days ¹						
A	\$150	75	\$100	50	\$75	36
B	\$100	50	75	40	50	30
C	75	35	55	30	45	25
D	60	30	45	25	35	20
E	50	25	40	20	30	15

1. Half days are events lasting under 4 hours from the start of registration to the conclusion of the last event on the schedule.

2. Also starter and secretary in track events and chief timer in time trials.

For stage races, the full daily fee shall be paid for each day, beginning with the prologue and including any rest days.

(b) **Site Visits.** The organizer will pay the chief referee \$25 for a pre-event venue inspection trip plus \$15 for each venue inspection report in addition to travel expenses.

(c) **Expenses.** In addition to the daily fee, the organizer shall also provide each official with the following:

- (1) Round trip transportation from the official's home and during the race or reimbursement for the transportation according to the published rates of the Federation;
- (2) In one-day races lasting five hours or more, either a meal or \$5 additional; for races of more than one day, either two meals a day or \$20 per day;
- (3) Basic housing when overnight lodging is necessary before, during, or after the race;
- (4) Reimbursements for any other expenses that are reasonable and necessary for the official's duties.

(d) **Cancellation.** In case it is necessary for any reason to cancel a race after the officials have begun their travel, the organizer will pay each official their actual expenses and fee for at least one half day.

9. Hearing Panel Fees

Members of hearing panels shall be paid by the organizer at the same rate as "other officials," (Fee 8a) but are not paid as both an official and a juror for the same race event. The Federation shall pay hearing panels that meet at other times and places a \$40 per day fee, with the foreman receiving \$50, plus the cost of reasonable and necessary travel.

10. Travel Expenses

Individuals traveling on approved, official business on behalf of the Federation shall be reimbursed normal and actual documented expenses. Transportation expenses will be based on the lowest

practicable airfare or 30 cents/mile for travel by personal vehicle, whichever is less. The Executive Director may specify more restrictive arrangements.

RACING RULES

Changes in USCF regulations since last year are printed in italics to make them more visible. Text in sans serif is an interpretation or comment and not part of the regulations.

1. General Racing Rules

1A. Definitions

The following special terms are used.

1A1. A **bicycle race** is a competition among persons using bicycles where awards are given on the basis of relative performance.

1A2. A **race event** is one or more races covered by a single race permit and are not necessarily limited to a single day.

1A3. An **open race** is one in which members of UCI Men's Road or Track Trade Teams may compete. See also 1G7.

1A4. A **Professional** rider is a member of a UCI Trade Team. All riders on UCI Trade Teams are Professional.

1A5. An **invitational race** is one in which only riders who are invited by the organizer may compete.

1A6. An **event permit** is a non-exclusive authorization issued by the Federation to a member club or an organizer to conduct a race event of a specified type at certain location(s) on specified date(s).

1A7. A **youth race** is a race held only on a closed course that is open only to riders with racing ages below 10, or up to 15 if there is no junior race specifically for riders of that age.

1A8. A **club ride** is a training ride open only to members of bicycle clubs that are members of the Federation or a race that is open only to members of one such club and any participant who holds a Federation racing license must be licensed as a member of that club.

1A9. The **organizer** of a race is the person named as such in the race permit. This person is responsible to the Federation for the proper organization of the race event.

1A10. The **prize list** for a race consists of all prizes and primes arranged for in advance by the organizer. The prize list for a race event is the sum of the prize lists for the individual races.

1A11. The **officials** are appointed by the Federation to oversee the conduct of the race and to ensure compliance with Federation regulations.

1A12. **Licensees** are persons holding Federation licenses, such as riders, officials, coaches, trainers, and mechanics.

1A13. A rider's **racing age** shall be his or her age on December 31 of the current year. All references to age of riders or race age groups shall be interpreted as referring to racing age. The following terms refer to specific age groups.

Racing Age	Age Group
Under 10	Youth
10-18	Junior
19-22	Espoir
23-29	Elite
30+	Master

1A14. In order to be considered a **racing member** of a club, a rider must be a member in good standing of that club and it must be listed on the rider's Federation license. An **unattached rider** is one who is not a racing member of a club.

1A15. A **mixed team** is one in which at least half of the riders are women.

1A16. A **session** is a sequence of races with no major time breaks. Most championships are held with two or possibly three sessions per day.

1A17. A **mishap** is a crash or a mechanical accident (tire puncture or other failure of an essential component). However, a puncture caused by the tire coming off due to inadequate gluing is not a mechanical accident, nor is a malfunction due to misassembly or insufficient tightening of any component. A **recognized mishap** is a stoppage that meets the above conditions. An **unrecognized mishap** is a stoppage where the above conditions are not met.

A broken toestrap or cleat is a mishap. A worn or misadjusted cleat or toestrap is not a mishap. If more than one toestrap is used on a pedal, breakage of one is considered a mishap. Any mishap not immediately inspected by an official is unrecognized.

1A18. Relegation is a penalty consisting of a loss of position, points or time, depending on the type of race. It may be assessed against a rider, a team, or both. Relegation of support personnel in a road race consists of placing their vehicle farther back in the caravan.

1A19. Disqualification is a penalty that causes a rider or team to lose placing in a race and to be ineligible for any subsequent heats in the race.

1A20. International suspension is a penalty imposed under USA Cycling Policy IV in which a licensee is ineligible to participate in either international events or those of USA Cycling.

1A21. Domestic suspension is a penalty imposed under USCF Bylaw 10 in which a licensee is ineligible to participate in any Association event other than an international bicycle race whose participants are selected by national governing bodies to represent their countries, or a race that must be entered in order to qualify for such an international race.

1A22. A Protest is a formal request by a rider or team manager to have a race official review a decision or oversight. (See Racing Rule 1P)

1A23. A Hearing is a formal request for review by a hearing panel of a suspension or qualification to race.

1A24. Race entry is the process of paying a fee and making a commitment to compete.

1A25. Race registration is the process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

1B. Rule Applications, Exceptions, and Additions

1B1. Scope for Olympic and other international events, and the activities of UCI Trade Teams, the applicable regulations of the organization that authorizes the event or team shall take precedence over USA Cycling and USCF regulations. These Racing Rules apply to all other races authorized by the Federation, including all national championships. Whenever a specific rule is in conflict with a more general rule, the specific rule takes precedence. Exceptions to these rules may be made only with prior approval of the Executive Director for special circumstances in a particular race event. A request for exception should be made in writing to the Executive Director with a copy attached to the race permit application.

1B2. Time Period An entrant in an event held under Federation regulations shall be subject to these rules from the beginning of registration to the completion of the event, including the last awarding of prizes.

1B3. The organizer may add **special rules** as needed for a particular race or may devise novel race rules provided that:

(a) These additional rules are not in conflict with the rules of the Federation;

(b) They are approved by the administrator or chief referee; and,

(c) They are made available in written form to the participants before the race.

1B4. Any **schedule of fines** for a race, other than those recommended in these Racing Rules, must be requested by the organizer, approved by the Executive Director, and made available in writing to participants before the race.

1C. Violations of Rules

1C1. Penalties. The following actions may be taken when Federation regulations are broken (in general order of increasing severity): warning, fine, relegation, disqualification, domestic suspension, and international suspension. All fines shall be turned over to the Federation. Riders may be disqualified from all subsequent events in a race series held under a single event permit for a period of up to 10 days.

1C2. Recommended **penalties for first offenses** under normal circumstances are listed below and throughout these rules within brackets. Subsequent offenses of the same type by the same rider within a year of the last such offense should receive greater penalties.

1C3. A rider who is **disqualified** for a medical control infraction must promptly return any prizes and primes won in the event, though this obligation shall be stayed while an appeal is pending.

1D. Event Permits

1D1. Terms of Event Permits

(a) The Federation may issue permits to conduct more than one race event on the same day in a given state provided there are sufficient race officials available.

(b) An event permit is invalid when consent for a bicycle race has been denied by the governmental or property authorities who have jurisdiction over the race venue. A conditional permit may be issued if the authorities cannot give their consent unless the Federation has issued a permit.

(c) By granting an event permit or the uses of a specific term for use in a race title, the Federation makes no warranties or a representation, expressed or implied, and does not guarantee the participation of specific riders or numbers of riders.

(d) The Federation grants the use of its emblem in official race announcements.

1D2. Organizer Responsibilities, the organizer shall be responsible for specifying and directing the general aspects of the race and especially for meeting obligations imposed by the public authorities.

(a) Each organizer shall agree to abide by and enforce the Constitution and subordinate regulations of the Federation as well as decisions made by officials and other agents of the Federation in accordance with these regulations.

(b) Organizers shall agree that the safety of participants and spectators is an essential consideration in organizing a cycling competition and they shall take those reasonable acts necessary to promote the safety of participants and spectators.

(c) The organizer shall agree to give written advance notification regarding the race to any government or property authorities who have jurisdiction over the race venue and to abide by all regulations or agreements established by those authorities regarding the race. The organizer is obligated to arrange in a timely manner for any third party liability insurance, whether obtained through the Federation or elsewhere.

(d) Organizers shall require a written entry from each race entrant. The entry form must be signed before the start of the race by the entrant and the parent or legal guardian of any minor entrant, and it must include the terms of the Standard Athlete's Entry Blank and Release Form as published by the Federation. The organizer shall keep the forms for seven years, available for use by the Federation or in any legal proceedings.

(e) No organizer may advertise the entry of a rider until the rider's written entry has been received by the organizer.

(f) The organizer is responsible for providing officiating facilities, including rider identification numbers, lap cards, bell and other technical equipment needed to conduct and control the race.

(g) The organizer shall compile a list of the names and addresses of any riders who get one-day licenses. At the end of the race, the organizer shall give this list to the chief referee as well as a report of all known incidents involving riders, spectators, or other participants and shall turn over the signed release forms of any riders involved in such incidents.

(h) The organizer is responsible for paying the race officials and Federation insurance fee on the day of the race immediately after race results are final, upon receipt of an invoice from the chief referee. A check for the insurance surcharge shall be made out to the "USA Cycling."

(i) Organizers who invite foreign teams to compete without applying for International Race status and following UCI procedures may have their event permits revoked.

1D3. Event Permits

(a) The event permit application for a Federation race must be accompanied by the following: event permit fee as specified in the Schedule of Fees; a copy or draft of the official race announcement, as specified in Racing Rule 1E1; completed event checklist; a draft copy of the prize list; any other items requested on the application form. The official race announcement may not be distributed until it has been approved by the Administrator. For other events, a description of the activity must be provided. A single permit may cover either a series of similar races held at the same location at regular intervals or a series of races held on successive days.

Restrictions:

(1) The maximum number of sponsoring clubs of a race is as follows:

Cat A	No more than 5
Cat B	No more than 4
Cat C	No more than 3
Cat D & E	No more than 2

(2) Events may not include the consumption of alcoholic beverages. The Federation will decline to issue permits for events that appear to be contrary to Federation policy or that present unacceptable risk.

(3) **Club races.** Permit applications for club races must list licensed race officials, at least one of whom will be present at each race to ensure fair competition.

(4) **Club rides.** Applications for training rides must list at least one supervisor for every 25 riders.

- (b) After the event permit has been issued, any changes in required elements of the official race announcement must be approved by the Administrator or Chief Referee and any request for a change of date shall be submitted for approval to the Executive Director by the Administrator. No decrease in total prize list is permitted; any request for an increase shall be submitted to the Administrator together with the supplementary permit fee. (See 1E1 and 1E3)

1D4. Race Titles

(a) Only championships listed in these Racing Rules may use the term "**championship**" in their race titles.

(b) The term "**international**" may be used in a race title only for races in which invited representatives of foreign national Federations compete.

(c) Except for events authorized by the United States Olympic Committee, the term "**Olympic**" may not be used in a race title.

(d) The term "**open**" may be used in a race title only for an event that has been issued an open race permit by the Federation. The Executive Director, in consultation with the Board of Directors, may establish additional criteria for the allocation of open race permits.

(e) The term "National Tour" may be used only for those events so designated by the Executive Director.

1D5. Invitational Races

(a) Invitational races may be held on certain occasions, subject to the approval of the Executive Director. They must not dominate the local racing program, and are to be discouraged except in unusual or special circumstances.

(b) Invitations may be extended to (1) individuals, (2) teams, (3) classes or categories, or any combination.

(c) The Federation invites representatives of foreign national federations; the organizer invites all others.

1D6. International Races

(a) International races are invitational races in which teams or riders representing foreign federations compete. An international road race requires representatives from at least three other national federations and must be listed on a UCI calendar. An international track race requires representatives from at least one other federation and need not be listed on a UCI calendar.

(b) Applications for international event permits must include any event permit fees specified in the Schedule of Fees and must demonstrate that:

(1) Appropriate measures will be taken for validation of records, if any are established during the competition;

(2) Due regard will be given to the requirements and rules of the UCI and the Federation applicable to the competition;

(3) The competition will be conducted by qualified officials;

(4) Proper medical supervision will be provided for athletes who participate in the competition;

(5) Proper safety precautions will be taken to protect the personal welfare of the athletes and spectators at the competition;

(6) There will be funds to responsibly meet the financial obligations of the competition, and sufficient staff to properly and adequately organize the competition;

(7) Athletes and other official team members will be insured against accident and third-party liability either through insurance taken out by the organizer or by the national federation of each invited team; the availability and terms of the insurance coverage shall be mentioned in the race invitation, the official race announcement, and in the race regulations. The Federation shall promptly review each such application and, if there is not clear and convincing evidence that holding the race would be detrimental to the best interest of the sport, it shall request that the race dates be approved by the appropriate international cycling body for placement on an international calendar.

(c) Date conflicts between an international race and the Espoir or Elite National Championships, or between two proposed international races within the United States where the events are the same kind of competition (road or track), are generally not in the best interest of the sport. In such cases, the

Federation may deny a race permit; however, the Federation must provide written reasons for such action in a timely manner.

(d) Escrow Account. Not later than 30 days prior to the start of an international event, the organizer must deposit in an escrow account an amount equal to half the value of the entire prize list. If for any reason the race is not held on the established date(s), the escrow account shall be payable in full to the Federation. Failure to establish such account shall be sufficient reason for cancellation of the race permit.

1E. Race Announcements

1E1. A race organizer with an approved event permit may use the USCF name and emblem in advertisements and official race announcements of the event.

1E2. The **official race announcement** must be approved by the administrator before publication, may include the Federation emblem and must contain the following:

(a) The declaration "Held under USA Cycling event permit".

(b) The date(s) and location(s) of all bicycle races in the race event. All such race information must be included in the race permit.

(c) A list of races that identifies which classes and categories are eligible for each.

(d) For each race, the specific kinds of event, the distance(s), the total amount of the prize lists, the nature of the prizes (cash, merchandise, combination thereof, or other), and the number of places that will receive prizes. If cash is to be awarded, the minimum value will be shown.

(e) For each race, the amount of the entry fee and the amounts of any surcharges and what they are for. All such fees shall be in accordance with the Schedule of Fees

(f) The order of events and the starting time of at least the first event; preferably, all expected starting times should be given

(g) Any restrictions on entries, such as entry closing date, registration closing times, and minimum or maximum field size

(h) Any plans for cancellation or postponement of the event in case of bad weather required for track events; road races are normally run rain or shine.

1E3. For any **non-invitational race**, the official race announcement shall be distributed in any one or more of the following manners: to at least 50% of the licensed riders in the state where the race will occur at least two weeks in advance of the closing date for pre-entries (if one is specified) or else the final date when entries are to be accepted, or to at least 80% of the clubs in the state at least 30 days in advance of this date, or through electronic media 60 days prior to the date of late registration [organizers who do not publish an official race announcement meeting the above requirements shall pay a permit surcharge as specified in the Schedule of Fees].

1E4. **After the official race announcement has been published**, no changes are allowed in the classes of riders eligible to compete, other than adding races for separate classes, and the total prize list for any given class may be reduced only if the class is divided and so are the prizes. Other changes in required elements of the official race announcement shall be permitted by the Administrator or Chief Referee only to accommodate changed circumstances beyond the control of the organizer.

1F. Prizes and Payments

1F1. The complete **prize list**, with values for each place, shall be posted at registration and available to competitors on the day of the event. Prize evaluations shall be based on the retail prices. The prizes shall be available for inspection by the chief referee before the start of the event.

1F2. No Disincentives. No prizes or prizes of value greater than the last place prize may be offered for poor performance, such as a prize for the last rider across the finish line.

1F3. Prize list up to \$2,000. The number of places that receive prizes in each event must be at least one for every \$100 in total prize value for the event, up to \$2,000.

1F4. For each race with over **\$2,000 in prizes** there must be prizes to at least 20 places and the values for second and following places must be at least the following fractions of the first place prize: 1/2, 1/3, 1/4, 1/5, 1/6, etc.; larger fractions are recommended. (As a consequence, the first prize may not exceed 27% of the total prize list for such races.)

1F5. Maximum Prize.

(a) In category 5 and youth races, no prizes (including prizes) of commercial value may be awarded -- only such things as trophies, medals, ribbons and certificates of participation.

(b) In club races, individual prizes may not exceed a \$50 value.

1G. Entry in Races

1G1. A **Club Race** may be organized by only one affiliated club. A licensed rider may enter such a race only if the rider's license shows membership in the organizing club [30-day suspension to a licensee who participates in violation of this rule and a \$100 fine to a club that allows such participation].

1G2. Entry. All entries must be in the hands of the organizer by the date of closing as advertised in the official race announcement, whether mailed or sent by other means. Organizers may waive any entry fee if they so desire, and otherwise will not accept any entry unless accompanied by an entry fee.

1G3. Multiple Entries. Unless expressly disallowed in the official race announcement, a rider who is eligible to enter more than one event in a race event may do so provided that all entry fees are paid.

1G4. Acceptance of Risk.

(a) All those who compete in any of the events authorized under these rules do so at their own risk, whether or not they are licensed by the Federation, and no liability shall attach to the Federation or any of its officials with respect to any loss or injury sustained or caused by anyone competing in events.

(b) All riders must sign and submit a written entry form which includes the terms of the Standard Athlete's Entry Blank Release Form, as then published by the Federation, to the organizer before each race. By competing in a race conducted under Federation rules, a rider, or a parent or legal guardian who permits a minor rider to compete, acknowledges understanding and acceptance of the regulations covering the event and agreement to the terms of the Standard Athlete's Entry Blank and Release Form (as published by the Federation), and those terms shall be binding even when no proper entry form has been signed and submitted for a rider.

1G5. Maximum Field. Entries shall be accepted in order of receipt by the organizer up to the field limit and subsequent entries shall be returned. The maximum field limit in any youth race or a race exclusively for category 5 men or Category 4 women shall be 50 riders. For other events, if no field limit is given in the official race announcement, a field limit of 100 shall be used.

1G6. Minimum Field. If the number of entries for a given race is less than the minimum field size at the close of entries or within 30 minutes of the starting time specified in the race announcement, whichever is earlier, the organizer may optionally cancel the race and refund the entry fees and surcharges of those who have entered, or may combine the race and as many prizes from its prize list as there were riders who registered for the canceled race with another race on the program. If no minimum field size was given in the official race announcement, "one" shall be assumed for time trials and "four" for other events.

1G7. Registration

(a) In order to compete in Federation races, riders must present a valid racing license from the Federation or from another national federation that is affiliated with the UCI. However, any USA Cycling licensee may enter a cyclocross event. Riders with foreign elite licenses may not compete in masters races. Members of UCI Trade Team III's may enter any USCF event as a Cat 1 rider, other than *National Elite Road Race Championships*. However, the Chief Referee may approve admission of a rider known to be currently licensed or whose licensed status is confirmed by authoritative documentation. [10 days suspension for competing without registering. For attempted or successful fraudulent entry into a race, 30 days suspension].

(b) Active participants in Category A stage races, including officials, riders, team managers, and mechanics, must hold a Federation license or some kind of a license from a governing body that is a member of UCI and must show such license at registration or when called upon by race officials. Foreign elite riders, if not members of UCI Trade Teams, are ones who have competed in UCI World Cups, World Championships, Goodwill Games, Pan American Games, or Olympic Games.

1G8. Limitations. Except for invitational races, the organizer must provide an equal opportunity for all qualified applicants to participate without discrimination.

1G9. Withdrawal. After having entered a race, a rider may not withdraw and compete in another race on the same day except with the written consent of the organizer of the race first entered by the rider [10 days suspension].

1G10. No rider shall be entitled to an **entry fee refund** when the organizer has fulfilled all the requirements of the agreement as specified in the official race announcement. [A rider, upon being disqualified, shall forfeit any fees already paid.]

1G11. Club Membership Fraud. No rider may enter a race as a member of a club who is not a member in good standing of that club and, if licensed, is licensed as a member of the club [disqualification and 20 days suspension].

1G12. Any rider who enters a race while under suspension will become liable to additional penalties [disqualification and 30 days suspension].

1H. Mixing of Classes and Categories

1H1. Eligibility. No rider may race in a category other than that which is stated on his or her license. **Masters** and **Elite** riders may compete in any races for their age or younger, but not races exclusively for **Espoirs**. **Espoir** riders may compete in any races for their age or older, but not Masters races. Juniors with a racing age of 14 or younger may compete in youth races. *UCI Trade Team members are not allowed to enter Masters Races.* Generally, in combined races riders must declare which event they are riding and are eligible for only one prize unless the official race announcement states otherwise.

1H2. Women may enter any race for which they are eligible by age, category, and any performance requirements and may enter categorized races for men that are up to one category lower than their women's category, or in the case of category 1 women, up to two categories lower. In addition, category 4 and 3 women who are 35 or older may compete in Masters races for all riders up to 20 years greater than their racing age, subject to other eligibility requirements.

1H3. Mixing of Classes. An organizer may offer races for combined classifications and categories but the categories in a given race must be the same for all age groups. However, youth races may include only one-day licensees younger than 10 and possibly juniors as specified in Rule 1H1. All riders shall race the same distance unless there is a distance handicapped start for separate groupings of riders.

1I. Officials

1I1. Assignment. The duties of the chief officials (referee, judge, scorer, timer, starter, and registrar) shall be performed by licensed officials. One person may perform more than one duty. Licensed officials who are assigned by the Administrator or other authority and who attend a race event for the sole purpose of officiating shall be paid in accordance with the Schedule of Fees. Officials must be prepared to demonstrate current licensed status in order to be eligible for payment. Payment shall be tendered by the organizer before the conclusion of the race event.

1I2. Impartiality. All officials shall endeavor to uphold and enforce the regulations of the Federation and shall do so in an impartial manner. [Any official of a race who lays a wager on that race is subject to suspension.]

1I3. Uniform. All officials shall wear gray or khaki slacks, skirt or shorts with either black and white striped shirt or a light blue shirt; a navy blue tie and blazer are optional. A "USCF Official" emblem shall be visible on the front of the uniform. All officials at a given race should wear the same uniform as specified by the chief referee.

1I4. Chief Referee.

(a) The chief referee supervises the general conduct of each race. The Chief Referee is empowered to interpret and enforce the rules of the Federation and to make a ruling on any point that is not specifically covered in the rules.

(b) The Chief Referee may neutralize, shorten, suspend, or cancel any race if dangerous conditions or hazardous weather arises.

(c) The Chief Referee has the power to penalize or recommend suspension of any licensee who refuses to obey instructions of officials or who commits other offenses. The Chief Referee shall take into consideration the observations of assistant referees, taking into account their viewing positions and experience levels.

(d) The Chief Referee shall invoke penalties for infractions of the rules except suspension. A decision of the chief referee under the Racing Rules is final, subject only to the hearing of a protest.

(e) The Chief Referee will assign duties for each event to the other officials and may delegate authority to them.

(f) The Chief Referee shall prepare an invoice for payment of officials of the race event and the Federation insurance surcharge, and on-site license sales, submit it to the organizer, obtain from the organizer a check made out to "USA Cycling" for the insurance charges and on-site license sales, and confirm that all officials are paid prior to the conclusion of the race event, in accordance with Federation rules.

(g) The Chief Referee shall submit any appropriate incident reports on approved forms directly to the Federation office immediately following the race event and within five days shall submit to the Administrator a race report, a check for insurance charges and on-site license sales obtained from the race organizer, a copy of race results, all applications for licenses sold on-site and the release forms of any riders involved in incidents, both obtained from the organizer. The Administrator shall promptly forward a copy of this report, license forms, and results of Category A and B races to the Federation office.

(h) No person who is a member of a club that organizes or sponsors a given race shall be appointed as Chief Referee of the same event unless there are no other qualified officials available.

1I5. Assistant Referees.

(a) The assistant referees shall act in an advisory capacity to the Chief Referee. They shall position themselves so as to best observe any infractions of the rules, watch closely, and report to the chief referee at the end of the race. They shall call all rule violations whether or not a protest is received. Reports of infractions shall be made in writing and signed.

(b) The assistant referees shall inspect bicycles as needed both before the race and in case of apparent mishaps and report infractions to the Chief Referee.

116. Starter.

(a) It is the starter's responsibility to see that riders are called at the appropriate time and to inform them of the distance they will ride and of any special rules governing the race. If the finish line is at a different place than the start, the riders must be informed of its exact location.

(b) The Chief Judge and the Starter should ensure that riders reporting to the starting line are properly attired, and that their numbers are in good condition and properly placed. The starter shall not permit riders to start whose uniforms or equipment do not conform to the rules.

(c) The starter shall alert other interested officials when the race is about to begin, shall judge whether there has been a valid start, and shall stop the race when called for by the rules.

117. Scorers.

(a) The scorers shall keep track of laps gained or lost by each rider. At the end of the race the scorers will inform the Chief Judge of all riders who have either gained or lost laps.

(b) The scorers normally shall be responsible for the operation of the lap cards and bell.

118. Judges.

(a) The judges shall advise the Chief Judge, who shall determine the order of finish of a race. If photofinish equipment is used, the camera operator shall function as a judge and shall provide finished film or order-of-finish information to the Chief Judge as the latter directs. The finish film will be returned to the organizer after any protests and appeals have been resolved.

(b) The judges shall assign places to as many riders as required. All riders in a given group who cannot be placed will be considered equal.

119. Timers.

(a) The Chief Timer shall resolve any gross discrepancies among timings, compile all times pertinent to the final classification and those requested by the organizer, and submit them to the chief referee at the end of the race.

(b) Only timing equipment with a resolution of .01 second and accuracy of one second in 48 hours or better shall be used. When hand timing is used, the readings of all timers shall be recorded separately; the median time shall be determined and then truncated to 0.1 second. If a timer states that a given timing of his was inaccurate, it shall be discarded. The median time is determined as follows. If there is just one time, that time is used. If there is an odd number of times, the middle one is used. If there is an even number of times, the average of the middle two times is used.

(c) Automatic timing equipment that both initiates and terminates timing automatically may be used provided that there is adequate hand timing for back-up and verification. Automatic timings will be recorded to 1/100 second (1/1000 for distances of 1 km or less). The timing equipment operator shall function as an assistant timer and shall submit all timing data to the Chief Timer.

(d) When more than one automatic timing system is used, one system shall be designated primary and the other(s) backup. The primary system shall drive any automatic display devices (television, scoreboards). The function of the backup system(s) shall be to provide confirmation that the primary system is operating normally. Should there be a failure in the primary automatic system, the time from the backup system shall be used, with the final resort being the hand times.

(e) When timing is required for an event, hand timing shall always be performed even if automatic timing is used, so as to verify that the automatic times are reasonable and to serve as a backup in case of failure of the automatic timing system(s).

1110. Registrars. The registrars shall confirm that each entrant has presented a valid racing license, is the person named on the license, and is qualified and properly entered according to the rules of the race event.

1111. Motorcycle helmets meeting U.S. Department of Transportation standards must be worn by all motorcycle drivers and passengers in races and club rides.

1J. Bicycles

1J1. Bicycles used in competition must be propelled solely by the rider's legs and shall have the following characteristics:

(a) **Dimensions.** Bicycles may be no more than 2 meters long and 75 cm wide, except that tandems may be up to 3 meters long

(b) There may be **no protective shield**, fairing, or other device on any part of the bicycle, which has the effect of reducing air resistance except that spoke covers may be used

(c) **Wheels** may be made with spokes or solid construction. No wheel may contain special mechanisms to store and release energy

(d) The **handlebar** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to minimize danger without impairing steering. Handlebars used for steering with ends that point forward or upward or that provide support for the rider's forearms are permitted only in time trial and pursuit events (not in Olympic Sprint); however, attachments that point upward on the brakehoods of road bicycles are allowed if the distance between them is greater than 25 cm (9.8 inches).
[disqualification]

1J2. Riders are responsible for their selection of competition equipment and for taking reasonable precautions to insure that its condition is adequate and safe for use in competition.

(a) To maintain compliance with these regulations, the equipment and uniform of one or more riders may be examined at any time to discover the use of items which are not allowed or which are obviously improperly adjusted, insecurely fastened, or which may present a danger to the rider(s). The chief referee shall prohibit the use of any such items discovered during the examination. Such examinations are conducted at the discretion of the chief referee. An examination of every rider's equipment is not required.

(b) The Federation and any race organizer or sponsor, and their respective agents, officials, employees and volunteers, shall not be liable for any damages or injuries arising from or connected in any way with the condition or adequacy of any rider's competition equipment or uniform, regardless of whether or not such competition equipment or uniform was examined or was not determined to be in violation of the rules.

1J3. For **track races**, only a bicycle with a single cog fixed wheel and without derailleurs may be used; brakes, freewheels, quick releases, and wing nuts may be used only in time trial and pursuit events. For road races, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.

1J4. In **roller races**, either road or track bicycles may be used. All classes are restricted to a development of 7.69 meters (25 feet 3 inches) and cranks must be at least 165 mm. long.

1J5. A **handcycle** is a 3-wheeled cycle with standard bicycle drivetrain and standard bicycle crankarms. The cycle must be operated by pedaling and shifting using only the upper body to perform said functions. The maximum wheelbase for a handcycle is 72 inches. Handcycles must have a chainring guard to protect the rider from the drivetrain. As of January 1, 2000, all handcycles must have 2 separate working brake calipers (or discs) and a fully-functional lever for each.

1J6. Junior Gears. For Junior Men & Women, the authorized maximum chaingear ratio allowed in any road event is 7.93 meters (rollout 26'). Blocked gears will be allowed, except in National Championships. [45x12 or 52x14 chain ring teeth]. *For track events the following limits shall be used: (10-14 21'3", 15-16 21'9", 17+ Unrestricted.) All tests for compliance (road and track) shall be done using the "roll out method."*

1K. Rider's Uniform in All Races

1K1. 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. (See Policy I, Sections 1 and 2.)
[disqualification for failure to wear or for removing such a helmet during a race and, in any case, a \$10 fine].

"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.

1K2. Jerseys must be worn in all races and shall cover the shoulders. 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.

1K3. Non-handheld **radios** with only one earpiece may be worn or carried by the rider or bicycle only in road events except in Junior classes.

1K4. Racing numbers.

(a) Racing numbers are provided by the organizer, who may require a deposit that shall be refunded on return of the numbers in good order. The figures should be black, and be 12 to 14 cm high on a light colored background 20 cm or less in height and 20 cm wide. The figures shall not be handwritten, but printed in block letters using waterproof ink. Numbers shall be constructed from materials sufficiently durable to last the race without tearing or disintegrating, even in adverse weather. The name of the race or race sponsor may appear on a competitor's number. [Promoters who fail to provide numbers meeting the above requirements to all riders shall be fined as specified in the Schedule of Fees.]

(b) Riders shall place their numbers as prescribed by the officials and in such a way that they are visible when the rider is in a racing position. Hip numbers shall be attached securely at least at the four corners and no accessory may cover them. If shoulder or frame numbers are provided, they too shall be placed as prescribed. Numbers may not be folded or trimmed. [Replacement of the numbers at riders' expense if noted before the start, otherwise warning or relegation.]

1L. Members' Uniform

The following rules apply to all riders other than those with one-day licenses:

1L1. The rider and **uniform must be clean** at the beginning of a race. Uniforms may be any color but helmets, shoes, or clothes that are torn, or in disrepair may not be used.

1L2. Rider uniform advertising.

Advertising may appear only on the uniform, including caps, shoes, and helmet of riders who are racing members of sponsored clubs [disqualification for other advertising]. The club's name must appear on the front and back or two sides of the jersey. The name may be abbreviated.

1L3. UCI Trade Teams, Category 1 & 2 riders who are members of the same Team or club must wear identifiably similar uniforms when competing in a massed start race except where different uniforms are called for by the Federation regulations [Offending rider not permitted to start if noted before the race; otherwise, warning for first offense].

1L4. Club Jerseys. In competition, no rider shall wear the emblem, inscription, or uniform of any club or team which the rider is not eligible to represent [Offending rider may not be permitted to start if noted before the race; otherwise, warning for first offense].

1L5. Only current Federation National Champions may wear **National Championship jerseys** and only in the specialty and age group in which the title was won. However, juniors may ride with their jersey in any age group and masters may ride in any masters age group provided that is the same specialty in which the jersey was won. Members of sponsored clubs may place advertising on the front and back of the jersey in a rectangle 10 cm high and on the sleeves in a single line a maximum of 5 cm high. Only former Federation National Champions are permitted to wear the Stars and Stripes pattern on the trim of their jerseys.

1L6. National Team Jerseys. Members of Federation teams must wear the uniform designated by the Federation. This uniform may be worn only while actually representing the Federation or the USA.

1L7. In **stage races**, the race leader or those heading other categories may wear a special jersey provided by the race organizer, but only for the duration of the race and as long as the leadership lasts. The jersey may bear only the name of the race or the special classification.

1L8. No rider shall wear a **World Championship jersey** or colors (blue-red-black-yellow-green stripes in any order) in a race unless entitled to do so under international rules. Only former world champions are permitted to wear the world championship colors on the trim of their jerseys.

1M. Start of a Race

1M1. Starting Time. No heat or race may be started before the time stated in the official race announcement except with the consent of all registered riders in the heat or race. It is the rider's responsibility to report at the appointed time and location for the start of the race [disqualification for starting at an incorrect time or location].

1M2. No Delays. No licensee may unnecessarily delay the start of a race [disqualification]. However, a brief delay to replace a punctured tire may be allowed if a replacement wheel, ready for immediate use, is available at the starting line.

1M3. Starts or the resumption of racing shall be signaled by a single gunshot, whistle, or waved flag. The starter alone judges the validity of the start. The stopping or neutralizing of the race because of a false start or other conditions specified in the rules shall be signaled by a double gunshot or double whistle.

1M4. All competitors shall be **started in the same manner**, either all with holders, all with one foot on the ground, or all with a rolling start. Holders may not step over the starting line at the start of a race.

1M5. Where a massed **rolling start is used on the track**, there shall be one or more neutral laps to ensure that the riders are sufficiently together to provide a fair start in the judgment of the starter.

1M6. Start Intervals. If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen so as to insure that different groups would not overlap.

1M7. Rerides and Replacements. Unless prevented by unavoidable circumstances, any riders qualifying for a reride or for any of the final rounds of a race shall start the reride or the next round. When qualification for the second round is based on time, if qualified riders are unable to start, they may be replaced by riders who had the next best times. No replacements are allowed after the second round.

1N. Finish of a Race

1N1. Judging. The finish of a race shall be judged when the front tire first penetrates the imaginary vertical plane passing through the leading edge of the finish line.

1N2. The **beginning of the last lap** of a race will be announced by ringing a bell and display of the number 1 on the lap card. In a road race, if the finish line is off the immediate course, the bell shall be sounded at the point of departure on the preceding lap.

1N3. Should the **bell be rung by error** at the wrong lap, the judges shall record the order of the finish at the end of that lap. The Chief Referee shall decide whether to declare these results final or rerun some or all of the race. The Chief Referee may bar from the rerun any rider who appeared to have no chance to win a prize had the bell been rung on the proper lap.

1N4. Dead Heats

(a) Should two or more riders make a dead heat for a qualifying place in a trial heat, they shall be allowed to enter the final.

(b) In track races, should two or more riders make a dead heat for a place for which there is a prize, they may again ride the distance to decide the race or may ride a shorter distance considered sufficient by the chief referee to allow for a fair settlement.

(c) In road races, should two or more riders make a dead heat for first place only, they shall reride the final sprint for 1,000 meters on road bicycles to determine the winner. If the dead heat is for any other place, the riders concerned shall be declared equal and the prizes for those places shall be added and equally divided or duplicated at the discretion of the organizer.

1N5. Early Finish. After the first competitor has finished, the chief referee may excuse one or more riders from completing the distance in order to secure a place, which would clearly have been won by finishing. The Chief Referee may also excuse from completing the distance a rider who, by accident or withdrawal of others, is the only competitor left in the race.

1N6. Results. At the end of the race, the Chief Judge will inform the riders of the time and place where the results will be posted or announced, and the Chief Judge shall be available there to resolve any protest. Prizes may not be distributed until all protests have been answered and at least 15 minutes have passed since the results were announced.

1N7. Disqualification. In races consisting ordinarily of qualification, semifinal, and final rounds, the disqualification of a rider or team after the finals shall not change the placings of other riders. In other races, when a rider or team is removed from the placings by disqualification, any lower placed riders will be advanced to their next higher finishing place.

1O. Conduct

1O1. 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].

1O2. 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.

1O3. 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].

1O4. Withdrawal. Riders must immediately follow a referee's order to withdraw from the race [10 days suspension].

1O5. Abuse.

(a) No rider or licensee may be disrespectful toward organizers, officials, riders or spectators [warning for minor offense; possible relegation of rider].

(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 & suspended for one (1) year]

1O6. 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].

1O7. Dangerous Rider. Any rider who appears to present a danger to the other competitors may be disqualified by the Chief Referee, either before or during a race.

1O8. 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].

1O9. 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.

1O10. A licensee may be penalized for causing a crash or spill through **inadequate tightening or adjustment** of a bicycle component, including gluing of tires [disqualification and 10 days suspension].

1O11. 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].

1O12. 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.

1O13. No rider may release the handlebars when crossing the finish line in a close sprint [relegation to the last place in the group involved in the sprint].

1P. Protests

1P1. All protests concerning the **order of finish** shall be examined and resolved by the Chief Judge, whose decision is final and without appeal.

1P2. 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.

1P3. 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.

1P4. 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.

2. Track Racing

2A. Track Markings

All lines on the track shall be of uniform width between 4 and 6 cm.

2A1. The following shall be placed circumferentially around the track:

(a) The **measurement line** shall be black or white, to contrast with the track, and shall be placed with its inner edge 20 cm from the inner edge of the track. It shall be marked off at every 5 meters and numbered at every 10 meters going counterclockwise from the finish line. The official length of the track is to be measured on the inner edge of this line.

(b) The **sprinters line** shall be red and shall be placed with its outer edge 90 cm from the inner edge of the track.

(c) A **blue band** at least 20 cm wide shall be placed below the inner edge of the track all the way around.

2A2. The following lines shall be placed perpendicular to the inner edge:

(a) The **finish line** shall be black and placed in the middle of a 72 cm wide white strip for contrast.

(b) The **200 meter line** shall be either black or white to contrast with the track and shall be placed 200 meters before the finish line. This line is used for sprint timing only.

(c) Two **pursuit finish lines** shall be red and located exactly in the middle of the two straights, even with each other, and shall extend from the inner edge halfway across the track.

(d) Where the starting lines for 3 km and 4 km pursuit events do not coincide with other markings, they shall be red and shall extend from the lower edge of the track to the sprinters line.

2B. Riding Conduct

These rules apply to scratch, handicap, miss-and-out, madison, and points races.

2B1. Leaders must occupy the sprinters lane unless far enough in the lead so as not to interfere with competitors seeking to pass. If the leader is below the sprinters line, the following riders may not pass underneath [relegation or disqualification].

2B2. A competitor **overtaking** another must pass on the outside unless the rider ahead is riding above the sprinters line. A rider who passes another must not in any way impede the progress of the passed rider [relegation or disqualification].

2B3. In the homestretch on the last lap, the leader(s) must ride a straight line parallel to the edge of the track [relegation or disqualification].

2B4. Blue Band. In all races it is permissible to ride below the measurement line, but never below the track surface on the blue band [relegation or disqualification].

2B5. When a rider has a **crash** that does not present a danger to the other riders, the race will not be neutralized. In case of a crash that causes a hazard to the other riders, the race may be neutralized by the starter. While the race is neutralized, all riders must ride slowly around the top of the track, maintaining their relative positions. Resumption of racing will be signaled by the starter when it becomes safe.

2B6. Riders who suffer a **mishap** may be assisted in restarting.

2C. Scratch Race

2C1. A **scratch race** is one in which all riders start from the same point at the same time. The race shall be run over a specified number of laps and the riders classified according to the order in which they cross the line on the final lap.

2C2. If stated in the Official Race Announcement, **free laps** up to a distance of 1300 meters may be taken in a case of a mishap. However, free laps may not be taken in the final kilometer of the race.

2C3. Lapped riders not in contention are normally removed. When lapped riders are not removed, they will finish on the same lap as the leaders and shall be placed according to the number of laps they are down and then their position at the finish. Riders not finishing will not be placed.

2D. Handicap Race

2D1. A **handicap** race is a race in which the stronger riders are given either a greater distance to travel or a later start so as to equalize competition.

2D2. The **starting positions** or the time allowances must be announced to all participants before the start of the race. The official handicapper shall decide what distance or time allowance is to be granted to each competitor. The competitor must supply accurate information to the handicapper.

2D3. Starts will be made on the track itself unless the banking is too steep for safety, in which case the competitors shall start on the blue band.

2D4. Concurrent Starts. If two or more riders are to start from the same point, they may be placed one after the other or side by side, whichever is safer. The holders may be allowed to run with their riders for a short distance at the start, provided this is clearly stated before the race.

2D5. The **starter** shall be positioned so as to see all riders and may have an assistant with a flag to assist in observing a possible false start.

2E. Miss-and-Out

2E1. A miss-and-out (sometimes called "devil take the hindmost") is a massed start race in which the last rider over the line on designated laps is eliminated from the race. Riders may be eliminated every lap, every other lap, or on whatever regular schedule is stipulated before the race. Gaining a lap shall not prevent a rider from being pulled nor matter in the final placings. A rider shall be considered to have gained a lap upon reaching a position to take shelter behind the rearmost rider of the group.

2E2. Judging. The back edge of the rear tire determines who is the last rider over the line.

2E3. The Chief Judge shall notify the last rider over the line. The rider shall withdraw with due caution as soon as it is practical.

2E4. Pulling Riders. If a rider does not withdraw as instructed, the Chief Referee may call one or more free laps until the rider has retired. [A rider who blatantly disregards instructions to leave the field shall be subject to disqualification from the remaining events in the event and possible suspension.]

2E5. Riders suffering **mishaps** shall be eliminated. When fewer than 8 riders remain, riders suffering mishaps shall be placed ahead of riders already eliminated.

2E6. Finish. The miss-and-out may be ridden to the last person or to a specified number of survivors. In the latter case, there may be a free lap followed by a conventional sprint, judged on the order of finish by the front wheels. The format to be used must be explained to all riders before the start of the race.

2F. Sprint

2F1. Track Sprints involve a series of races, each with a small number of riders. The number and composition of the races is organized by the chief referee to meet the needs of the racing program for the number of riders. The sprint rounds may be preceded by a flying start 200 meter time trial to seed or select riders who will take part in the sprint heats. *If two more riders make the same time during a seeding time trial, the tie will be broken by the drawing of lots by those involved.* The official race announcement shall state the format and seeding method to be used.

(a) In championship format sprints, riders compete in qualifying and succeeding rounds in such a way that the fastest riders shall meet in the final race.

(b) In round robin format sprints, which are only practical with a small number of riders, each entrant competes against every other entrant.

(c) Exhibition sprints follow the format of championship sprints, but may vary in the number of competitors allowed in the qualifying and final rounds and in the distance of the sprints. **Repechage** rounds and the requirement that a rider lose twice before being eliminated may be omitted.

2F2. When rider seeding is based on a **time trial**, only bicycles that meet sprint standards shall be used.

2F3. In round-robin format events, each rider is matched against every other rider; the winning rider of each pairing shall receive one point. The overall placings are determined by the number of points gained in all matches. Each rider shall either ride once against each of the others or, when there are five or fewer entrants, may ride in succession against each of the others, then against each of the others a second time and, as needed, a third time to determine the winner of each pairing. If a rider does not complete the entire series of matches, then any points gained by or at the expense of that rider are canceled. In case of a tie, the tie will be broken in favor of the rider who:

(a) Scored the greatest number of points in the matches against the other tied riders; or,

(b) If still tied, has the highest placing in an additional sprint in which all riders who are still tied compete.

2F4. Distance. Sprints are run over three laps on a track of 333.33 meters or less, or over two laps on a larger track.

2F5. The **starting position** of each rider shall be decided by the drawing of lots. The rider drawing the inside position is obligated to lead the first lap at a minimum of a walking pace, except that if another rider chooses to take the lead then he assumes this obligation.

(a) The obligated rider may not stand still until the first lap is completed with both wheels entirely across the finish line. Failure of the obligated rider to maintain a walking pace on the first lap will result in the race being stopped and restarted with the rider responsible for the stoppage leading in the ride.

(b) Riders are not permitted to stand still for more than 3 minutes during a race. After this period, the rider who was obligated at the end of the first lap shall move off on the signal of the starter.

(c) Should the race be run in two heats, each rider shall lead one heat. A further draw shall be made if a third and deciding heat proves necessary.

2F6. Stoppage. Once the start has been given and judged valid by the starter, the race shall not be stopped without a legitimate reason.

(a) During the slow part of the race, the starter may stop the race if a rider:

(1) Backs up more than 20 cm (8 inches) [1/4 wheel rotation with a 700c];

- (2) Does a standstill on the blue band;
- (3) Touches the track surface or the outside fence or railing.
- (4) During a standstill touches an opponent or jumps his bike.

[The rider responsible shall lead the reride]

(b) Should any rider suffer a mishap at any time during the race, a restart shall be signaled by the starter unless it is obvious that at the moment, the rider concerned had no chance to place. In a reride following a mishap, the starting positions of the riders are not changed.

(c) Should a race be stopped because of an apparent mishap that turns out to not be legitimate, the race shall be restarted without the rider at fault.

2F7. Before the sprint has begun riders may utilize the full width of the track, but must leave room on the right for riders to pass and avoid movements that could cause a collision, a fall, or force a rider off the track.

2F8. Once the sprint has begun (the riders are moving at full speed or near full speed):

(a) No rider may attempt to overtake an opponent using the blue band, either while passing or pulling out of a passing maneuver;

(b) The leader must always leave room on the right for other riders to pass. The leader is not obligated to leave room on the left, but may not enter the sprinters lane if it is occupied, except with a clear lead, and in no case may force an opponent off the track;

(c) If the leader is below the sprinters line, he or she must stay below the sprinters line until the finish and all following riders must pass on the right and outside the sprinters lane. However, the leader may come out of the sprinters lane if he or she is so far ahead that there is no hindrance to opponents;

(d) If the leader is riding above the sprinters line, he or she shall make no abrupt motion to keep other riders from passing and may make no move to the right (whether abrupt or not) that could have caused a fall or that exceeds 90 cm. (same as the width of the sprinters lane). Following riders may pass on either side. The leader may move to the left into the sprinters lane only if the trailing edge of the leader's rear wheel is ahead of the leading edge of the front wheel of the following rider [relegation for foul riding]. There is no penalty at the finish if the lead rider accidentally drops below the measurement line or even onto the blue band.

2F9. Falls. A rider in a two-up sprint who intentionally causes another rider to fall shall be disqualified. A rider who falls while attempting an illegal maneuver shall be relegated. The wronged party shall be declared the winner without necessarily passing the finish line.

2F10. No-shows. If one rider in a two-up heat fails to appear, that rider loses the sprint and the other rider must put in an appearance on the starting line in order to be declared the winner, but need not cover the distance. The rider not showing is eliminated.

2F11. Blocking. In a sprint with **three or more contestants**, a rider who is hemmed in at the bottom by other riders may not force his way out of the box, nor may a rider block or interfere with another rider [relegation or disqualification]. No rider may deliberately cause a crash [disqualification]. Whenever such a situation is detected the race should be stopped, if not completed, and in any case shall be rerun without the rider responsible. In the case of an accidental collision before the sprint has begun, the race will be stopped by the starter and rerun with the original participants in the same starting positions.

2F12. In the case of a **dead heat**, the race will be rerun with only the riders who made the dead heat.

2G. Tandem Sprint

2G1. Tandem sprint events on the track shall be run in accordance with sprint regulations except that:

(a) Tandem sprints shall be run over the integral number of laps nearest to 1500 meters for the particular track;

(b) In no case shall more than four tandems be raced together, or three on tracks smaller than 333 meters; and

(c) When flying start time trials are used to seed riders, the timing distance shall be either the complete length of the track. Except, USABA tandems will use the Paralympic timing distance of 200 meters.

Reference Data

Organization of Sprint Events

The following table is the sprint seeding formats used by the UCI for World Championship Competitions for 24 competitors. The riders are seeded by 200 m time trial with the fastest rider designated by N1, the second by N2, and so on.

Sprint Table for 24 participants (standard chart)

Round 1

Heat Composition Results

			1st	2nd
1	N1	N24	1A1	1A2
2	N2	N23	2A1	2A2
3	N3	N22	3A1	3A2
4	N4	N21	4A1	4A2
5	N5	N20	5A1	5A2
6	N6	N19	6A1	6A2
7	N7	N18	7A1	7A2
8	N8	N17	8A1	8A2
9	N9	N16	9A1	9A2
10	N10	N15	10A1	10A2
11	N11	N14	11A1	11A2
12	N12	N13	12A1	12A2

Repechage-Round 1

1	12A2	1A2	1B	Elim.
2	11A2	2A2	2B	Elim.
3	10A2	3A2	3B	Elim.
4	9A2	4A2	4B	Elim.
5	8A2	5A2	5B	Elim.
6	7A2	6A2	6B	Elim.

Round 2

1	1A1	6B	1C1	1C2
2	2A1	5B	2C1	2C2
3	3A1	4B	3C1	3C2
4	4A1	3B	4C1	4C2
5	5A1	2B	5C1	5C2
6	6A1	1B	6C1	6C2
7	7A1	12A1	7C1	7C2
8	8A1	11A1	8C1	8C2
9	9A1	10A1	9C1	9C2

Repechage-Round 2

1	1C2	6C2	9C2	1D	Elim.
2	2C2	5C2	7C2	2D	Elim.
3	3C2	4C2	8C2	3D	Elim.

1/8 Final

1	1C1	3D	1E1	1E2
2	2C1	2D	2E1	2E2
3	3C1	1D	3E1	3E2
4	4C1	9C1	4E1	4E2
5	5C1	8C1	5E1	5E2
6	6C1	7C1	6E1	6E2

Repechage 1/8 Final

1	1E2	4E2	6E2	1F	Elim.	Elim.
2	2E2	3E2	5E2	2F	Elim.	Elim.

1/4 Finals

1	1E1	2F	1F	Ride
2	2E1	1F	2F	for
3	3E1	6E1	3F	5th - 8th
4	4E1	5E1	4F	places

1/2 Finals

1	1F	4F	Ride for	Ride for
2	2F	3F	1 & 2	3 & 4

Sprint Table for 18 participants

(1st round, return to standard chart)

Heat Composition Results

			1st	2nd
1	N1	N24	1A1	1A2
1	N1	N18	1C1	1C2
2	N2	N17	2C1	2C2

3	N3	N16	3C1	3C2
4	N4	N15	4C1	4C2
5	N5	N14	5C1	5C2
6	N6	N13	6C1	6C2
7	N7	N12	7C1	7C2
8	N8	N11	8C1	8C2
9	N9	N10	9C1	9C2

Sprint Table for 12 participants

(1st round, return to standard chart)

1	N1	N12	1E1	1E2
2	N2	N11	2E1	2E2
3	N3	N10	3E1	3E2
4	N4	N9	4E1	4E2
5	N5	N8	5E1	5E2
6	N6	N7	6E1	6E2

2H. Keirin

2H1. A **Keirin** is a race in which riders sprint after completing a certain number of laps behind a pacer. The race will be 8 laps on a 250 m track, 6 laps on a 333 m track and 5 laps on a 400 m track (approximately 2 km total race distance). No more than nine riders may compete in a Keirin. If the number of entrants warrants, there may be qualification and/or repêchage rounds leading to a final race. Normally the pacer rides a derny or motorized pacing bicycle; a tandem may be used when practicable.

2H2. Sprint Rules Apply. Except as provided below, rules regarding track sprint riding shall apply to the Keirin.

(a) The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side on the pursuit line with the sprinters lane being left free. The riders shall be held but not pushed by assistants. The start shall be given when the pacer approaches the pursuit line in the sprinters lane. The rider who drew #1 may be required to follow the wheel of the pacer.

(b) The pacer shall ride on the measurement line, starting at 25 kph (15 mph) and shall gradually increase speed to 45 kph (28 mph). He shall leave the track when ordered to do so by the starter, in principle 600-700 meters before the finish.

(c) In the case of a mishap in the first 30 meters, a false start shall be declared;

(d) If the leading edge of the front wheel of any rider's bicycle draws even with the pacer's chainset axle while the pacer is still on the track, the rider shall be disqualified.

2I. Time Trial

2I1. Riders are timed over a **fixed distance** and compete one at a time. Starts may be either flying or standing, as specified. If a session is interrupted, all competitors must ride in a subsequent session.

2I2. In **flying start events**, two laps are permitted on tracks 333 m or less in length before timing starts. On tracks greater than 333 m in length, 1 to 1 1/2 laps are recommended.

2I3. Standing Start Events.

(a) The rider shall be held by an official at the start and shall be neither restrained nor pushed. The starter shall insure that each rider starts within the sprinters lane, with the leading edge of the front wheel directly over the starting line and the bicycle not pointed up or down the track.

(b) In a **kilometer time trial** the competitors shall race two at a time, with one rider starting on each side of the track, and the starting procedure shall be the same as for individual pursuit.

2I4. Restarts. In case of an apparent **mishap**, the officials shall immediately determine the cause. If the mishap is verified, the rider is entitled to a delayed restart, which will be made after the next five riders have started. If there are not five riders remaining, the restart shall be after 10 minutes [any rider who intentionally causes a mishap shall be disqualified]. A rider is permitted at most, two restarts.

2I5. Should two or more riders make the **same time**, they shall be placed equally.

2I6. The **blue band** shall be made impractical for riding by the placement of sponges 50 cm by 8 cm by 8 cm in the turns at 5 meter intervals 20 cm below the lower edge of the measurement line [No penalty for riding on sponges, disqualification for riding below the sponges].

2J. Individual Pursuit

2J1. Pursuit is a race between competitors who are started at equal intervals around the track, and is run until one rider catches the others or until a certain distance is covered, as specified in advance. A rider catches another by overtaking and drawing even.

2J2. Championship individual pursuit and disabled tandem pursuit, treated below, is a race between two riders starting on opposite sides of the track and ending either when one rider catches the other or a certain distance is covered. The distances used are 3000 meters for elite women and juniors, LC1 women; LC2 women; LC3/4 women; CP 3/4 women; USABA women & mixed tandems; and 4000 meters for elite men and LC1 men and LC 2 men; LC 3/4 men; CP 3/4 men; USABA men's tandems. The rider who catches the other or covers the distance in the shortest time is the winner.

2J3. Timing. Both riders will be timed at half-laps throughout the race.

2J4. Coach. One person only may indicate a rider's position in relation to the other rider. That person may occupy a position before or after the rider's finish line, but shall not make any rash gestures of encouragement.

2J5. Recovery Interval. A rider may not participate in more than two pursuit matches on the same day except in unavoidable circumstances which shall be decided by the chief referee. A minimum interval of two hours must be allowed between rides.

2J6. Qualifying Round.

(a) The qualifying round is a time trial in which no more than two riders may be timed simultaneously on the track. Any rider who is caught must finish the distance to have his or her time recorded [disqualification for drafting the other rider].

(b) The officials shall try for close competition by matching riders of approximately equal ability. In the first round the fastest riders shall start last.

2J7. Quarterfinals.

(a) If quarterfinals are used, the eight fastest riders from the qualifying round shall be matched on the basis of their times in the following order: fourth with fifth, third with sixth, second with seventh, first with eighth. The winners advance to the semifinals. The four losers from the quarterfinals shall be classified fifth through eighth based on the times they recorded in that round.

(b) A rider who catches an adversary shall complete the specified distance to record a time for the seeding of the semifinals.

2J8. Semifinals. If semifinals are used, the four riders selected in the preceding round shall be matched on the basis of their times in the following order: second with third, first with fourth.

2J9. Finals.

(a) If a semifinal is used, the winners of that round race for first and second, the loser with the faster time in the semifinal is placed third, and the other loser is fourth.

(b) If no semifinal is used, then the two fastest riders from the qualifying round race for first and second.

2J10. Equipment.

(a) There shall be separate lap cards and a bell for each rider.

(b) A red disc shall be placed in the homestraight and a green disc in the backstraight exactly at the starting points of each rider. There shall be conspicuous markers 30 meters ahead of the starting point of each rider.

(c) A single green flag and a single red flag shall mark the first kilometer of each rider respectively. A double green flag and a double red flag shall mark the last kilometer of each rider respectively. These discs and flags permit the starter to determine the location of the rider for the purpose of calling restarts.

(d) The blue band shall be made impractical for riding by the placement of sponges 50 cm by 8 cm by 8 cm in the turns at 5 meter intervals, 20 cm below the lower edge of the measurement line [no penalty for riding on sponges, disqualification for riding below the sponges].

2J11. Starts.

(a) The two riders shall be positioned to start on the inside of the track diametrically opposite each other. If the track has an integral number of half-laps to the kilometer, the start will be at the red lines in the center of the straights.

(b) The start shall be by gunshot. The starter and assistant starter shall be in the center of the track. The riders shall be held by officials and neither restrained nor pushed. The same two officials shall hold all riders except in the case of unavoidable circumstance. The referees located at each starting point shall insure that all riders start in exactly the same manner, with the front part of their front wheel directly over the starting line and the bicycle not pointed up or down the track. The referee puts up a flag when the rider is ready.

(c) A false start shall be called by the starter within the first 30 meters should either rider move forward before the gun is fired or if either rider is pushed.

(d) Each rider is allowed only two rerides for false starts or mishaps. Therefore, a rider is entitled to only three starts.

2J12. Mishaps.

(a) The officials must immediately determine the cause for stoppage and whether or not a legitimate mishap has occurred.

(b) **Qualifying round:** If either rider has a mishap, the other rider shall continue the time trial. The rider suffering the mishap shall ride at the end of the qualifying round, either alone or against another rider who has suffered a mishap.

(c) **Quarterfinal, semifinal, or final:** If either rider has a mishap in the first kilometer, the race will be stopped and entirely rerun. If a mishap occurs after the first kilometer but before the last, the race will be stopped and restarted with both riders positioned relative to the last half-lap lines they crossed; the race leader will be on the line and the other rider a distance back of the line equivalent to the gap in seconds, given by

$B = (G \times L) / (2 \times T)$ where;

B = Distance back of the half-lap line for the slower rider;

G = Gap in seconds between the time of the faster and slower rider at the last completed half-lap;

L = Length of one lap of the track;

T = Time of the slower rider in completing the last half-lap.

If either rider suffers a mishap in the last kilometer, the starter shall stop the race and the times at the preceding half-lap shall be used to decide the winner. Should the lead rider have a mishap in the last kilometer of the quarterfinals, this rider's average speed will be used to calculate a time to allow a fair placement in the semifinal, where the formula for the corrected time is:

$C = L \times R / D$ where;

C = Corrected time for the lead rider;

L = Time of the lead rider up to the last completed half-lap;

R = Total distance of the race;

D = Completed distance up to the last half-lap.

2J13. Finish.

(a) **Quarterfinal:** A rider who catches the other must complete the distance to record a time so as to be properly placed in the semifinal. The rider who was caught is eliminated.

(b) **Semifinal or Final:** If one rider passes the other, the starter shall signal the end of the race.

(c) In all rounds, if neither rider catches the other, then a single gunshot shall be fired when the first rider finishes and another fired when the second rider finishes.

(d) If both riders have the same time at the finish, the riders shall be placed according to the faster lap time nearest the finish.

2K. Team Pursuit

2K1. Pursuit teams are made up of two or more riders. The rules for a particular event must appear in the official race announcement and be explained to all participants before the start. The official race announcement must specify how many riders must finish and on which finisher the time is taken.

2K2. Italian pursuit is a race between teams of any number of riders over a specified distance. The teams are spaced at equal intervals around the track at the start. The leading rider of each team shall lead for one or two laps, as specified, then pull off. The second rider shall then take the lead for the same number of laps and also stop. The same procedure shall be followed until there is only one rider on the track per team during the last one or two laps. The team whose last rider is farthest ahead as compared to the team's starting position, wins.

2K3. Championship team pursuit matches, treated below, shall have three or four riders per team and cover a distance of 4,000 meters.

2K4. Team. There may be up to six riders entered for each team but a racing team of no more than four riders may compete in a given session.

2K5. Timing is taken from the front wheel of the third rider. Both teams will be timed at full laps throughout the race.

2K6. Coach. Only one person may indicate a team's position in relation to the other team. That person may occupy a position before or after the finish line, but shall not make any rash gestures of encouragement.

2K7. Recovery Interval. A team should not participate in more than two pursuit matches on the same day except in unavoidable circumstances as determined by the Chief Referee. A minimum of two hours should be allowed between rides.

2K8. The **organization** of various rounds in team pursuit is the same as for individual pursuit.

2K9. The **equipment** used for team pursuit shall be the same as for individual pursuit except that the red and green flags which mark the first and last kilometer are not needed.

2K10. Start.

(a) The two teams shall be positioned to start on the inside of the track diametrically opposite each other. If the track has an integral number of half-laps to the kilometer, the start will be at the red lines in the center of the straights. After the qualifying round, the team with the faster time in the preceding round shall be started so as to finish in the home straight.

(b) Each team may choose to line up for the start in either of two ways:

(1) All four riders on the line with one meter between them or;

(2) Only the first rider on the line and the others at a 45 degree angle back of the first rider with one meter between them.

(c) The start shall be by gunshot. The starter and assistant starter shall be in the center of the track. The teams shall be held by officials and neither restrained nor pushed. The same officials shall hold all riders except in the case of unavoidable circumstances. The officials located at each starting point shall insure that all riders are lined up properly at the start and that the front part of the front wheel of the first rider is directly over the starting line and that no other rider is ahead of the first. All bicycles must be lined up straight and not pointed up or down the track.

(d) A false start shall be signaled within the first 30 meters if any rider moves forward before the gun is fired or is pushed, or if any rider other than the one on the inside takes the lead before the 30 meter mark.

(e) Each team is allowed two rerides only for false starts. Therefore, a team is entitled to only three starts.

2K11. Mishaps.

(a) The officials must immediately determine the cause of any stoppage and whether or not a legitimate mishap has occurred.

(b) Should an apparent mishap affecting only one rider not prove legitimate, that rider shall be eliminated and only the remaining three riders allowed in the reride.

(c) **Qualifying Round.** If one rider on a team has a mishap at any time, the team may decide either to stop or continue to ride one person short. If the team decides to stop, they must make their intention known within one lap after the mishap. If the team continues to ride and finishes one rider short, the resulting time will be used to place them in the next round. If more than one rider on a team has a mishap, the team shall stop and ride again at the end of the qualifying round, either alone or against another team that has also had a mishap.

(d) **Quarterfinal, Semifinal, or Final Rounds.** If any rider has a mishap in the first half lap, the race will be stopped and restarted by the starter. If one rider on either team has a mishap after the first half lap, the other three riders must continue. If more than one rider on either team has a mishap after the first half lap, the starter shall stop the race and the other team shall be declared the winner.

2K12. Finish.

(a) In the **qualifying round**, if one team catches the other, it shall continue and record a time for the distance. The team that was caught is eliminated.

(b) In the **quarterfinal**, if one team catches the other, it shall continue to record a time so that it can be properly placed in the semifinal. The team that was caught is eliminated.

(c) In the **semifinal and final**, if one team catches the other, the starter shall stop the race. A team is considered to have caught another team when the third rider draws even with the third rider of the overtaken team.

(d) In all rounds, if one team does not catch the other, then a single gunshot shall be fired when the first team finishes the specified distance and another shot when the second team finishes. The team is considered to have finished when the third rider crosses the line.

(e) If both teams have the same time at the finish, the teams shall be placed according to the faster lap times nearest the finish. Three riders must complete the distance or the team cannot be classified.

2K13. No Pushing. The members of a team shall not be allowed to push one another [disqualification in the qualifying round and relegation to the next lower place in subsequent rounds].

2L. Olympic Sprint

2L1. Olympic Sprint is a race run over three laps of a track by two teams of three riders, each of whom shall lead for one lap. The event shall be organized into qualifying heats leading to a final. The qualifying heats select the four best teams on the basis of their times. In the finals, the teams with the two best times ride off for first and second and the others ride off for third and fourth. There may be

four riders entered for each team but a racing team of no more than three riders may compete in a given session.

2L2. Starts

(a) In the finals, the team with the best time shall start in the home straight.

(b) The composition of a team may be modified from one round to another but an incomplete team (less than three riders) may not start.

(c) *The race shall be stopped within the first half-lap for any of the following reasons: if any member of a team starts before the pistol shot a false start shall be called (each team is allowed one (1) false start), a failure of the electronic timing system, or a failure of starting blocks.*

2L3. Successive Pulls

(a) The leading rider shall move toward the outside of the track after one lap and then drop back and leave the track without hindering the other team.

(b) The rider that was in second position shall lead the following lap and then shall drop out in the same manner.

(c) The third rider shall complete the last lap alone.

(d) The lead rider must relinquish the lead no more than 15 meters before or after the end of the lap that rider is to lead. (A rider relinquishes the lead by moving up the track and out of the way of the next rider by at least 1 meter.)

(e) No rider may push or pull another rider.

[Relegation to last place for violation of any of these rules.]

2L4. Mishaps:

(a) *Qualifying rounds:*

In the event of a mishap, the team may restart (once only) at the end of the qualifying round, whether or not the accident is recognized. In the event that a second mishap occurs during the second attempt, the team shall be eliminated. Any team which may have been hindered by a mishap to its opponents may, by decision of the officials, be granted a restart at the end of the qualifying rounds.

(b) *Semi-finals and finals:*

In the event of a mishap (whether or not recognized), the team involved shall not be granted a restart.

2L5. Finish. The team whose final rider crosses the line first shall be the winner. In case of a tie, the team with the best time on the final lap shall win. All timings are based on the lead rider.

2M. Points Race

2M1. A **points race** is a rolling start scratch race in which sprints for points are held on certain laps as designated by the organizer, usually every five laps, but every 2 km for Elite Championships. In each sprint, the first four riders shall normally be awarded points in order of finish as follows: 5 points, 3 points, 2 points, 1 point. The number of points will be doubled on the final sprint.

2M2. The **main group** is the largest group on the track. If two or more groups are the same size, the leading group shall be the main group.

2M3. Gaining Laps.

(a) A rider shall be considered to have lapped the main group upon reaching a position to take shelter behind the main group. (A rider or group of riders shall be considered to have taken shelter behind the main group when the distance between the last rider in the main group and the first rider of the overtaking group is less than 5 meters or 16 feet.)

(b) Riders who break away continue to score points until they have lapped the main group. Once they have lapped the main group, they must sprint with this group to score additional points, even if they catch the group during a sprint lap.

(c) If the riders are strung out so that no main group exists, the chief referee shall determine when a rider or group of riders has passed enough riders to be credited with having gained a lap.

(d) Riders attempting to gain a lap may not accept assistance from riders who have lost contact with the back of the field. Riders attempting to gain a lap may work together, but no sacrifice of a rider's position to the advantage of another rider shall be allowed [loss of points or laps that have been illegally gained].

2M4. Losing Laps.

(a) Riders who lose laps may sprint for points only after being absorbed by the main group prior to the beginning of the sprint lap. A rider may be considered to be absorbed when caught by the lead rider in the main group. Riders may win points regardless of how many laps they have lost.

(b) A rider who gains a lap and then loses contact does not lose the lap until absorbed by the main group.

(c) Riders who fall two or more laps behind and are considered to be out of contention may be withdrawn at the discretion of the Chief Referee.

2M5. Free Laps.

(a) In case of mishap, the rider(s) involved must proceed to the official repair pit (if one is established) and those involved shall be given one or more free laps totaling nearest to 1300 meters per mishap.

(b) In championship events, free laps may not be taken in the final 2000 meters of the race. An alternative to this rule may be used in non-championship events if announced in advance: free laps may be taken at any time, but a rider who does so will not be awarded any points in the next sprint.

2M6. Finish.

(a) A points race ends when the leader completes the required distance. All other riders will finish on the same lap as the leader. Riders who have mishaps in the last 2000 meters shall retain the points and laps that they had at the time of the mishap relative to the main group. Other riders who fail to complete the race shall not be placed.

(b) Laps gained shall take precedence over points in determining final placings. Points determine the final placings of riders who are equal on laps. When riders are tied on both laps and points, the number of first places in sprints shall be used to break the tie. If still tied, then the number of second places in sprints shall decide. If still tied, then the order of finish in the final sprint shall be used.

2M7. Stoppage. If rain or any other circumstance forces the race to be stopped after two-thirds of the distance has been covered, the results shall be final at the point of stoppage. Otherwise, the race shall be rerun according to the instructions of the Chief Referee.

2N. Madison

2N1. A **Madison** is a points race between teams of two or three riders who relay each other for a specified distance or time. In no case may more than two members of a team race at the same time.

2N2. Sprints for points shall be held in the same manner as a points race. The number of points normally is doubled on the last sprint. The organizer may specify different points allocations provided that he informs the officials in writing in advance of the race.

2N3. Gaining and losing laps and final placings of teams in a madison race are determined in the same way as for riders in a points race.

2N4. At the **start** of the race, one rider from each team will be on the line and the other rider(s) will be on relief. A rolling start will be used.

2N5. Relieving Partners.

(a) A rider entering the track from the blue band shall do so on the homestraight or backstraight and must not interfere with riders already on the track. A rider leaving the track should stop on the blue band in one of the straights, but never on turns.

(b) In order to make a change from racing rider to relief rider, a rider must draw even with the teammate. The relay may be made by touching, pushing, pulling, or by merely drawing even with the partner. Handslings may be allowed if so specified by the Chief Referee.

(c) A relay without the partners drawing even (a wireless pickup) may result in a team being penalized a lap.

(d) In relieving, the members of a team must not interfere with other competitors. The relieved rider must stay on the inside of the track or continue in a straight line from wherever the exchange was made until all other riders in that group have passed safely. When the track is clear, the relieved rider may move up the track and proceed slowly until time for the next exchange. If there are special regulations on where the riders must stay, they must be explained clearly to the riders before the race.

2N6. Mishaps. Should one of the riders suffer a mishap, his teammate shall immediately take the team position and continue to race without relief until his teammate returns. If both riders suffer mishaps, the team shall be entitled to free laps equal to the number of laps nearest 2000 meters. On returning to the race, a member of the team shall resume the position the team occupied before the mishap. There shall be no free laps taken in the final 2000 meters of the race; a team entitled to free laps at that point shall be placed according to the laps and points held at the time of the mishap.

2N7. Reteaming.

(a) A rider who loses a partner through retirement or mishap may be teamed with another rider who has lost a partner. Such reteaming shall be done at the discretion of the Chief Referee.

(b) In combining the remnants of two teams, the lower lap count and points score of the two teams shall be used. Should the reconstructed team be tied with another team, they shall be placed behind that team.

2N8. Finish. A double gunshot is fired when the first rider completes the specified distance or when the specified time has elapsed. In the latter case, the final sprint occurs on the lap after the double gunshot.

20. Omnium

201. An **omnium** is a set of races in which riders compete for points in each event and final placings are determined by total points in all events. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement. In National Championship omniums, the points awarded in each event shall be 7-5-3-2-1 for first through fifth places.

202. In case of a **tie on total points**, the tie will be broken in favor of the rider who has:

- (a) The most first place finishes or, if still tied, the most second place finishes, etc., or if still tied;
- (b) The highest placing in the last race, or the race nearest the last race of the omnium in which at least one of the tied riders placed.

3. Road Racing

3A. Road Course

3A1. A road course may be from place to place, around a circuit, out and back, or any combination of these. The course shall not cross itself; there must be no chance that riders may have to cut through other groups of riders.

3A2. The **start and finish** of a road race shall be situated so as to cause the least possible inconvenience to other users of the road.

3A3. Feeding stations and repair pits shall be located at points wide enough to allow passage of riders with one clear lane at all times. If possible, they should be situated on an uphill stretch with a wide shoulder. Feeding stations should be along the right side of the roadway unless the course is closed to traffic and it is not practical to use the right side.

3A4. Markers. A conspicuous marker shall denote the final kilometer. A white flag shall mark the point 200 meters from the finish.

3A5. The **finishing area** should be at least eight meters wide and be adequately protected so as to prevent spectators from running into the street. The last 200 meters should be free of turns and curves.

3A6. The **finish line** shall be perpendicular to the racecourse. For any championship event it shall be a black line of uniform width between 4 and 6 cm painted in the middle of a 72 cm wide white stripe. Photofinish equipment must be aimed along the leading edge of the black line.

3A7. The **organizer** shall insure that feeding stations are correctly located, that police and marshal facilities have been established to insure the safety of the riders, and that preparations have been made for crowd control at the finish. If these conditions are not met, the Chief Referee may cancel the race.

3A8. Category A races. The organizer shall do the following in Category A road races and is encouraged to do them for other road races.

- (a) Provide a precise course map indicating distances to be covered;
- (b) Provide a banner above the finish line bearing the word "Finish";
- (c) Provide a covered podium for the officials and a public address system at the finish line;
- (d) Provide photo-finish equipment at the finish line for massed start events or an electronic timing system for time trials;
- (e) Provide a results room in a quiet location near the finish area, for use by the officials;
- (f) Arrange for inspection of the course by the organizer's staff and at least one official within one day of the event and preferably on the same day.

3B. Riding Conduct

3B1. Center Line. If a course is not closed to traffic, all competitors must keep to the right of the center line or enforcement line, but may pass on either side of another rider [warning for accidental crossing of the center line with no advance in position; relegation or disqualification for advancing position; 10 day suspension for a flagrantly dangerous attack].

3B2. Rules of the Road. Riders shall, of their own responsibility, conform to all traffic regulations in force in the area where the race is held [relegation or disqualification and possible 10 day suspension].

3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure [disqualification]. Should the lead rider(s) be stopped by a temporary road closure, the Chief Referee shall neutralize the race and allow the riders to restart at the same time intervals as their arrival at the closure. Should the lead rider(s) get through before the closure or should circumstances not permit neutralization, the closure shall be considered an unforeseeable incident and no compensation shall be allowed.

3B4. 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].

3B5. Taking pace or assistance from any outside means is forbidden, including holding on to a motor vehicle or taking pace from riders in a different race that is concurrently on the same course [relegation or disqualification].

3B6. Competitors who suffer a **mishap** may be assisted in remounting and may be pushed up to 10 meters [relegation or disqualification for excessive pushing].

3B7. Riders are permitted to start with **feeding bottles** or such refreshments as they wish to carry, but glass containers are strictly prohibited [disqualification].

3B8. Support. When not otherwise prohibited, competitors may exchange food and drink among themselves. Tires, tools, pumps, wheels, and bicycles may be exchanged only among members of the same team and a rider may not sacrifice himself for another rider unless on the same team. Such items may also be handed from a person on foot, but not directly from a moving vehicle, except in those circumstances designated by the Chief Referee [relegation or disqualification].

3B9. Feeding. The passing of food or refreshments to competitors shall be at the discretion of the Chief Referee. Riders may not discard materials that are not biodegradable; they may pass or throw such material to support personnel in places far from any bystanders [relegation or disqualification for littering or unauthorized feeding].

3B10. Foul Riding. A rider near the edge of a road who leaves a gap sufficient for an opponent to pass may not suddenly close the gap upon being overtaken [relegation or disqualification].

3C. Individual Road Race

3C1. If a **circuit course** is used for an individual road race, the distance should be at least 5 km per lap.

3C2. Individual road races shall be massed start races, in which all riders start from the same mark, or handicap races, in which starting positions are assigned in accordance with past performance so as to give all riders an equal chance at winning.

3C3. A **lapped rider** or one who has fallen too far behind and is considered to be out of contention may be called off the course by the Chief Referee. Riders on different laps may not give or receive pace from one another. A lapped rider must not interfere in any prime sprint or finishing sprint and must ride sufficient laps at the end so as to cover the entire distance in order to qualify for a prize.

3C4. Caravan.

(a) Only officially authorized vehicles may follow races on the road and each such vehicle shall bear distinctive identification, visible from both front and rear. The composition and structure of the race caravan must be approved by the Chief Referee and all vehicles shall operate under the officials' control [failure to follow instructions or actions detrimental to the race may result in penalties against riders, personnel of the support vehicle, or both].

(b) Each vehicle in the race caravan should have an official on board, who shall submit to the Chief Referee, at the end of the race, a written report detailing observed infractions of rules. Support vehicles shall take a position behind the field in order to assist the riders in case of a mishap.

(c) The organizer shall appoint a technical director to coordinate technical support and shall provide a sag wagon.

(d) Drivers of support vehicles shall keep to the right of the road and shall follow the rules of the road. Should a support vehicle need to stop, it shall always pull off the road on the right side.

(e) Riders may be assisted only at standstill at the rear of the group, regardless of the rider's position in the race. No rider may be assisted at the front of a group [relegation or disqualification].

(f) Riders may accept help from third parties in effecting repairs and may also, should their bicycle be damaged by other than by a puncture, borrow the bicycle of any cyclist encountered provided that the borrowed bicycle meets Federation standards.

(g) Caravan vehicles may pass a referee's vehicle only with the permission of the referee.

(h) In the case of a breakaway, a support vehicle may drop in between the breakaway riders and the main group only with the permission of a referee.

(i) Once the sign indicating the final 10 km has been passed, no support vehicle shall be permitted to pass the field or the breakaway riders. They may deal with legitimate mishaps, but may not move up to communicate with riders [relegation of rider(s)].

3C5. Feeding.

(a) Riders may be supplied with food or drink in either of two ways, as planned jointly by the organizer and Chief Referee:

- (1) In specified feed zones by hand-ups from the organizer's staff or the rider's support staff;
- (2) From support vehicles during the race.

The first feed zone will normally be between 30 and 50 km from the start, depending on the nature of the course and the weather, and feeding shall be authorized thereafter except for the last 30 km.

(b) Feeding from support vehicles may be done only after receiving permission from a referee and shall be effected by riders dropping to the back of the group to take supplies from the team's following vehicle, but the vehicle itself shall not come closer than 20 meters behind the group. No supplies may be provided or sought from a vehicle during a hill climb or on dangerous bends or descents.

(c) Any riders accepting food or drink from spectators provided that this is not an organized service shall do so at their own risk. The pilfering of supplies from another rider shall be severely punished [disqualification].

3C6. Category A races. The organizer should do the following in Category A races and is encouraged to do them for other road races:

(a) Provide at least two neutral support vehicles, at the service of all riders. One such vehicle shall drive ahead of the field to take care of riders who break away while the other shall follow behind the field.

(b) Stop all traffic at the finish line and along the course as the riders pass.

(c) Provide official cars equipped with opening roofs and radio transceivers for the race officials.

(d) Provide technical support vehicles with radio receivers.

(e) Provide rider feeding supplies for stage races.

3D. Criterium

3D1. A criterium is a **circuit race** held on a small course entirely closed to traffic. The length of the course is between 800 m and 5 km. The minimum width throughout the course should be 7 m.

3D2. Riders may only ride in a **forward direction** on the course but may dismount and run backward to a repair pit when it is safe to do so.

3D3. The following are alternative methods for handling lapped riders in criteriums (i.e. riders who have been caught by the lead rider(s) in the race). The method chosen by the organizer with the Chief Referee must be clearly explained to the riders prior to the start of the race.

(a) A rider who falls so far behind as to be considered out of contention may be removed from the race by the Chief Referee.

(b) Alternatively, lapped riders may be permitted to remain in the race and all will finish on the same lap as the leaders. At the finish, these riders will be placed according to the number of the laps they are down and then their position in the finish.

3D4. Riders on different laps may work with each other except that no rider may drop back to assist a rider who has broken away from the field [disqualification for accepting such assistance].

3D5. Free Lap Rule. Riders shall normally cover the distance of the race regardless of mishaps and must make up any distance lost on their own ability unless a free lap is granted for mishaps. A free lap may be granted for each mishap subject to the following rules unless the official race announcement states that no free laps will be allowed. On courses shorter than 1 km (.6 mile), two free laps shall be allowed for a given mishap.

(a) Bicycle inspection and repairs must be made in an official repair pit. If announced in advance by the Chief Referee, riders are permitted to cut the course to get to a pit, but only while the free lap rule is in effect. Either an official following vehicle shall transport riders to a single repair pit, normally near the start/finish line, or riders must proceed to a repair pit in accordance with Rule 3D2. If no following vehicle is used, there should be repair pits at intervals of 1 km around the course.

(b) There must be a referee stationed in each repair pit to determine if the mishap was a legitimate one and if the rider is entitled to a free lap. The referee must keep track of all riders who are granted free laps and submit a written report to the Chief Referee at the end of the race.

(c) A rider who is granted a free lap must return to the race in the position held at the time of the mishap. A rider who was in a group shall return at the rear of the same group the next time around. A rider returning to the race after a free lap shall be ineligible for sprint prizes for one lap thereafter.

(d) There will be no free laps granted in the last 8 km of a race. A rider who is ineligible for a free lap must make up any lost ground.

3D6. Primes are sprints within a race. They may be for the lead riders or any group or field of riders. A bell shall be sounded on the lap preceding the prime sprint at the appropriate line for that prime sprint. The line used for prime sprints need not be the same as the start or finish line. Primes may be either predetermined for certain laps or spontaneously designated under the supervision of the Chief Referee. All primes won shall be awarded to riders even if they withdraw from the race. Lapped riders are not

eligible for primes. When primes are announced for a given group, only riders in that group or behind it at the beginning of the prime lap are eligible.

3D7. Field finish option. If two or more riders have lapped, or are about to lap, a substantial group of riders, the Chief Referee may direct all lapped riders to sprint early, usually two to four laps before the end of the race, then retire. The decision to do this shall be communicated to the riders several laps in advance of the sprint. No continuing rider may take pace from a rider who has finished [disqualification or relegation for both riders].

3E. Individual Time Trial

3E1. Courses may be out-and-back, around a circuit, or one way. Only out-and-back and circuit courses may be used for record purposes. A one-time out-and-back course or a circuit large enough for a single lap is ideal.

3E2. Road bicycles shall be used. Bicycles with a front hand brake and fixed wheel may also be used.

3E3. Starting order may be chosen by random selection, by numeric order, or by seeding (normally fastest last).

3E4. Starting times shall be at equal intervals, normally one minute. The start sheet with starting order and appointed starting times should be available for riders' perusal at least one hour before the start.

3E5. Start.

(a) Each rider shall report to the starter at least three minutes before his or her scheduled starting time and shall start at the scheduled time. If a rider appears later than the appointed starting time, the start will be allowed only if it does not interfere with the riders starting on schedule. If it does interfere, the rider may be further delayed. In case of a late start, the appointed time shall be used in computing the results.

(b) The rider shall be held by an official at the start, but shall neither be restrained nor pushed. No restarts are permitted.

3E6. Rider Conduct.

(a) On an out-and-back course, riders shall stay to the right of the centerline at all times [disqualification].

(b) No rider shall take pace behind another rider closer than 25 meters (80 feet) ahead or 2 meters (7 feet) to the side. [A rider who is observed taking pace shall receive a time penalty as specified in Table 1].

(c) No two riders may ride abreast other than when attempting to pass and such attempts shall not be maintained beyond a distance of 500 meters. An attempt to pass may be repeated an unlimited number of times but each time a challenging rider fails in his attempt, he shall drop back to 25 meters behind the challenged rider before renewing his attempt.

3E7. Support Vehicles.

(a) If support vehicles are used, each vehicle should contain an official. A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 20 meters behind the rider, except when the rider has a foot on the ground. A support vehicle may not take a position between two riders unless there is a distance of at least 50 meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.

(b) No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.

(c) No rider may be handed supplies during a time trial [disqualification].

3F. Team Time Trial

3F1. Teams may be made up of two or more riders. The distance, timing basis, and number of riders who are required to finish must be specified in the official race announcement. Times may be based on any specified finishing position or on the sum of the times of any specified finishers.

3F2. Course.

(a) Courses may be out-and-back, around a circuit, or one way. Only out-and-back courses may be used for record purposes. A one-time out-and-back course or a circuit large enough for a single lap is ideal.

(b) The recommended minimum roadway width is 12 meters of an out-and-back course; otherwise a minimum of 8 meters is permitted. A warming-up area at least 2 km in length adjacent to the starting area is recommended. For out-and-back courses, a closed road is ideal; for other courses, only closed roads or roads with very little traffic should be used.

(c) The course need not be entirely flat, but any hills should be short and not steep. There should be no sharp turns or other surface features which have the effect of breaking up the teams;

(d) The turnaround point for an out-and-back course should be at a place where the roadway is sufficiently wide to permit the riders and any following vehicles to turn smoothly.

3F3. Only road bicycles shall be used.

3F4. The starting interval between teams will normally be at least two minutes, but may be increased according to the course.

3F5. Starting order may be chosen by random selection, by numeric order, or by seeding (fastest last).

3F6. Start.

(a) Each team shall report to the starter at least three minutes before their scheduled starting time and shall start at the scheduled time. If a team appears later than the appointed starting time, the start shall be allowed only if it does not interfere with other teams starting on schedule. If it does interfere, the team may be further delayed. In case of a late start, the appointed time shall be used in computing results.

(b) The riders from each team shall line up side by side at the start. All riders shall be held by officials at the start and shall neither be restrained nor pushed. When there are too few holders, all riders must start with one foot on the ground. All teams must start in the same manner. No restarts shall be permitted for any reason.

3F7. In championship events, teams shall consist of four riders and the team time is the time of the third rider. Thus, at least three riders must finish.

3F8. Teammates on different laps may not work together [entire team disqualified].

3F9. All pushing of riders is forbidden, even among teammates. Such pushing will result in the entire team being disqualified.

3F10. No team shall take pace behind another team closer than 25 meters (80 feet) ahead, or 2 meters (7 feet) to the side [time penalties in Table 1].

3F11. The exchange of food, drink, minor repair items, help with repairs and exchange of wheels or bicycles shall be permitted solely among members of the same team.

3F12. Support Vehicles

(a) Each team may be followed by a motor vehicle having no more than four people aboard; a driver and a referee in the front seat and possibly a coach and a mechanic in back. The vehicle may carry spare wheels, repair materials, and up to four bicycles ready for use in case of a mishap.

(b) Support vehicles shall not be allowed to drive in front of or beside its team but must remain at least 20 meters (65 feet) behind the third rider and must not pass the fourth rider until there is a 75 meter gap between the third and fourth riders, or until the referee decides that it is safe.

3G. Cyclocross

3G1. Course and obstacles

A. The course shall be held over varying terrain including roads, country or forest paths, and open terrain alternating in such a way as to ensure changes in the pace of the race and allow the riders to recuperate after difficult sections.

B. The course shall be rideable in all conditions, regardless the weather. Clay or easily flooded areas, such as fields, should be avoided.

C. The course shall form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable (exceptions to this rule may be requested through the executive director or their designee).

D. Over its full length, the course shall be a minimum of 3 meters wide and be well marked and protected. The use of dangerous elements, such as wires (barbed or not), and sharp or uncapped metal poles shall be forbidden. Furthermore, the course shall not be placed near any object that could constitute a danger for riders (exceptions to the minimum width rule may be requested through the executive director or their designee).

E. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line.

F. The starting stretch shall be a minimum of 300-500 meters in length and at least 6 meters wide to allow the field to string out properly. It shall be as straight as possible and not downhill. The first narrowing or obstacle after the starting stretch may not be abrupt but shall allow all the riders to pass easily.

G. The finishing stretch shall be a straight line. It shall have a minimum length of 200 meters and a minimum width of 6 meters. It shall be flat or uphill.

H. The starting and finishing stretches shall be free of obstacles.

- I. The course shall be comprised of a maximum of 4 obstacles (barriers or terrain) designed to oblige (not require) riders to dismount their bike. The length of an obstacle should not be longer than 80 meters.
- J. The course may comprise of up to 2 sets of artificial barriers. These artificial barriers shall consist of wooden planks or uniform material, placed no less than 4 meters apart. They must be 40 cm high and shall stretch the full width of the course.
- K. The course may cross bridges or footbridges provided that they are a minimum of 4 meters wide and that there is a guard rail on both sides. A non-slip surface (carpet, wire mesh, or special anti-slip paint) shall be used on bridges and footbridges. A separate footbridge shall be provided for spectators.
- L. No acrobatics on the part of the riders shall be required to overcome obstacles.
- M. Having consulted the Organizer, the Chief Referee may decide that artificial obstacles shall be removed if the circuit is unusually slippery.
- N. For championship events-up to 4 races may be run per day over the same course.

3G2. Equipment pits

- A. The equipment pit is the part of the circuit where riders can change wheels or bicycles.
- B. Two equipment pits shall be located around the course, in agreement with the Chief Referee, in places where speeds are not high but not on stony, gravel, or downhill stretches. They shall be straight and free of artificial obstacles. If, during each lap, the course passes two points sufficiently close to each other, just one pit – known as a double pit – may be set up at that point.
- C. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked out, by tape at the very least.
- D. The equipment pits shall be sign-posted and precisely marked by means of a yellow flag at the beginning and the end of where the course is divided between the race and pit lanes.
- E. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics.
- F. In championship events, a supply of water for cleaning equipment shall be available in the immediate vicinity of the equipment pits. The water supply and connections for high-pressure cleaning equipment shall be made freely available.
- G. A rider may use the pit lane only to change a bicycle or wheel. Changing of equipment shall be done at the same point with no advance in the rider's position. A rider passing the pit entrance and continuing beyond the pit exit (yellow flagged area) may not enter that pit, but must continue around the course to the next pit. A rider not passing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance.
- H. The exchanging of wheels or bicycles between riders shall be forbidden.

3G3. Starting Order

- A. The riders shall assemble in the roll-call zone a maximum of 10' before the start.
- B. For championships the call up order shall be listed on the race announcement, information pamphlet, or at registration.

3G4. False start-any rider causing a false start shall be disqualified

3G5. Duration of races

- A. The length of the race may be specified by number of laps or by time.
- B. In events based on time, the number of laps to be ridden shall be determined on the basis of the time of the first rider to complete 2 full laps. From the 3rd lap on, the laps to go will be displayed at the finish line.

3G6. Riders dropping out-shall immediately remove their body number and immediately leave the course and may not cross the finish line.

3G7. Finish

- A. Any rider lapped before the last lap shall leave the race (unless stated differently prior to the race). Lapped riders who are permitted to remain in the race will all finish on the same lap as the leader and will be placed according to the number of laps they are down and then their position at the finish.
- B. In championship events the rider who is lapped during the final lap of the race shall be stopped at the beginning of the finish straight line and shall be classified in accordance with their placing.

3H. Track Events on the Road

Track events may also be run on the road. In such events the appropriate track rules shall apply, as interpreted by the Chief Referee.

TABLE 1. Time Penalties for Time Trials

The penalties for taking pace in time trial events are listed below in both metric and English units. These penalties, in seconds, are based on the estimated speed and distance over which the infraction occurred.

Speed (km/h)	Distance (meters)									
	100	200	300	400	500	600	700	800	900	1000
30	1	2	2	3	4	5	6	7	7	8
31	1	2	2	3	4	5	6	7	8	9
32	1	2	3	3	4	6	7	7	9	11
33	1	2	3	3	5	6	7	8	10	12
34	1	2	3	4	5	7	8	9	11	13
35	1	2	3	4	5	7	8	9	12	14
36	1	3	4	4	6	8	9	10	13	15
37	1	3	4	5	6	8	9	11	14	17
38	1	3	4	5	7	9	10	12	15	19
39	2	3	4	5	7	9	12	14	17	21
40	2	3	4	5	7	10	13	15	19	23
41	2	4	5	6	8	11	14	16	20	25
42	2	4	5	6	8	11	15	17	22	27
43	2	4	5	7	9	12	16	19	24	29
44	2	4	6	7	9	12	17	21	28	31
45	2	4	6	8	10	13	19	23	28	34
46	2	5	6	8	11	14	19	24	30	36
47	2	5	7	9	12	15	20	25	32	38
48	2	5	7	9	12	16	21	27	34	40
49	3	5	7	9	13	17	23	29	36	43
50	3	5	7	10	14	19	25	31	39	46
51	3	5	8	10	15	20	27	33	42	49
52	3	6	8	11	16	21	29	36	45	52
53	3	6	8	12	17	23	31	39	48	56
54	3	6	9	13	18	25	33	42	51	60
55	4	6	9	14	20	27	36	45	55	64
56	4	6	9	15	21	29	38	47	58	68
57	4	6	10	16	22	31	40	49	61	72
58	4	7	10	17	24	33	42	52	65	77
59	5	7	11	18	26	35	46	56	69	82
60	5	7	12	19	28	38	49	61	75	90

Speed (mph)	Distance (yards)									
	100	200	300	400	500	600	700	800	900	1000
20	1	2	3	3	4	6	7	7	9	11
21	1	2	3	4	5	7	8	9	11	13
22	1	2	4	4	5	7	8	9	12	14
23	1	3	4	5	6	8	9	11	14	17
24	1	3	4	5	7	9	10	12	15	19
25	2	3	5	5	7	10	13	15	19	23
26	2	4	5	6	8	11	15	17	22	27
27	2	4	6	7	9	12	16	19	24	29
28	2	4	6	8	10	13	18	23	28	34
29	2	5	7	8	11	14	19	24	30	36
30	2	5	7	9	12	16	21	27	34	40
31	3	5	8	10	14	19	25	31	39	46
32	3	5	8	10	15	20	27	33	42	49
33	3	6	9	12	17	23	31	38	48	56
34	3	6	9	13	18	25	33	42	51	60
35	4	6	10	15	21	29	38	46	58	68
36	4	7	11	17	24	33	42	49	65	77
37	5	7	12	18	26	35	46	52	69	82
38	5	7	14	19	28	38	49	56	75	90
39	6	8	15	20	30	42	53	61	80	95
40	6	8	16	22	32	46	58	67	84	99

4. Stage Racing

4A. Composition

4A1. A **stage race** is a sequence of road races in which there are normally individual and team competitions. Individuals must successfully complete each stage in order to be eligible for the next one. Stage races shall be conducted in accordance with General Racing and Road Racing rules as modified by specific exceptions given below. The organizers, under the supervision of the Chief Referee, shall prepare a complete set of race regulations (race bible) that specify how each stage will be conducted.

4A2. **Teams** that start a stage race shall have equal numbers of riders except when prevented by unavoidable circumstances. Only one team may be entered in a stage race by any given club.

4B. Duration and Distance

4B1. The **maximum duration** is ten days of racing, except that National Tours may have up to twenty days of racing. At least one rest day is required if there are ten or more days of racing. Rest days are not included in the count of competition days and may not be used for transportation of riders.

4B2. A **prologue individual time trial** may be conducted and is included in the count of competition days. The results are used in determining individual general classification.

4B3. Double Stages. There may be at most two stages on any day. Races lasting four days or less may include no more than one day involving such a double stage. Races lasting five days or more may include no more than two days with double stages and there must be at least two full days between them.

4C. Placings

4C1. Competitions. The following placings are normally determined for stage races:

- (a) Individual general classification
- (b) Individual points classification
- (c) Individual climbing classification
- (d) Team general classification.

There also may be other special placings, such as most aggressive rider or best young rider or a combination of the two. Other forms of placing may be substituted for the various placing criteria cited above. Prizes are normally offered for both stage placings and for overall placings at the end of the stage race.

4C2. Individual General Classification.

(a) Each rider's general classification shall be calculated by summing that rider's time in all individual stages, taking into account any time bonuses and penalties. In case two or more riders are tied in their final general classifications, their order shall be determined by adding their places obtained in each stage. Should this not suffice to break the tie, their places in the final stage shall decide the order. Other methods for breaking ties may be used if specified in the race regulations.

(b) Any time bonuses may not exceed:

- 30 seconds for 1st place
- 20 seconds for 2nd place
- 10 seconds for 3rd place

No time bonuses may be given in time trial stages (individual or team).

4C3. Individual Points Classification.

(a) Placings in the points classification shall be determined by adding the points awarded at each stage. If the race regulations do not specify a different scale of points, the following shall apply to the 1st to 15th places respectively in all except time trial stages: 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point. In time trial stages, the following points scale shall apply to the 1st to 10th places respectively: 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point.

(b) In order to qualify for a points classification prize, a rider must have completed the race.

(c) If two or more riders have an equal number of points by the end of the last stage, the order shall be determined by the number of stages in which each rider finished first, then second and so forth, until the greater number of places awarded to one or other of the riders determines the final placings.

4C4. Individual Climbing Classification.

(a) The best climber shall be determined by adding the points awarded at the top of hill-climbs specified in the race regulations. If the regulations do not mention any specific scale of points, those given below shall apply.

Category 1 (over 1000 meters): 15, 12, 10, 8, 6, 5, 4, 3, 2 and 1 point for the first 10 riders to reach the top.

Category 2 (600 to 1000 meters): 10, 8, 6, 4, 3, 2 and 1 point to the first 7 riders to reach the top.

Category 3 (300 to 599 meters): 5, 4, 3, 2 and 1 point to the first five riders to reach the top.

(b) To be eligible for the prize for best climber, the winner must have completed the race.

(c) If two or more riders have an equal number of climbing points, the rider having obtained the highest number of first places at the top of Category 1 climbs shall be declared the winner. Should the riders still be equal, their order shall be determined by the number of first places obtained at the top of Category 2 climbs. If necessary, reference may even be made to the number of first places obtained at the top of Category 3 climbs.

4C5. Team General Classifications are obtained by adding the three best times made by members of a given team during each stage, omitting time bonuses and penalties, except that the Chief Referee may choose to apply some penalties and shall announce them in the results.

(a) If two or more teams make the same time in any given stage, their order shall be determined by the total number of places obtained by the three best riders of each team in the placings for that stage.

(b) If two or more teams have equal general classifications, their order shall be determined by the number of stage wins obtained by each team, then by the number of second places taken by each team and so forth until such time as the number of places obtained by one or other of the teams permits their final placings to be determined.

(c) Any team depleted to less than three riders shall be excluded from team general classifications.

4C6. Most Aggressive Rider. The most aggressive rider shall be the one who obtains the highest number of points awarded for intermediate sprints in towns or during stages as defined in the regulations: 5, 3, 2 and 1 point respectively being awarded to the first four riders placed in each sprint. Should two or more riders have an equal number of points by the end of the race, the better-placed rider in the final stage shall be the winner. To be entitled to the prize, the winner must have completed the race.

4D. Equipment

4D1. All riders of a given team shall wear **identical jerseys** in all stages; however, the race leader and each leader in other categories shall wear special jerseys provided by the organizer, provided that one is supplied that fits the rider concerned. Leadership jerseys may bear only the name of the race and the special classification and may be worn only for the duration of the race and as long as the leadership lasts.

4D2. Rider and Frame Numbers. All entrants shall use the rider and frame numbers provided by the organizer. All riders shall, unless physically impossible, fit to the front of their bicycle frames the plate bearing the same number as appears on their back number.

4E. Special Procedures

4E1. Start.

(a) For individual events, unless stated otherwise in the race regulations, riders and support vehicles shall be present at the signature checkpoint at least 15 minutes before the announced time of the start and sign-in shall close ten minutes before the announced starting time. Any rider appearing after this shall incur a penalty. Each rider shall sign in personally; if anyone else signs in for a given rider, that rider shall be penalized.

(b) The line-up at the start will usually be in the order of the rider numbers or, for time trial stages, in the inverted order of the individual or team general classification.

4E2. Road Course.

(a) Any change in route shall be decided jointly by the Chief Referee, the technical director and the organizer. Once adopted, such a decision shall be immediately transmitted to all Team Managers and they, in turn, shall be obliged to append their signatures to the notice informing them of the change of route.

(b) Should some or all riders head off in the wrong direction, the organizer's staff shall do all in their power to redirect such riders back to the correct route at the point at which they left it, but they shall not be held responsible for routing errors by riders. Should such riders be in the lead, but the redirecting back to the correct route cancels that lead, no account may be taken of that loss as all riders are expected to know the route to be followed and shall bear full responsibility for any such incidents.

(c) Signs marking the distance to go shall be placed at 10, 5, and 1 km from the finish line or timer's post, and the 1 km sign shall be marked with a red flare or red flag.

4E3. Finish.

(a) In the case of a **group finish**, the Chief Judge shall attempt to place as many riders as possible and those who follow shall be placed equal up to the point where individual riders can again be identified. Photo-finish results should be used as much as possible to obtain an accurate order of finish.

(b) A rider who suffers a **mishap in the last kilometer** of a stage shall be given the same finish time as if the mishap had not occurred and shall be placed at the end of any group with which he or she was riding at the time of the mishap, provided that the mishap was observed by a race official and the rider promptly crossed the finish line with bicycle, provided that he or she is physically capable of doing so.

(c) Whenever a road race **finishes on a circuit** of 10 km or less, no more than one circuit should be ridden. On a circuit of 2 to 5 km, only technical support vehicles are permitted on the circuit. On a circuit of 2 km or less, the riders' times shall be taken at the entrance to the circuit and no vehicles will be permitted on the circuit except those of the referees. Inasmuch as riders who finish in a group and are out of contention for prizes are considered equal, they need only take a lap of honor to be considered finished.

(d) **Judging and timing** at the finish shall be closed once the winner's time plus a percentage thereof has elapsed, as specified in the race regulations; if no percentage has been specified, 20% shall be used. However, if the number of riders beyond this time cut exceeds 20% of those who started the stage, then the time cut may be extended if so decided by the Chief Referee after consultation with the organizer. Naturally, all riders finishing within the revised deadline shall qualify for the following stages without this setting a precedent for subsequent stages. Under no circumstances may the officials reinstate a rider who finishes after the time cut.

4E4. Neutralizations. Should an incident or accident occur that interferes with the proper conduct of the race, the officials may decide to take any of the following actions:

- (1) Temporarily neutralize the race;
- (2) Restart the race, beginning with sign-in; or,
- (3) Cancel the stage and any results of that stage.

4E5. Individual Time Trial Stages.

(a) Individual time trial rules given above in Road Racing rules will generally be used.

(b) The **starting order** shall be the inverse of general classification on the previous day, with the last rider starting first. However, the officials may change the starting order in order to avoid having two riders from the same team following one another. When a time trial stage is held on the first day, possibly as a prologue, the starting order shall be determined by a drawing of lots by the teams and the order of riders within each team shall be determined by the team manager.

(c) If a rider has a **mishap** observed by an official during a prologue time trial and cannot finish the race, he or she may nonetheless participate in the race the following day and will be given the time of the slowest rider to finish the prologue.

4E6. Team Time Trial Stages. Team time trial rules given in Road Racing Rules will generally be used. No time cut shall be imposed in this event and placings shall count only for the team general classification and the awarding of prizes for team placings, except that any riders with finish times more than 20% slower than their team shall be penalized in their individual general classifications by the amount of time by which they exceeded the 20% deadline.

4E7. Time adjustments in criterium stages shall be computed as follows, except that further adjustments may be made at the discretion of the Chief Referee in unusual circumstances.

(a) In a criterium stage where lapped riders are permitted to finish, they should be assigned a time penalty that is the rider's average lap time multiplied by the number of laps the rider is down at the finish.

This adjusted time may be computed as follows:

$$A = F \times L / (L - D) \text{ where}$$

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

D = number of laps this rider was behind the leaders at the finish.

(b) In a criterium stage where riders who are about to be lapped are required to withdraw, they should be assigned estimated finish times assuming that they would have continued to lose laps at the same rate. The following formula may be used to compute the estimated finish time:

$$A = W + W / (L - R) \text{ where}$$

A = adjusted finish time of the withdrawn rider

- W = finish time of the winner of the race
L = total number of laps in race
R = number of laps to go in the race at the time the rider was about to be lapped.

4F. Conduct of Participants

4F1. Race regulations. Every participant in a stage race shall be expected to read the race regulations before the start. By registering in the race, participants acknowledge the regulations and accept the provisions thereof.

4F2. Registration.

(a) The licenses of category 1 and 2 riders shall be submitted to the officials at registration, usually by the Team Manager. These licenses will be held until the race ends or an individual is released from the race.

(b) In Category A races, every Team Manager must hold a valid license, which shall be submitted at registration.

4F3. Managers Meeting. The race commission and a representative of the race organizer shall meet the Team Managers and, if possible, the assistant officials, to comment on the regulations of the event and, if necessary, to draw lots to determine the order of cars for the first stage. Should the assistant officials not attend the meeting, they shall meet the referees separately before the race and be given all necessary instructions.

4F4. The Team Manager shall:

(a) Promptly respond to any summons issued by the race commission and represent the team in negotiations with the organizers and officials;

(b) Ensure that team members arrive promptly for the start of each stage;

(c) Ensure that team members adhere to the race regulations;

(d) File protests regarding incidents affecting team placings, doing so in accordance with the procedures and deadlines set forth in the regulations.

4F5. Assistance.

(a) Riders may assist each other with minor services such as lending or exchanging food, drink, tools, glasses and accessories. The loan or exchange of tires, wheels, or bicycles is permitted only between members of the same team. Assistance provided or accepted by riders from different teams shall be subject to disciplinary action [disqualification and 15 days suspension].

(b) Only members of a rider's team may drop back to assist or pace a rider who has suffered a mishap.

4F6. Withdrawal.

(a) Any rider dropping out of the race shall immediately remove his or her racing numbers and shall board the sag wagon unless seriously injured or gravely sick. The sag wagon is the only vehicle authorized to pick up riders unable to continue the race.

(b) If a rider drops out of a stage race he or she may not, before the end of that race, ride in any other event unless specifically authorized to do so by the race officials and the organizer of the original event.

4F7. Protest. Any protest must be submitted in writing, accompanied by a deposit as specified in the Schedule of Fees, and be filed with the race commission within the following deadlines:

(a) Concerning placings: no later than the start of the next stage;

(b) Concerning an incident during the race: no later than one hour after the finish;

(c) Concerning the final general placings: up to 15 minutes after the official announcement;

(d) Concerning prizes owed to riders: up to one month after the official announcement.

4G. Race Commission

4G1. Functions. Competitive aspects of stage races shall be directed by a race commission, which will be composed of five officials, one of whom shall be the Chief Referee. The Chief Referee chairs the race commission and supervises the Chief Judge and other supporting officials.

(a) The race commission shall hear and decide on all protests received and shall also decide on all matters of a competitive nature that are not covered by the regulations. They may issue any additional instructions that may be required.

(b) The race commission shall, in performing its functions, discuss in private and impose such penalties as they deem proper in accordance with the regulations. The assistant officials may be consulted for their opinion but shall not participate in discussion of the race commission. If a unanimous decision is not reached, the decision shall be made by a majority vote.

(c) All decisions adopted by the race commission shall be transmitted to the organizers, who shall be responsible for informing Team Managers and members of the press.

(d) The technical director and the referees shall authorize or forbid the progress of support vehicles that wish to move up to the front of the race. Where necessary, they shall prevent support vehicles from providing pace for lagging riders.

4G2. Chief Judge. The car carrying the Chief Judge shall move ahead of the leading riders not less than 15 km from the finish. Should the finishing judge not be at his or her post, the judge's functions may be fulfilled by any other race official.

4G3. The Chief Timer shall determine the racing time of each rider in each stage.

(a) Times for each stage shall be truncated to the nearest second when calculating the general classification. Fractions of a second may be used for stage placings at the discretion of the Chief Timer.

(b) All riders of a group reaching the finish together shall be credited with the same time unless the group is drawn out, in which case a new time shall be recorded at each break in the group.

(c) At least one timer shall continue timing finishes until the sag wagon arrives.

4G4. The **Starter** shall call all the riders to the start, or have them called by an assistant but under the starter's responsibility, and shall sign the start checklist. Any participant not noted by the starter shall be deemed not to have ridden and shall not be included in the placings.

4G5. Assistant officials are responsible for noting irregularities or offenses and for reporting to the race commission thereon. They may follow the race, either in the support vehicles or on motorcycles provided by the organizer. They may not take any disciplinary measure against riders for incidents relating to the race but, on completion of each stage, they shall submit a signed report to the referees.

4H. Penalties

4H1. Disqualification. Penalties for offenses identified elsewhere in Federation regulations generally apply to stage races, but certain penalties are modified as specified below. Nevertheless, the following offenses, among others, will normally result in disqualification from the race and are subject to any other penalties specified elsewhere:

(a) Behavior dangerous to the rider or other competitors;

(b) Holding on to a motor vehicle;

(c) Failing to ride the entire course, by taking a short cut, riding in a motor vehicle, or by other means;

(d) Pulling or pushing another rider or another rider's equipment during a sprint;

(e) Willfully removing helmet during the race;

(f) Fraud or attempted fraud during the race;

(g) Passing through a road closure;

(h) Assaulting a competitor, an official or a third party;

(i) Conspiracy to cause any race to result other than on its merits;

(j) Engaging in grossly unsportsmanlike conduct;

(k) Using prohibited drugs.

4H2. Scale of Penalties.

(a) The race commission shall take disciplinary measures in accordance with the scale of penalties given below, which indicates the minimum penalty applicable. The race commission may increase and extend such fines or time penalties according to the gravity of the offenses committed. Disciplinary measures may also be taken by the race commission with respect to offenses which do not appear on the scale of penalties.

(b) Fines and penalties shall be progressively applied to riders committing more than one offense, even in a single stage;

(c) Relegations affect stage placings but all other disciplinary measures and time penalties affect only general classification.

4H3. Start

(a) Failure to report at starting time [warning];

(b) Failure to sign the starting or finishing sheet:

1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute penalty

(c) Signing for another rider:

1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute penalty

(d) **Reporting** at the start insufficiently or incorrectly dressed or with soiled, torn or improper attire or without a regulation helmet [not permitted to start].

4H4. Equipment and Clothing

(a) Failure to wear a jersey identical with that of the other members of the same team (except where this is provided for in the regulations):

- 1st offense: warning
- 2nd offense: 10 seconds penalty
- subsequent offenses: 20 seconds penalty

(b) Failing to wear the leader's jersey:

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- subsequent offenses: 1 minute penalty

(c) Momentary removal or incorrect wearing of helmet or failure to secure chin-strap:

- 1st offense: warning
- 2nd offense: disqualification

(d) Misplacing, mutilating or reducing the size of frame plates or rider's numbers:

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- subsequent offenses: 1 minute penalty

(e) Crossing the finish line with an incorrectly positioned, badly pinned or torn number, or with a number obscured [relegation to the end of the group in which rider arrived].

4H5. Misconduct on road

(a) Passing without permission from the officials (team manager or assistant):

- 1st offense: \$30
- subsequent offenses: \$60

(b) Refusing to let an official car pass:

Rider:

- 1st offense: warning
- 2nd offense: 30 seconds
- subsequent offenses: 1 minute penalty

Team Manager or assistant:

- 1st offense: warning
- subsequent offenses: \$15

(c) Failure to obey traffic laws when the course is not closed to traffic, such as the crossing of a centerline without advancing position or being a hazard to traffic;

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- subsequent offenses: 1 minute

(d) Passing a road closure:

rider who initiates passing:

[disqualification]

all other riders:

- 1st offense: 3 minutes penalty
- 2nd offense: disqualification

(e) Foul riding in the final sprint of a stage:
relegation and

- 1st offense: 1 minute penalty
- 2nd offense: 2 minutes penalty
- 3rd offense: disqualification

(f) Foul riding in an intermediate sprint:

relegation and

- 1st offense: 30 seconds penalty
- 2nd offense: 1 minute penalty
- 3rd offense: disqualification

(g) Holding the handlebar with one hand when crossing the finishing line during a close sprint :

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- subsequent offenses: 1 minute penalty

(h) Failing, without good reason, to attend the awards ceremony:

fine of 50% of the prize money

4H6. Improperly advancing position

(a) Being towed or carried by a vehicle:

Rider: disqualification
Team Manager: \$30
(b) Pushing by persons in motor vehicles:
Pusher: \$30 fine for each offense

Rider:
1st offense: 2 minutes penalty
2nd offense: 3 minutes penalty
3rd offense: disqualification

(c) Drafting a vehicle over a distance of at most 100 meters:
Team Manager or assistant:
\$15 on each occasion

Rider:
1st offense: 10 seconds penalty
2nd offense: 30 seconds penalty
3rd offense: 1 minute penalty
4th offense: 2 minutes penalty
5th offense: disqualification

(d) Drafting a vehicle for more than 100 meters
Team Manager or assistant:
\$50 on each occasion

Rider:
1st offense: 1 - 5 minutes penalty
2nd offense: disqualification

(e) Repeated and pre-arranged pushing
Team Manager:
\$20 on each occasion]

Rider:
1st offense: 2 minutes penalty
2nd offense: 5 minutes penalty
3rd offense: disqualification

(f) Prolonged and repeated random pushing by persons on foot:
1st offense: 10 seconds penalty
2nd offense: 20 seconds penalty
3rd offense: 30 seconds penalty
4th offense: 1 minute penalty
5th offense: disqualification

(g) Pushing among competitors before the final kilometer (applicable to both riders):
1st offense: 30 seconds penalty
2nd offense: 1 minute penalty
3rd offense: 3 minutes penalty
4th offense: 5 minutes penalty
5th offense: disqualification

Same offense during the final kilometer [offending riders relegated to the end of the group with which they finish and the above penalties are doubled].

(h) Pushing off from a vehicle or another competitor:
1st offense: 30 seconds penalty
2nd offense: 1 minute penalty
3rd offense: 3 minutes penalty
4th offense: 5 minutes penalty
5th offense: disqualification

(i) When the course is not closed to traffic, crossing the centerline to advance position or being a hazard to traffic:
1st offense 30 seconds penalty
2nd offense 1 minute penalty
3rd offense 3 minutes penalty
4th offense 5 minutes penalty
5th offense disqualification

4H7. Improper assistance

(a) Changing a wheel or a bicycle anywhere other than to the rear of the group or off the road to the right team support vehicle shall be immediately moved to the end of the convoy:

Rider:

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- 3rd offense: 1 minute penalty
- 4th offense: disqualification

(b) Boarding a team's support vehicle after having dropped out of the race: Team Manager or other team representative: \$15.

(c) Assistance to riders on other teams:

- 1st offense: 20 seconds penalty
- 2nd offense: disqualification

(d) Team Manager giving equipment to a rider of another team without the permission of the officials/\$15.

(e) Team Manager or assistant leaning out of vehicle holding an item of equipment/\$20.

4H8. Improperly advancing in time trials

(a) Team vehicle briefly driving abreast of rider or, in the case of team race, of the last rider of the team rider: 20 seconds penalty; Team Manager or assistant: \$20.

(b) Pushing among riders of a given group during a team time trial: 1 minute penalty for the team and for each of the riders of the team in general classification.

(c) Failure to report to the officials before the start:

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- subsequent offenses: 1 minute penalty

4H9. Supplies

(a) Receiving food or drink outside the designated refreshment areas:

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- 3rd offense: 1 minute penalty
- 4th offense: 3 minutes penalty
- 5th offense: disqualification

(b) Using glass containers during the race:

- 1st offense: warning
- 2nd offense: 30 seconds penalty
- 3rd offense: 1 minute penalty
- subsequent offenses: 3 minutes penalty

(c) Throwing of glass containers onto the road:

- 1st offense: 2 minutes penalty
- 2nd offense: disqualification

(d) Jettisoning food, containers, etc. anywhere other than in places far removed from spectators:

- 1st offense: warning
- 2nd offense: 1 minute penalty
- 3rd offense: disqualification

5. Championships

5A. Organization

5A1. The rights to organize National Championships may be awarded to local organizers who meet the requirements established by the Executive Director.

5A2. Whenever practicable in the years of the Pan American and Olympic Games, the National Road and Track Championships shall be made a part of the team selection for the Games.

5A3. Courses proposed for National Road Championships shall have the characteristics given in the Racing Rules for each event and in addition shall be in excellent repair and be closed to traffic except for vehicles authorized by the officials. In particular:

(a) Road races are to be held on selective circuits, accessible to spectators, and which contain climbing, descending, and flat sections, but with few sharp or difficult turns. The climbs may be of fairly steep gradients;

(b) Individual and team time trials are to be held on relatively flat courses that have no sharp turns; and,

(c) Criteriums are to be held on relatively flat circuits from 1-3 km in length in an urban location readily accessible to spectators.

5A4. Track National Championships shall be held on certified velodromes. States without a suitable track may use one nearby for State Championships or may omit these championships at the discretion of the Administrator.

5A5. In all national championships other than cyclocross, phototiming shall be used in massed start and sprint events, and automatic timing shall be used in individual timed events.

5A6. All championships other than optional championships shall be conducted annually.

5B. Championship Eligibility

5B1. Championships are open only to riders who hold USA Cycling rider annual licenses and meet other qualifications stated in these rules.

(a) State championships are open only to USCF members who are USA citizens or permanent residents who reside in the state as shown on their licenses, except UCI *Men's Trade Team I and II* members may not enter.

(b) National championships that are selection races for Olympic Games or World Championships may be entered only by riders who are eligible under international regulations to enter those events.

5B2. At the option of the Administrators, State Championships may include riders who are ineligible for the championship but championship medals will be awarded only to riders who are eligible.

5B3. In order to compete in the National Championships, a rider must meet any established performance standards. However, National Champions may defend their titles without having to qualify provided that they are otherwise eligible.

5B4. Regional Championships may be conducted on the same basis as state championships in regions designated by the Executive Director.

5C. Awards

5C1. In State or Regional championships, medals shall be awarded to the first three places.

5C2. In all National Championships, awards shall consist of a first place jersey, medals to five places, and certificates for 6th to 8th places in sprint and pursuit, to 10th place in other track events and to 20th place in road events. National championship jerseys for age groups 17-29 shall be a design that is distinct from those of other age groups.

5D. Junior Championships

5D1. Junior championships are open only to riders with racing ages in the specified ranges and who are USA citizens or permanent residents as shown on their licenses. Junior riders with a racing age of 16 may compete in Junior 17-18 National Track Championships for sprint, pursuit and kilometer time trial.

5D2. State Road Race Championships

Men		Women	
10-12	18-20 km	10-12	18-20 km
13-14	15-40	13-14	15-30
15-16	30-55	15-16	30-40
17-18	70-120	17-18	50-70

5D3. National Road Race Championships

In the Junior 17-18 men's events, only riders in categories 1-4 may enter.

(a) Individual Road Races

Men		Women	
10-12	10-20 km	10-12	10-20 km
13-14	20-40	13-14	20-30
15-16	45-80	15-16	35-60
17-18	90-120	17-18	70-85

5D4. State and National Time Trial Championships

Men & Women	
10-12	8-12 km
13-14	8-12 km
15-16	16-24 km

17-18 16-24 km

5D5. National Criterium Championships

In the Junior 17-18 men's events, only riders in categories 1-3 may enter.

	Men		Women
10-12	15 km	10-12	15 km
13-14	20	13-14	20
15-16	25	15-16	20
17-18	50	17-18	20

5D6. State or Regional and National Track Championships may be conducted for each of the following classes where regions are defined by the Executive Director. Competition in classes under 17 shall be conducted as omniums. Medals to three places shall also be awarded in each individual event for riders in 17-18 national championships.

(a) 10-12 Men

500 m scratch race
1 km scratch race
2 km scratch race

(b) 10-12 Women

500 m scratch race
1 km scratch race
2 km scratch race

(c) 13-14 Men

500 m time trial
2 km scratch race
5 km scratch race
10 km points race

(d) 13-14 Women

500 m time trial
2 km scratch race
5 km scratch race
10 km points race

(e) 15 - 16 Men

500 m time trial
2 km scratch race
5 km scratch race
15 km points race

(f) 15-16 Women

500 m time trial
2 km scratch race
5 km scratch race
15 km points race

(g) 17-18 Men

sprint
1 km time trial
3 km pursuit
25 km points race

(h) 17-18 Women

sprint
500 m time trial
2 km. pursuit
15 km points race

The points race distances may be reduced by 25% in State Championships.

5D7. (a) A **National Team Pursuit Championship** shall be conducted at a distance of 4 km for teams of four riders.

(b) An **Olympic Sprint Championship** shall be conducted.

(c) A **Madison championship** shall be conducted for ages 16-18 for those riders that have a track category of 1 or 2. A minimum of five eligible teams must compete in order for a National Champion to be determined.

(d) A **Keirin championship** shall be conducted for ages 16-18 for those riders that have a track category of 1 or 2.

5D8. **National Cyclocross Championships** shall be conducted for men 10-12, 13-14, 15-16, and 17-18, which may be run concurrently, and for women 10-14 and 15-18, which may be run concurrently.

5E. Espoir Championships

5E1. **Espoir Championships** are open only to riders with *the* racing age of 19 to 22 who are USA citizens or permanent residents as shown on their licenses.

5E2. National Road Race Championships

Men Cat 1-2 160-225 km

Women Cat 1-2 100-120

5E3. **State and National Time Trial Championships** shall be conducted for men and women at a distance of 30-50 km.

5E4. **National Cyclocross Championships** shall be conducted for men and women.

5E5. National Track Championships

MEN

Sprints

Kilo

Pursuit 4k

Points Race 20-40km*

WOMEN

Sprints

500m TT

Pursuit 3k

**distances and number of sprints may be adjusted for the size of the field
As an option to separate events the disciplines may be conducted in conjunction with the same type event and awards are based on qualification time, finals, or overall results. [ex: kilo rides are group normally as an elite championship then Espoir jersey/medals awarded]*

5F. Elite Championships

5F1. Elite national championships are open only to riders who are USA citizens as shown on their licenses. However, state championships are also open to permanent residents as shown on their licenses. All ages are eligible.

5F2. State Road Race Championships

Men	Cat. 1-3	120-205 km
Men	Cat. 4	160-100 km
Women		155-110 km

5F3. National Road Race Championships

Men	Cat. 1	160-225 km
Women	Cat. 1-2	100-120 km

5F4. State and National Time Trial Championships

(a) Individual Time Trial shall be conducted for Men and Women at a distance of 30-50 km.

(b) Tandem Time Trial shall be conducted for teams of two men, two women and mixed at a distance of 30-50 km.

5F5. National Criterium Championships

Men	Cat. 1	80 km
Women	Cat. 1-2	50 km

5F6. State or Regional Track Championships may be conducted for each of the following classes, where regions are defined by the Executive Director:

(a) Men	(b) Women
sprint	sprint
Cat. 1-3 keirin	500 m time trial
1 km time trial	3 km pursuit
4 km pursuit	points race
Olympic Sprint	
Cat. 1-3 points race	

5F7. National Track Championships. The men's National Track Championships, including the awarding of medals, are open to UCI Trade Teams.

(a) Men	(b) Women
sprint	sprint
keirin	500 m time trial
1 km time trial	3 km pursuit
4 km pursuit	25 km points race
Olympic Sprint	
40 km points race	

(c) National Track Team Events

4 km team pursuit
Olympic Sprint
Madison
Tandem Sprint (if velodrome is suitable)

5F8. National Cyclocross Championships shall be conducted for **Elite** men and **Elite** women.

5G. Masters Championships

5G1. Masters championships are open only to riders with racing ages in the specified ranges who are USA citizens or permanent residents as shown on their licenses. *UCI Trade Team members are not allowed to enter Masters Championships.* The "+" notation means that riders are qualified if their racing age is the one given or older.

5G2. State Road Race Championships

	Men	Women
30+	85-110 km	
35+	55-100	35+ 30-80 km

45+	40-90	45+	30-80
55+	40-80		
60+	40-80		

5G3. National Road Race Championships

(a) Individual Road Races

Only riders in categories 1-3 are eligible for men's age classes through 54 and for women's age classes through 44.

Men		Women	
30-34	85-110 km	30-34	45-80 km
35-39	70-100	35-39	45-80
40-44	60-90	40-44	45-80
45-49	55-90	45-49	45-80
50-54	55-80	50-54	45-60
55-59	55-80	55-59	30-40
60-64	45-60	60+	30-40
65-69	45-60		
70+	45-60		

(b) Tandem Road Races shall be conducted at distances of 60 to 90 km for teams of two men whose sum of ages is 70+ and 90+ and for women and mixed with age totaling 70+. The rider who steers must be in categories 1-3.

5G4. Time Trial Championships

(a) State and National Individual Championships shall be conducted for men and women age 30 and older for each five year age group at a distance from 20 to 40 km through age 54 for women and age 64 for men and from 15 to 20 km for older age groups.

(b) State and National Tandem Championships shall be conducted for teams of two at a distance of between 30-50 km for master men, master women, and master mixed, each with age classes 70+ and 90+ and for men and mixed 110+ (sum of ages).

5G5. National Criterium Championships

Only riders in categories 1-3 are eligible for men's age classes through 54 and for women's age classes through 44.

Men		Women	
30-34	60 km	30-34	40 km
35-39	50	35-39	40
40-44	50	40-44	35
45-49	40	45-49	30
50-54	40	50-54	30
55-59	40	55-59	30
60-64	35	60+	30
65-69	35		
70+	35		

5G6. National Track Championships

(a)

Men	Women
Sprint	Sprint
500 m TT (50+)	500 m TT
1 km TT (under 50)	
2 km TT (50+)	2 km TT
3 km TT (under 50)	
points race	points race

A points race shall be conducted for each of the following classes with the distance of the points races as given, but only riders in categories 1-3 may enter points races for age classes through 54.

Women 30-34, 35-39: 10 km

Men 30-34: 30

Men 35-39 & 40-44: 25

Men 45-49 & 50-54: 20

Men 55-59 & 60-64: 10

Additional track championships shall be conducted as follows:

Women 40+ & Men 65+: sprint & 10 km points race.

Women 40-44, 45-49 & 50+, Men 65+: 500 m & 2 km time trial

(b) Madison. Combined ages of each team of two riders shall be 70 or more and only riders in categories 1-3 may enter.

(c) 4 km Team Time Trial for four riders men 30+, women 30+ and men 45+.

(d) Olympic Sprints for three men whose sum of ages is 100-134 and 135+ and for three women 100+. Each rider may enter at most one Olympic Sprint event.

5G7. National Cyclocross Championships shall be conducted for men 30-34, 35-39, 40-44, 45-49, 50-54 and 55+, which may be run concurrently; and for women 30-34, 35-39, 40-44 and 45+ which may be run concurrently.

5H. Disabled National Championships

5H1. Disabled National Championships may be held in conjunction with other national championships. The special rider categories referred to below are those assigned by the Medical Commission at the championships. For example, LC1, LC2 and LC3 are three categories of locomoter disabled riders, with LC1 being the least handicapped. CP categories are for cerebral palsy riders but CP1 is for those who are most handicapped. Handcyclists compete on equipment defined in rule 1J5.

5H2. Road Race Championships may be run with multiple classes on the course at the same time:

CP3/CP4 men and women,

LC1 men and women,

LC2 men and women,

LC3/LC4 men and women,

HC1/HC2 men and women,

HC3/HC4 men and women, and

Tandem with blind stoker for men, women and mixed

5H3. Time Trial Championships

Individual time trial championships with separate events for men and women in the following classes: CP1/CP2, CP3/CP4, LC1, LC2, LC3/LC4, HC1/HC2, HC3/HC4, and tandem with blind stoker for men and women mixed.

5H4. Criterium Championships at a distance of 10-30 km shall be conducted as a single event for LC1, LC2, LC3, HC1/HC2 and HC3/HC4, with separate championships for each class.

5H5. Track Championships

(a) Separate championships for LC1, LC2, LC3/4, CP3/4 men and women for the following events:

Men and Women: flying 200 m

Men and Women: 1 km

Women: 3 km

Men: 4 km

(b) Separate championships for tandems with blind stoker for the following events:

Men, Women and Mixed: 1 km time trial

Women and Mixed: 3 km time trial

Men: 4 km time trial

Any tandem teams: Sprint, if velodrome is suitable

5I. Optional State Championships

An Administrator may conduct a State Championship for an event that has only a National Championship listed above. The Federation will provide awards for such championships.

6. Records

6A. Qualifications

6A1. National records for the fastest time for a certain distance or the farthest distance for a certain time may be recognized for U.S. citizens participating in races that have been issued a permit by the Federation or another organization affiliated with the International Cycling Union.

6A2. All **claims for records** must have been based on events that were executed in accordance with the rules of the body that issued the race permit. A record claim must be submitted on the official form supplied by the Federation and must be signed by the chief referee and other licensed race officials who witnessed the event.

6A3. If **more than one record** of a given type is claimed in some 24 hour period, only the fastest one in that period will be recognized.

6B. Course Measurement

6B1. Claims for records shall be accompanied by a statement from a registered surveyor or registered engineer certifying the distance to be correct within one part in 10,000 and the certification must specifically state that the measurement was carried out in accordance with these measurement rules. For records over a particular distance, certification must be done before the event.

6B2. On **road courses**, the measurement of distance shall be along the shortest possible path for the riders to take. Around curves the measurement shall be made 40 centimeters from the inside curb or centerline.

6B3. On **tracks**, distances shall be measured at the inside edge of the measurement line.

6C. Timing Rules

6C1. All original **timing data** shall be preserved and submitted with the record application.

6C2. In **multi-lap events**, each timer shall submit time readings for each lap to verify the lap count and overall time.

6C3. **Record times** may be based on automatic electronic timing or manual but there must be at least two independent timings.

6D. Distances Recognized

6D1. Class A. The following records shall be recognized by certificates and be listed in the Federation Rulebook.

(a) All time trial events in which Federation National Championships are currently conducted, including those that are part of an omnium. Master riders may hold records for their own or **Elite** age group. Junior riders may hold records for their own or older junior age groups or for **Espoirs or Elites**. Timings in pursuit events may be treated as time trials if the rider or team does not approach within 25 meters behind an opponent at any time during the event.

(b) **Elite and Espoir** men's, women's and mixed records for standing start road time trials at a distance of 40 km, and elite and espoir men's and women's standing start track time trials at one hour.

(c) Elite men's and women's 500 meter flying start time trial.

6D2. Class B. Track or course records for time trial or massed start events shall be administered for each state by the Administrator in accordance with the rules and policies of the Federation. Separate records are recognized for men and women but no distinction shall be made by age group. Intercity records involving more than one district shall be administered by the Administrator of the region in which the destination city lies.

Attempting USCF National Records

(1) Obtain the necessary forms from the Federation:

(a) Permit

(b) Record Application

(c) Course Measurement Certificate

(2) Administrators will assign at least three officials to witness and assist timing of the event. The rider is responsible for paying fees, transportation, room and board where applicable for officials (see Schedule of Fees) and drug control expenses imposed by the USOC.

(3) The course must be certified by a surveyor and measured to one part in 10,000 in accuracy. The rider is responsible for this expense unless this course has been previously certified (see Rule 6B).

(4) For National Championships, individuals will not have to provide the above -- they will be arranged by the USCF and event organizer.

Attempting World Records

(1) Must complete steps 1 through 3 above.

(2) The UCI will appoint the chief commissaire. UCI requires 60 days advance notice from the USCF for making this appointment.

U.S. VELODROMES (Contact information)

Hellyer Park Velodrome

Casey Kerrigan

3148 Jordan Rd.
Oakland, CA 94602
510-531-1400

Encino Velodrome
PO Box 1606
Encino, CA 91416

San Diego Velodrome
Steve Meiche
2221 Morley Field Dr.
San Diego, CA 92104
619-296-3345

7-11 Olympic Velodrome
John Cotton
One Olympic Plaza
Colorado Springs, CO 80909
719-634-8356

Brian Piccolo Velodrome
9501 Sheridan St.
Cooper City, FL 33024
854-437-2626

East Point Velodrome
David Weller
116 Rosignol Dr.
Sharpsburg, GA 30277
770-502-1572

Northbrook Velodrome
Dmitir Simos
1730 Pfingsten Rd.
Northbrook, IL 60062

Major Taylor Velodrome
Linda Fink
3649 Cold Spring Rd.
Indianapolis, IN 46222
317-327-8356

Baton Rouge Velodrome
P.O. Box 15887
Baton Rouge, LA 70895
504-273-6400

Blaine Velodrome
Bob Williams
1700 105th Ave., NE
Blaine, MN 55449
612-785-5614

St. Louis Velodrome
1550 Eastham
St. Louis, MO 63146

Kissena Velodrome

Peter Senia
44 Clifford St.
Lynbrook, NY 11563
516-593-7939

Alpenrose Velodrome
Mike Murray
4318 SE 8th Court
Gresham, OR 97080

Lehigh Valley Velodrome
Pat McDonough
217 Main St.
Emmaus, PA 18049
610-967-7587

Alkek Velodrome
Kathy Volski
18203 Groeschke
Houston, TX 77084
281-578-0693

Superdrome
Steve Walsh
9500 Wade Blvd.
Frisco, TX 75034
972-731-1104

Marymoor Velodrome
Terry Buchanan
832 NE 57th St.
Seattle, WA 98115
206-462-1326

Washington Park Bowl
Tim Kemen
PO Box 836
Kenosha, WI 53141
630-243-1976

Vandedrome (Portable)
John VandeVelde
13649 Elm Court
Lemont, IL 60439

2001 USCF CHAMPIONS

2001 USCF National Champions are shown in the following section. Earlier Rulebooks should be consulted for championships prior to 1984, or contact the USCF office.



ELITE/ESPOIR TRACK CYCLING NATIONAL CHAMPIONS Blaine, MN

Sprint

MATT YOU NEED TO ADD ALL OF THIS



UCI World Cycling Records

Men

Flying Start

200 m	9.865	Curt Harnett (CAN), Bogota, (COL), 9/28/95
500 m	26.649	Alexandre Kiritchenko (URS), Moscow (URS), 10/29/88

Standing Start

1 km	1:00.148	Arnaud Tournant (FRA), Mexico, 6/16/00
4 km	4:11.114	Chris Boardman (GBR), Manchester (GBR), 8/29/96
4km team	4:00.958	Italy-Colinelli, Capelli, Citton, Trentini, Manchester (GBR), 8/30/96
1 hour	49.441 km	Chris Boardman (GBR), Manchester (GBR), 10/29/00

Women

Flying Start

200 m	10.831	Olga Slioussareva (RUS), Moscow (RUS) 4/25/93
500 m	29.655	Erika Saloumiaee (URS), Moscow-Olympic Velo, 8/6/87

Standing Start

500 m	34.010	Felicia Ballanger (FRA), Bordeaux (FRA), 8/29/98
3 km	3:30.974	Marion Clignet (FRA), Manchester (GBR), 8/31/96
1 hour	48.159 km	Jeannie Longo (FRA), Mexico (MEX), 10/26/96

Junior Men

Flying Start

200 m	10.236	Viatcheslav Dolguinov (URS), Moscow-Olympic Velo., 8/1/89
500 m	26.969	Alexandre Khromikhe (URS), Moscow-Olympic Velo., 8/9/90

Standing Start

1 km	1:04.506	Arnaud Tournant (FRA), Bordeaux (FRA), 11/18/96
3 km	3:19.878	Bradley McGee (AUS), Melbourne (AUS), 3/7/94
4 km team	4:10.103	L.Kuss, T.Lyons, M.Meaney, L. Roberts (AUS), Melbourne (AUS), 12/30/95

Junior Women

Flying Start

200 m	11.291	Ina Heinemann (GER), Quito (ECU), 7/26/94
500 m	30.230	Svetlana Potemkina (URS), Moscow (URS), 10/27/91

Standing Start

500 m	35.660	Mira Kasslin (FIN), Bogota (COL), 9/29/95
2 km	2:25.279	Hanka Kupfernagel (ALL), Athens (GRE), 9/14/92

USA Cycling Records Elite Men

Track Time Trial - Flying Start

200 m	10.092	Marty Nothstein, Colo. Springs, CO, 8/24/00
500 m	26.496	Marty Nothstein, Blaine, MN, 8/12/98

Track Time Trial - Standing Start

1 km	1:01.825	Erin Hartwell, Colo. Springs, CO, 9/17/95
4 km	4:19.80	Mariano Friedick, Manchester, England, 8/28/96
4 km team	4:06.73	Zach Conrad, Dirk Copeland, Mariano Friedick, Adam Laurent, Paris, France, 10/22/95
1 hour	51.505 km	Norm Alvis, Colo. Springs, CO, 9/26/97

Road Time Trials

Individual

40 km	47:35.37	John Frey, Moriarty, NM, 9/2/90
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Tandem

40 km	44:18.84	John Frey, Rod Bush, Moriarty, NM, 9/6/92
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Elite Women

Track Time Trial - Flying Start

200 m	11.064	Connie Paraskevin, Colo. Springs, CO, 8/5/88
500 m	30.642	Rebecca Twigg, Colo. Springs, CO, 8/16/98

Track Time Trial - Standing Start

500 m	35.236	Tanya Lindenmuth, Colorado Springs, CO, 8/26/00
1 km	1:12.298	Janie Eickhoff, Trexlertown, PA, 6/14/91
3 km	3:36.08	Rebecca Twigg, Bogota, Columbia 9/30/95
1 hour	44.028km	Carolyn Donnelly, Colo. Springs, CO, 10/29/90

Road Time Trials**Individual**

40 km	51:36.24	Mari Holden, Moriarty, NM, 9/3/95
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Tandem

40 km	52:00.55	Carolyn Donnelly, Paula Higgins, Moriarty, NM 9/3/95
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Elite Mixed Tandem**Road Time Trials**

40 km	47:17.84	Kent Bostick, Carol Anne Bostick, Moriarty, NM, 9/2/96
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Junior Men**Track Time Trial - Flying Start****200 meters**

14-	11.575	Andy Lakatos, Trexlertown, PA, 8/12/99
16-	10.654	Andy Lakatos, Colo. Springs, CO 8/24/00
18-	10.499	William Clay, Colo. Springs, CO, 7/91

Track Time Trial - Standing Start**500 meters**

14-	35.419	Andy Lakatos, Indianapolis, IN, 6/30/99
16-	34.366	Andy Lakatos, Colo. Springs, CO, 8/26/00

1 km

18-	1:05.446	Shawn Washburn, Quito, Ecuador, 7/25/94
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3 km

18-	3:26.73	Mariano Friedick, Perth, Australia, 9/28/93
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4 km Team Time Trial

18-	4:23.33	Mike Creed, Will Frischkorn, Devon Hoff-Weekes, Jon Retseck, Athens, Greece, 8/5/99
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Road Time Trials**10 km**

12-	15:23.84	Christopher L. Stockburger, Moriarty, NM, 9/5/99
14-	13:26.91	Blake Caldwell, Moriarty, NM, 9/7/98

20 km

16-	25:08.48	Blake Caldwell, Moriarty, NM, 9/4/00
18-	24:13.00	Heath Sandall, Quito, Ecuador, 7/24/94

Junior Women**Track Time Trial - Flying Start****200 meters**

18-	11.47	Missy Thompson, Colorado Springs, CO, 6/19/96
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Track Time Trial - Standing Start**500 meters**

14-	40.229	Kimberly Geist, Trexlertown, PA 7/11/00
16-	38.229	Ryan Kelly, Redmond, WA 7/31/94
18-	37.280	Missy Thompson, Colorado Springs, CO, 9/14/96

2 km

14-	3:00.49	Danielle Nolan, Kenosha, WI 7/7/96
16-	2:40.40	Sarah Hammer, Carson, CA, 6/6/99
18-	2:27.92	Jessica Grieco, Colorado Springs, CO, 7/16/91

4 km Team Pursuit

18-	5:15.66	Katie Compton, Amber Holt, Ryan Kelly, Sara Willhoit, Houston, TX, 7/9/95
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Road Time Trials**10 km**

12-	16:41.62	Jeanne Eriksson, Moriarty, NM, 9/5/99
14-	24:00.73	Maggie Lane, Moriarty, NM, 9/6/98

20 km

16- 29:48.61 Ryan Kelly, St. Louis, MO, 7/7/94
 18- 29:41.97 Jessica Grieco, Borrego Springs, CA, 8/10/90

Masters Men**Track Time Trial - Flying Start****200 m**

30+ 10.339 Jeff Solt, Colorado Springs, CO 7/20/94
 35+ 10.945 Nick Chenoweth, Bordeaux, France 9/14/95
 40+ 10.945 Nick Chenoweth, Bordeaux, France 9/14/95
 45+ 11.300 Nick Chenoweth, Houston, TX, 6/18/97
 50+ 11.34 Victor Copeland, Colo. Springs, CO, 8/21/93
 55+ 11.51 Jim Murdock, Colo. Springs, CO, 8/28/99
 60+ 12.459 Jim Kloss, Manchester, England, 9/25/99

Track Time Trial - Standing Start**500 m**

50+ 35.414 Jerry Woodruff, Frisco, TX, 6/15/99
 55+ 36.589 Jim Murdock, Colo. Springs, CO, 6/15/99
 60+ 36.614 Jim Kloss, Frisco, TX, 6/15/99
 65+ 44.447 Richard Simons, Indianapolis, IN, 7/21/00

1 km

30+ 1:04.271 Jeff Solt, Colo. Springs, CO, 7/13/93
 35+ 1:05.063 Roy Simonson, Colorado Springs, CO 8/24/00
 40+ 1:05.063 Roy Simonson, Colorado Springs, CO 8/24/00
 45+ 1:07.85 Vic Copeland, Colo. Springs, CO, 8/21/93

2km

50+ 2:30.931 Clive Dawson, Indianapolis, IN, 7/23/00
 55+ 2:26.075 Mike Williams, Manchester, England, 9/25/98
 60+ 2:37.952 James Kloss, Manchester, England, 9/24/99

3 km

30+ 3:23.31 Chris Carlson, Manchester, England, 8/26/95
 35+ 3:24.60 Kent Bostick, Colo. Springs, CO, 10/16/93
 40+ 3:24.60 Kent Bostick, Colo. Springs, CO, 10/16/93
 45+ 3:21.06 Kent Bostick, Manchester, GBR, 9/23/99

4 km team time trial

30+ 4:31.87 Kent Bostick, Dave Spangler, Carl Sundquist, Chris Carlson, Colo. Springs, CO, 7/16/93
 45+ 4:54.39 Woody Cox, Clive Dawson, Kenny Fuller, Jerry Woodruff, San Diego, CA 7/12/96

Road Time Trials**20 km**

65+ 27:35.35 Richard Simons, Moriarty, NM, 9/5/99
 70+ 28:52.95 Herman Ponder, Moriarty, NM, 9/3/00
 75+ 31:51.28 T.J. Kelly, Moriarty, NM 9/7/98
 80+ 33:59.62 Gordy Shields, Mission Bay, CA, 4/10/98
 85+ 43:08.03 Jack Pardee, Moriarty, NM, 9/6/98

40 km

30+ 47:35.37 John Frey, Moriarty, NM, 9/2/90
 35+ 47:48.69 Kent Bostick, Moriarty, NM, 9/2/90
 40+ 48:25.48 Kent Bostick, Moriarty, NM, 9/1/96
 45+ 49:57.98 Kent Bostick, Dunlap, TN, 6/6/99
 50+ 50:35.33 Scott Hennessy, Moriarty, NM, 9/5/99
 55+ 51:56.30 Scott Tucker, Moriarty, NM 8/31/97
 60+ 52:42.65 Scott Tucker, Moriarty, NM 9/5/99

40 km Tandem

70+ 45:56.47 John Frey, Jim Warsa, Moriarty, NM, 9/1/96
 90+ 47:54.39 Brian Lemke, Charles Schelberg, Moriarty, NM, 9/4/00
 110+ 48:56.06 David Spangler, Vic Copeland, Moriarty, NM, 8/31/97

Masters Women

Track Time Trial - Flying Start

200 m

30+	11.064	Connie Paraskevin-Young, Bogota, Columbia, 9/26/95
35+	11.426	Jill Gianettoni, Colorado Springs, CO, 8/12/96
40+	12.733	Alice Church, Colo. Springs, CO, 7/13/93
45+	13.284	Terry Roach, Colo. Springs, CO, 8/8/98

Track Time Trial - Standing Start

500 m

30+	37:598	Cynthia Boyenger, Houston, TX, 6/18/97
35+	35.400	Jill Gianettoni, Colorado Springs, CO 8/12/96
40+	38:339	Cynthia Goodman, Frisco, TX, 6/15/99
45+	39:068	Terry Roach, Colo. Springs, CO, 8/7/98
50+	43:793	Jeanette Traver, Indianapolis, IN, 7/22/00

1 km

30+	1:13.287	Rebecca Twigg, Indianapolis, IN 8/9/95
35+	1:14.278	Carol Ann Bostick, Colo. Springs, CO, 7/13/93
40+	1:17.935	Betsy King, Colo. Springs, CO, 7/13/93
45+	1:18.435	Terry Roach, Manchester, GBR, 9/25/98

2km

30+	2:44.633	Jan Lischer, Frisco, TX, 6/16/99
40+	2:36.90	Terry Roach, Manchester, GBR, 9/25/98
45+	2:36.90	Terry Roach, Manchester, GBR, 9/25/98

4 km team time trial

30+	5:18.81	Wendy Boglioli, Rebecca Everling, Robin Nordberg, Cristine Smith, San Diego, CA 7/12/96
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Road Time Trials

20 km

55+	32:06.00	Jeanette Thomas, Sattley, CA, 5/22/99
60+	33:45.17	Kate McCarthy, Moriarty, NM 9/1/97
65+	34:06.19	Charmaine Linford, Sierraville, CA 6/15/96
70+	35:04.05	Margaret Nolan, Moriarty, NM, 9/6/98
75+	43:03.58	Martha Hanson, Moriarty, NM 9/3/95
80+	44:24.88	Martha Hanson, Moriarty, NM 9/3/00

40 km

30+	52:50.23	Phyllis Hines, Dunlap, TN 6/11/95
35+	53:01.99	Vickie Marlatt, Moriarty, NM, 8/31/97
40+	53:01.99	Vickie Marlatt, Moriarty, NM, 8/31/97
45+	57:01.43	Julie Kaplan, Moriarty, NM, 9/6/98
50+	59:01.12	Irene Asher, Moriarty, NM, 9/3/95

40 km Tandem

70+	53:01.95	Carolyn Donnelly; Paula Higgins, Moriarty, NM 9/1/97
90+	53:37.74	Adrienne Brian, Jane Rinard, Moriarty, NM 9/5/99

Masters Mixed

40 km Tandem

70+	47:17.84	Kent Bostick, Carol Ann Bostick, Moriarty, NM 9/2/96
90+	48:47.77	Carol Ann Bostick, David Spangler, Moriarty, NM 9/3/95
110+	54:43:55	Julie Kaplan, Tom Hendricks, Moriarty, NM 9/4/00
130+	59:54.23	Arthur DeGoede, Ruth Mackin, Moriarty, NM 9/3/95

Disabled Men

Road Time Trials

40 km Tandem

USABA	53:48.99	Matt King, Spencer Yates
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Track Time Trial - Flying Start

200 m

CP	13.558	Larry Schultz, Trexlertown, PA, 6/8/96
LC1	11.530	Bob Whitford, Colo. Springs, CO, 7/11/97
LC2	12.051	Dory Selinger, Colo. Springs, CO, 7/11/97
LC3	13.882	Rex Patrick, Colo. Springs, CO, 7/11/97

Track Time Trial - Standing Start

1 km

CP	1:26.321	Larry Schultz, Trexlertown, PA, 6/7/96
LC1	1:12.680	Tom Neal, Atlanta, GA, 8/96
LC2	1:11.063	Dory Selinger, Atlanta, GA, 8/96
LC3	1:14.294	Pier Beltrami, Trexlertown, PA, 6/7/96

3 km

CP	4:27.72	Larry Shultz, Trexlertown, PA, 6/9/96
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4 km

CP	8:20.539	Ken Haurmer, Trexlertown, PA, 8/12/99
LC1	5:07.04	Tom Neal, Atlanta, GA, 8/96
LC2	5:08.916	Dory Selinger, Colo. Springs, CO, 8/22/00
LC3	5:59.81	Rex Patrick, Atlanta, GA, 8/96

Disabled Women

Road Time Trials

40 km Tandem with Blind Stoker

USABA	1:03:15.92	Karen Bauer, Julia Haft, Santa Rosa CA, 7/0/96
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Track Time Trial - Flying Start

200 m

CP3	15.593	Barbara Buchan, Trexlertown, PA, 8/13/99
LC2	17.768	Adrienne Schmidt, Trexlertown, PA, 8/13/99
LC3	16.553	Sarah Billmerer, Trexlertown, PA, 8/13/99

Track Time Trial - Standing Start

1 km

USABA	1:19.883	Julie Werner, Natalie Kelly, Trexlertown, PA, 8/13/99
CP3	1:31.624	Barbara Buchan, Trexlertown, PA, 8/13/99
LC2	1:46.177	Adrienne Schmidt, Trexlertown, PA, 8/13/99
LC3	1:43.717	Sarah Billmeier, Trexlertown, PA, 8/13/99

3 km

USABA	4:09.869	Natalie Kelly, Julia Werner, Trexlertown, PA, 8/12/99
CP	4:34.135	Barbara Buchan, Trexlertown, PA, 8/12/99
LC2	5:17.989	Adrienne Schmidt, Trexlertown, PA, 8/12/99
LC3	5:55.540	Allison Jones, Trexlertown, PA, 8/12/99

Disabled Mixed

Road Time Trials

40 km Tandem with Blind Stoker

USABA	58:50.20	Pamela Fernandes, Michael Rosenberg, Santa Rosa, CA 7/9/96
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Track Time Trial - Standing Start

200 m

USABA	19.781	Al Whaley/Pam Fernandez, Trexlertown, PA, 8/11/99
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1 km

USABA	1:10.436	Karen Dunn/Matt King, Frisco, TX, 8/13/98
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3km

USABA	3:59.958	Matt Veatch, Karissa Whitsell, Trexlertown, PA, 8/12/99
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APPENDIX

Bylaws of The United States Cycling Federation

¶1. Name, Purpose and Affiliations

1.1 The name of this organization is United States Cycling Federation (the Association). The Association is a division of USA Cycling and operates under USA Cycling regulations.

1.2 The emblem of the Association shall be determined by the Executive Director. No person or organization may use the name or emblem of the Association in advertising, soliciting goods or services, or promoting without the written consent of the Association.

1.3 The purpose of the Association is to conduct bicycle programs in all aspects of track, road, and cyclocross racing in consonance with the overall goals of USA Cycling.

1.4 The Association is affiliated through USA Cycling to certain other national and international organizations.

2. Government

The direction of affairs of the Association shall be committed to a Board of Trustees, which shall explain, define, and interpret any provision of Association regulations, subject to direction from the USA Cycling Board of Directors, and promulgate Racing Rules.

2.2 The Executive Director or a person designated by the Executive Director shall, with the advice of the Trustees, interpret the Racing Rules in periods between meetings of the Board of Trustees.

2.3 The term Association regulations means these Bylaws, Racing Rules, Board of Trustees resolutions, and any other regulation established by the Association which pertains only to this Association.

2.4 The Association shall operate in accordance with written USA Cycling regulations, including its own Association regulations, which, in case of conflict, shall have precedence over one another in the following order: these Bylaws, Racing Rules, and Board of Trustees resolutions. All meetings of the Association, its Board of Trustees and Committees shall be governed by the current edition of Robert's Rules of Order Newly Revised in all cases in which it applies and in which it is not inconsistent with USA Cycling regulations.

2.5 The geographical structure of the Association shall be based upon three sections: Central, East, and West. In years evenly divisible by four, sectional compositions shall be adjusted based on registration data at the end of the preceding year so as to have approximately equal numbers of licensees and be geographically coherent. The sections are given below.

2.5.1 Central Section.

Alabama, Arkansas, Colorado, Illinois, Iowa, Indiana, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, West Virginia, Wisconsin.

2.5.2 Eastern Section.

Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia.

2.5.3 Western Section.

Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming.

2.5.4 Throughout these Association Regulations the term "state" shall be interpreted as referring to one of the above states other than California, Maryland, Nevada or one of the following, where the numbers in parentheses represent the first three digits of U.S. Postal Zip Codes:

California-Nevada/ North (893-898, 936-961)

California-Nevada/South (890-891, 900-935)

Maryland-District of Columbia.

3. Elections

3.1 **Election of Trustees.** The Board of Trustees shall be composed of three classes of Trustees, as follows. The dates of nominations and elections shall be as specified in USA Cycling Bylaws.

3.1.1 Sectional Trustees.

3.1.1.1 Sectional Trustee candidates may be nominated by affiliated clubs, by petition of five members of the Association, or by a nominating committee of the Board of Trustees.

3.1.1.2 One Trustee shall be elected from each Section each year and shall serve a three year term.

3.1.2 **NCCA Representative Trustee.** One person shall be elected as NCCA Representative Trustee by the NCCA Board of Governors in even-numbered years and shall serve a two year term.

3.1.3 **Athlete Trustees.** The Association's Athlete Director shall also serve as an Athlete Trustee. In addition, one woman and one man, shall be elected as Athlete Trustees in years that are evenly divisible by four and shall serve a four year term. Candidates must be qualified to serve as Athlete Trustees under USA Cycling Bylaws. Only members who are Eligible Athletes by virtue of membership in this

Association may nominate candidates or vote in Athlete Trustee elections and electors may vote only for candidates of their own sex.

3.2 Sectional and Athlete Trustee Election Schedule.

3.2.1 Nomination notices shall be published no later than May 1 of each year. All nomination petitions and signed acceptances thereof must be sent to association headquarters no later than June 1.

3.2.2 No later than August 15, ballots and proxy forms shall be mailed by association headquarters to association members who were members on August 1. Proxies must be sent to the Ballot Clerk no later than September 15 in order to be exercised at the appropriate annual meeting of members.

3.2.3 Trustees shall take office at the first meeting of the Board following the USCF annual meeting.

4. Board of Trustees

4.1 Officers.

4.1.1 The **Board of Trustees Chair** must be a Trustee and shall preside at all meetings of the Board of Trustees. In periods between meetings of the Board of Trustees, the Chair may interpret the Association Bylaws with the advice of Trustees.

4.1.2 The Secretary of the Board of Trustees shall act as secretary at all meetings of the Board of Trustees. In the absence of the Secretary, the presiding officer may appoint any person to act as secretary of the meeting. The Secretary shall maintain the Association Governance Policy and a register of active resolutions of the Board of Trustees and their expiration dates and shall provide current copies to Trustees and the Executive Director.

4.1.3 In the absence of the Chair, the Vice Chairs, in the order determined by the Board of Trustees, shall perform the duties of the Chair.

4.1.4 Officers elections shall be conducted at the first meeting of the Board of Trustees after Trustee elections in even-numbered years and officers shall normally serve two-year terms. The Chair, Secretary, and Vice Chairs must be different persons.

4.2 Resolutions of the Board of Trustees shall expire 24 months after adoption unless a different expiration date is specified by the Board of Trustees. Resolutions of committees appointed by the Board of Trustees shall expire at the next meeting of the Board of Trustees.

4.3 Association Directors shall, to the best of their ability, represent the interests of the USCF Board of Trustees and members when participating in meetings of the USA Cycling Board of Directors.

5. House of Delegates

5.1 Meetings of the House of Delegates shall be called at the same time and place as meetings of members, as specified in USA Cycling Bylaws and ballots mailings shall meet the same deadlines as for those meeting. As specified in USA Cycling Articles of Incorporations IV, Section 3, a quorum is 10% of the votes that could be cast at the meeting.

5.2 Club Representation. Clubs may affiliate with the Association upon meeting obligations specified in Bylaw 7 and the Schedule of Fees.

5.2.1 Every affiliated club may appoint and file with the Executive Director the name of a delegate and one alternate to represent the club prior to each meeting of the House of Delegates. Representation by acceptable proxy of any member of the Association may be made in writing to the Executive Director.

5.2.2 The voting strength of an affiliated club in any meeting of the House of Delegates shall be determined on the first day of the month that is at least 10 days before the prescribed mailing of ballots to clubs but otherwise as late as possible. Every club which has at least five eligible members on this date is entitled to one vote plus one vote for each additional 10 eligible licensees to a maximum of six votes. Within this bylaw, "eligible member" means an individual who is licensed by the Association as belonging to the affiliated club.

6. Amendments

6.1 Amendments to Association Bylaws and other Association regulations may be made either by the House of Delegates or by the Board of Trustees. All amendments to Association Bylaws or Association regulations must be approved by at least two-thirds of the total votes cast, abstentions not being counted, or by a quorum, whichever is greater, except that the Association's Governance Policy may be amended on a majority vote.

6.2 Amendments proposed for consideration by the Board of Trustees must be submitted by Trustees.

6.3 Amendments proposed for consideration by the House of Delegates must be submitted either by a Trustee, by an affiliated club, or by petition of five Association members, and must be sent in writing to

the Association office not later than June 15 of the year in which they are to be considered. The Board of Trustees may subsequently submit additional proposals.

6.4 No amendments to Association regulations other than those on the agenda may be considered at the House of Delegates.

6.5 All amendments that are adopted by *November 17* shall take effect on January 1 of the following year, except that amendments adopted as emergency measures with the approval of three-fourths of the voters may take effect whenever specified but not sooner than 30 days, subject to any requirement of notice to the Board of Directors established in USA Cycling Bylaws.

7. Affiliated Clubs

7.1 Affiliated clubs may use the Association emblem on club stationery provided that the identity of the club appears more prominently than the Association emblem and that the stationery shows no commercial sponsorship. Other uses of the Association emblem require special permission from the Association.

7.2 Club Name. Clubs and teams are prohibited from using names, inscriptions, or publicity that may tend to confuse the distinction between them and National Teams of the Association. Terms such as "National" and "USA" generally lead to such confusion. Only sponsored clubs may be named after a commercial organization.

7.3 Suspension. Any affiliated club that is in violation of the Association regulations may be suspended by the Executive Director. Such suspensions may be appealed. Licensees of suspended clubs are considered to be "unattached" and are subject to unattached surcharges. Such riders may change clubs without obtaining a release from the suspended club.

7.4 Sponsorship. Any affiliated club in good standing which has promoted a race open to members of other clubs in the current or previous calendar year shall be eligible for sponsorship.

7.5 Sponsored teams consisting of riders who are members of different clubs may be organized by an affiliated club to compete either in a single event or in events throughout the calendar year. The club of which each rider is a member must provide written approval before its members may participate and may, in exchange for the permission, receive a fee from the team sponsor to support development of club riders. All members of the sponsored team must compete in identical uniforms either of the organizing club or of a new sponsorship design.

8. Rider Licensing

8.1 Eligibility. Annual rider licensing is open to applicants who will be at least 10 years old on December 31 of the current year. However, a rider who becomes a member of a UCI Men's Road or Track Trade Team must immediately give up his USCF license and is not eligible for a USCF license in the same year. Applicants must submit a completed registration form, proof of age, and the specified licensing fee. Each rider may receive a copy of the Racing Rules as specified in the schedule of fees.

8.1.1 Any person may be issued a USA Cycling license on a calendar year basis. Such a license may be used in international competition and in all events that are held under USA Cycling regulations, subject to eligibility requirement of those Regulations.

8.1.2 Alternatively, applicants may be issued USCF licenses, which are valid for Federation events for one year from the date of issuance.

8.1.3 Others may be issued one-day licenses and be permitted to enter races open to men's category 5 or (for women) women's category 4, but do not become members and may not enter championship events. Riders younger than 10 may enter only Youth Races.

8.2 An Association license is an identity document that is the property of the Association and that indicates its holder has voluntarily agreed to abide by the regulations and decisions of the Association. It permits the licensee to enter any event for which the licensee is qualified and for which a permit has been issued by the Association.

8.2.1 A racing license indicates the affiliated club, if any, of which the rider is a racing member, the state in which the rider is a resident, the rider's age, sex, and the rider's road and track racing categories. A rider may be a racing member of only one club at any time.

8.2.2 Annual domestic racing licenses expire one year after the date of license issuance or renewal. International racing licenses expire on the Dec. 31.

8.2.3 Changes to a racing license may be made only by an Administrator or the Executive Director. An address change to a different state may be made only by the Executive Director. Anyone making an unauthorized alteration of a license or causing such a change to be made shall be subject to suspension.

8.3 Liability Release. All persons applying for an Association license may be required, as a condition of issuance of the license, to read, agree to, and sign an agreement and release of liability in a form approved by the Association.

8.3.1 All persons who are under the age of 18 years, or who are minors under the laws of their home state at the time they apply for an Association license, must also have their parent or guardian read, agree to, and sign an agreement and release of liability in a form approved by the Association. A parent or guardian of a minor may revoke that minor's license by written notice to the Association's central office, and such revocation shall become effective 30 days after receipt by the Association of the written notice of revocation.

8.3.2 No license shall be valid unless signed by the applicant.

8.4 Each rider's racing class shall be determined by the rider's sex, racing age, and category.

8.5 Categories of Riders.

8.5.1 All riders shall be assigned to one of the following categories for road racing and for track racing: 5, 4, 3, 2 and 1 for men and 4, 3, 2, and 1 for women, with smaller numbers representing increasing rider proficiency and ability.

8.5.1.1 Rider categories may be assigned by any administrator based on a rider's experience and performance and are subject to appeal. Category 5 for men or category 4 for women is assigned unless a higher category has been earned.

8.5.1.2 Categories indicate cycling abilities relative to riders of the same sex without regard to age.

8.5.2 Upgrading and Downgrading criteria for rider categorizing will be specified by Executive Director and communicated to the licensees.

8.5.3 Race organizers may organize races with arbitrary rider categories (e.g., A, B, C) to which riders voluntarily assign themselves. Such races may be considered for upgrading of a rider's Association category based on experience but may not be used for upgrading by performance.

8.6 Membership in Clubs.

8.6.1 Club-rider Contracts. A club and rider may enter into written agreements describing the obligations of each to the other provided that such agreements do not conflict with Association regulations.

9. Officials, Coaches, and Mechanics

9.1 Coaches may be licensed upon completion of the training program established by the Executive Director.

9.2 Licensing and Appointment of Officials.

9.2.1 Officials are licensed and categorized according to the positions of responsibility to which they may be appointed. Categories 4 through 1 represent increasing proficiency, with separate categories for road and track events. Qualifications for upgrading and downgrading shall be specified by the Executive Director and communicated to the licensees.

9.2.2 Appointment of Officials.

9.2.2.1 The minimum recommended category for an appointment to a race event depends upon the highest race category in the event and the officiating position:

Race Category	Chief Referee	Chief Judge*	Other Officials
A	1	1	3
B	1	2	3
C	2	3	4
D	3	3	4
E	3	4	4

*Also Chief Timer for time trial events and Starter for track events.

9.2.2.2 Whenever practicable, the assignment of duties shall be rotated between equally qualified officials. Officials from outside the vicinity of the event may be selected whenever the appointing authority deems it is in the interest of the Association.

9.2.3 Maintaining Officials' Licenses.

9.2.3.1 Any licensed official, in order to remain in good standing as an official of the Association, must pay any license fees and officiate at a minimum of two Association race events per year. Officials are also required to attend a seminar once each year to acquaint them with rule changes and to instruct them in their roles.

9.2.3.2 For selection, nomination and evaluation of officials, the primary characteristics to be considered include but are not limited to an individual's abilities to apply Association regulations impartially,

decisively, and correctly, and to effectively and reliably manage cycling competitions in a manner that fosters respect for the sport of cycling.

9.2.3.3 Whenever deemed necessary by the Executive Director, there may be an evaluation of the categorization of any official. If an official is determined to be no longer qualified for assignment at the current level of categorization, the official shall either be categorized at a lower level or declared ineligible for further appointments.

9.2.4 International Race Officials.

9.2.4.1 Only Category 1 officials are eligible to apply for nomination by the Association whenever seminars and examinations for training of UCI National or International Commissaires are offered.

9.2.4.2 Appointments to international races are reserved, in order of priority, to UCI International Commissaires, UCI National Commissaires, Category 1 officials, and Category 2 officials.

9.3 Mechanics may be licensed to the end of the calendar year upon certification and payment of the specified fee.

9.4 Liability Release. Any applicant for an official's, coach's, or mechanic's license from the Association may be required, as a condition of issuance of such license, to read, agree to, and sign an agreement and release of liability in a form approved by the Association.

10. Discipline

10.1 All Association members who participate in an event held under an Association permit, in any Association appeals or administrative hearing or other official function of the Association are subject to disciplinary action for misconduct. This bylaw defines domestic suspension procedures, which are a limited form of the international suspension procedures specified in USA Cycling Policy IV. Either form of suspension or both may be applied in a given situation.

10.2 Offenses

The following offenses shall be subject to domestic suspension or lesser penalties:

(a) Flagrant or persistent violation of any USA Cycling Regulations that seriously damages the good name of USA Cycling, any of its associations or the sport of bicycle racing;

(b) Any member who acknowledges in writing any published rules of conduct for the use of a training, housing or racing site obtained by the Association and who subsequently violates those rules;

(c) Members who fail to make good on invalid checks presented as payment to USA Cycling or as an entry fee at an event that was issued a race permit by the Association, or who fail to promptly pay any fine or other financial obligation due USA Cycling.

10.3 Investigation

10.3.1 An Investigator authorized by the Executive Director shall attempt to hear all sides of a dispute and will personally assess the evidence before making a decision to suspend a member.

10.3.2 For misconduct in any given race event, the investigator may domestically suspend a member for up to 30 days, or under Bylaw 10.2, paragraph c, until the obligation is fulfilled.

10.3.3 A notice of suspension shall be communicated to the member in writing and shall state the acts that led to the imposition of domestic suspension and the rules that were violated. A copy of this notice shall be sent to the Executive Director.

10.3.4 If the member mails a request for a hearing to the investigator within 10 days from the date of notice to the member (date mailed), the suspension shall be stayed pending the decision of the Hearing Panel. If the member does not request a hearing within the prescribed period, even if the member does not receive the notice, suspension shall begin 11 days from the date of notice to the member unless the investigator specifies a later starting date in the notice.

10.3.5 If the domestic suspension is referred to a hearing panel, the hearing shall be heard in accordance with the procedures of USA Cycling Policy V.

USA Cycling Regulations

The **Articles of Incorporation, USA Cycling Bylaws, USCF Bylaws, NORBA Bylaws and USPRO Bylaws and NBL Bylaws** are available in their entirety from the offices of USA Cycling. Copies of corporate documents are available at a cost of \$20.00 per document. Please send all requests and appropriate fees in writing to:

**USA Cycling, Inc.
One Olympic Plaza
Colorado Springs, CO 80909**

Copies of all corporate documents are distributed to all USCF Administrators, USA Cycling Directors and Association Trustees.

PARTIAL BYLAWS of USA Cycling

Complete USA Cycling Bylaws are available from the offices of USA Cycling. See the beginning of this appendix for information on ordering corporate documents.

D. Associations and Members

Section 1.

The Associations of USA Cycling and their respective membership are:

Part 1. The United States Cycling Federation (USCF) which shall have three classes of members: (1) holders of annual USCF licenses, (2) members of the Board of Trustees of USCF, and (3) USCF eligible athletes.

Part 2. The National Off-Road Bicycle Association (NORBA) which shall have three classes of members: (1) holders of annual NORBA licenses, (2) members of the Board of Trustees of NORBA, and (3) NORBA eligible athletes.

Part 3. U.S. Professional Racing Association (USPRO) which shall have three classes of members: (1) holders of annual USPRO licenses, (2) members of the Board of Trustees of USPRO, and (3) USPRO eligible athletes.

Part 4. The National Bicycle League (NBL), which shall have four classes of voting members: (1) NBL sanctioned BMX local racing organizations, (2) one state commissioner from each state or geographic segment, (3) Members of the NBL Board of Trustees and non-Board members of the nominating committee of NBL who are not otherwise members and (4) NBL Eligible Athletes; and three classes of nonvoting members: (1) Contributing members, (2) General Members and (3) Associate Members, all as such terms as defined in NBL Bylaws.

Section 2.

Each Association shall determine and set forth in their bylaws the voting rights of their respective members.

Section 3.

USA Cycling Membership Defined

Part 1. The voting membership of USA Cycling shall consist of those persons who are Directors. Each voting member shall have one vote on a given issue. Voting by proxy shall not be allowed.

Part 2. All members of an Association shall be nonvoting members of USA Cycling.

Section 4.

Life Member

Individuals who have contributed extensive and outstanding service to USA Cycling or any of its predecessor organizations may be awarded the honorary title of Life Member by a two-thirds vote of the Board of Directors, but no voting rights, Association membership or license is thereby established.

Section 5.

Openness and Equal Opportunity

Membership in USA Cycling and its Associations is open to all individuals who participate in the sport of bicycle racing as athletes, coaches, trainers, managers, administrators, or officials. Members shall have an equal opportunity to participate in bicycle racing without discrimination on the basis of race, color, religion, age, sex, sexual orientation, or national origin. Such participants may be required to obtain a USA Cycling license in order to participate and shall be subject to USA Cycling regulations, but may not be declared ineligible to participate without fair notice and an opportunity for a hearing.

Section 6.

Definition of Athletes for Purpose of Athlete Representation

USOC Bylaws Chapter XXXIII, Section 7(B) ("Ted Stevens Olympic Sports Act"):

Athlete representatives shall meet the following standards: At least one-half of the individuals serving as athlete representatives shall have competed in the NGB's events or disciplines that are on the sport's program in the Olympic or Pan Am Games. Up to one-half of the individuals serving as athlete

representatives may have competed in an event or discipline not on the program of the Olympic or Pan American Games, provided that such event or discipline is recognized by the International Federation (IF) of the NGB or is regularly included in the international competition program of the IF, i.e. World Championship. At the time of election, all NGB athlete representatives shall have demonstrated their qualifications as athletes by having: (1) Within the ten (10) years preceding election, represented the United States in the Olympic or Pan American Games or an Operation Gold event, or a World Championship recognized by the NGB's IF for which a competitive selection process was administered by the NGB, or, in a team sport, an international championship recognized by the IF of the NGB; or (2) Within the twenty-four (24) months before election, demonstrated that they are actively engaged in amateur athletic competition by finishing in the top half of the NGB's national championships or team selection competition for the events in subparagraph (1) or (2) or in a team sport have been a member of the NGB's national team; or (3) Within the ten (10) years preceding election, represented the United States in the Paralympic Games, or an International Paralympic Committee-recognized World Championship in the events of the Paralympic Games program. Athlete representatives may not be drawn from events that categorize entrants in age-restricted classifications commonly known as "Juniors", "Masters", "Seniors", "Veterans" or other similarly designated age-restricted competition.

Policies

I. Helmets

Section 1. Helmets Mandatory.

Part 1. At all times when participating in or preparing for an event held under a USA Cycling permit, including club rides, motorcycle drivers and all motorcycle passengers shall wear a securely fastened helmet that meets the US DOT motorcycle helmet standard.

Part 2. At all times when participating in or preparing for an event held under a USA Cycling permit, including club rides, all licensees who are mounted on a bicycle shall wear a securely fastened helmet that meets either the US DOT helmet standards or one of the following standards:

- (1) American National Standards Institute (ANSI) Standard Z90.4;
- (2) Snell Memorial Foundation Standard "B" or "N" series;
- (3) American Society for Testing and Materials (ASTM) standard F-1447.
- (4) Canadian Standards Association (CSA) standard CAN/CSA-D113.2-M;
- (5) U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets;
- (6) As to NBL only, such standards as maybe determined by its Board of Trustees to be in the best interest of its members from time to time.

Riders shall show documentary proof of this, such as a manufacturer's label, upon request by event officials. Beginning January 1, 2010, only the DOT and CPSC helmet standards will be recognized.

Section 2. Responsibility Warranties. And the use of such helmets is strongly recommended for all bicycle riders. It is the rider's responsibility to select and wear such a helmet that offers sufficient protection against head injury and does not restrict the rider's vision. USA Cycling makes no warranties or representations regarding the protective adequacy or fitness for competition of any helmets and a rider, by entering an event conducted under USA Cycling or any member organization rules, agrees not to sue and to hold harmless USA Cycling from any and all claims arising from the use of any particular helmet.

Section 3. Additional Requirements. Associations may adopt additional, more stringent regulations regarding bicycle safety helmets, provided that such regulations may in no way supersede the requirements of this Policy.

II. Medical Control

Section 1. USA Cycling has adopted and participates in the United States Anti-Doping Agency (USADA) protocol for Olympic Movement testing (USADA protocol).. The USADA protocol is incorporated herein by reference and shall prevail over any USA Cycling Regulation to the contrary. Their medical control regulations shall apply to USA Cycling, its Associations, and all members, licensees, participants in races granted permits by USA Cycling or Associations, and organizations affiliated with USA Cycling or Associations. For information on or a copy of the USADA protocol can be obtained from USADA at (800) 233-0393 or the USADA web site www.usantidoping.org.

Section 2. Prohibited Substances, Boosting, and Penalties

Part 1. Use of prohibited substances or procedures that is detected by USADA using their test procedures or by the UCI using their testing procedures and IOC approved laboratories shall result in the same penalties.

Part 2. Penalties for infractions of any section of these regulations shall be those set forth in the UCI Regulations from time to time and imposed by USA Cycling. Please refer to www.usantidoping.org or www.uci.ch or the current UCI Regulations.

Part 3. Prohibited Practices. No rider may use the substances listed in the current UCI list of prohibited substances. See Table 1 for a list of the more common prohibited substances. This list is not all inclusive and is subject to change at any time. For current substances contact USADA at (800) 233-0393.

Section 3. Testing Procedures

The testing protocol will be that of the United States Anti-Doping Agency (USADA).

Section 4. Tests Results and Evidence.

All testing and results will be the responsibility of the United States Anti-Doping Agency (USADA).

Section 5. Disposition

Any investigation, prosecution, and hearings shall be the responsibility of the United States Anti-Doping Agency (USADA). USA Cycling shall impose any sanction from the adjudication process when permitted under the USADA protocol and in accordance with the UCI approved sanctions.

Table 1. Examples of Prohibited Substances

Testing is based on detectable amounts in urine except where quantitative concentrations are shown that must be exceeded to be considered positive.

Stimulants, such as:

Amfepramone	methylephedrine (5 ug/ml)
amineptine	methylphenidate
amphetamine	methoxyphenamine
caffeine >12 ug/ml	nikethamide
cathine >5 ug/ml	norphenfluramine
cocaine	parahydroxyamphetamine
cropropamide1	pemoline
crothetamide1	phendimetrazine
ephedrine >5 ug/ml	phentermine
ethamivan	pholadrine
etilefrine	prolintane
fencamfamine	propylhexedine
fenetylline	pseudoephedrine >10 ug/ml
fenfluramine	salbutamol2
heptaminol	strychnine
methylenedioxamphetamine	and related substances e.g. ma huang (herbal ephedrine)

mefeoorex
mephentermine
mesocarbe
methamphetamine

Narcotics, such as:

Ethylmorphine	pethidine
Hydrocodone	propoxyphene
morphine >1ug/ml	and related pentazocine substances

Beta 2 Agonists, such as:

clenbuterol	fenoterol
salbutamol2	and related
salmeterol	substances
terbutaline2	

For answers to specific questions or more information on substances not listed call the USADA Drug Hotline at 800-233-0393.

- 1 Component of microrene
- 2 See also Policy II, Section 2, part 5

Diuretics, such as:

acetazolamide	hydrochlorothiazide
bendroflumethiazide	indaparnide
bumetanide	spironolactone
canrenone	triamterene
chlortalidone	and related substances
furosemide	

Peptide and Glycoprotein Hormones and analogues:

All respective releasing factors (and their analogues) of these substances are prohibited.

corticotrophin (ACTH)	human chorionic gonadotrophin (HCG)
erythropoietin (EPO)	growth hormone (HGH Somatotrophine)

Anabolic steroids, such as:

boldenone	methyltestosterone
clostebol	mibolerone
danazol	nandrolone
dehydrochlormethyltestosterone	norethandrone
dihydrotestosterone	osterone
drostanolone	oxandrolone
fluoxymesterone	oxymesterone
flormebolone	oxymetholone
mesterolone	stanozolol
metandienone	testosterone ¹
metenolone	trenbolone and related substances
metandriol	

¹ Testosterone is considered positive if the ratio in urine of testosterone/epitestosterone is greater than 6 to 1 unless there is evidence that this ratio is due to a physiological or pathological condition, e.g. low epitestosterone excretion, androgen production of tumor or enzyme deficiencies.

Masking Agents:

epitestosterone ²	probenecid
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Cannabinoids/Marijuana:

A concentration in urine of 11-nor-delta 9-tetrahydrocannabinol- 9-carboxylic acid (carboxy-THC) greater than 15 nanograms per milliliter is prohibited.

For answers to specific questions or more information on substances not listed call the USADA Drug Hotline at 800-233-0393

III. Administrative Grievances

Section 1. Grievances by members relating to their rights and duties under the Constitution and Policies of USOC or relating to any administrative action by USA Cycling or its Associations, may be filed with the Executive Director in writing and stating the basis of the action that substantially prejudices the rights of the member. The Executive Director shall respond to the grievance in a prompt and equitable manner by appointing either an investigator or a three-person committee to investigate the grievance. The investigator or committee shall provide its written recommendations to the Executive Director as soon as practicable. The Executive Director shall take such action deemed appropriate under the circumstances of the case and USA Cycling regulations.

Section 2. For the purposes of this Policy, the meaning of the term member includes members of USA Cycling; persons participating in a bicycle race held under an USA Cycling or Association permit; affiliated organizations; and race promoters and their employees, independent contractors, and volunteers.

IV. Member Discipline

Section 1. Scope. All members of USA Cycling and all persons who participate in any official function of USA Cycling are subject to disciplinary action as provided in this Policy. For the purposes of this Policy, the meaning of the term member is expanded to include members of USA Cycling; persons participating in a bicycle race held under a USA Cycling or Association permit; affiliated organizations; and race promoters and their employees, independent contractors, and volunteers.

Section 2. Violations. Any breach by a member of a provision of USA Cycling regulations or other conduct which substantially prejudices either the ability of USA Cycling to carry out its tasks or the sport of bicycle racing shall be subject to discipline as provided in this Policy, including loss of eligibility or other appropriate penalties.

Section 3. Financial Obligations. Members or other parties who present checks or payments to USA Cycling, an Association, a predecessor organization, or to organizers of events for which race permits have been issued, which checks or payments are dishonored by the banks upon which they are drawn, or who fail to pay any fine or other financial obligation due USA Cycling or an Association, shall be subject to appropriate discipline as provided in this Policy. Without limitation, this may include loss of eligibility to compete in USA Cycling or Association races or to do business with USA Cycling until the obligation is fulfilled, followed by an additional period of ineligibility.

Section 4. Due Process. Every member is entitled to due process in the administration of discipline.

Section 5. Complaints & Hearings. A complaint is a written and signed allegation that one or more parties have violated USA Cycling regulations. A complaint may be filed by one or more parties who, collectively, are known as the complainant. The party or parties who are alleged in the complaint to have violated USA Cycling regulations are known collectively as the respondent.

Part 1. Investigation Procedure.

(a) A notice of the specific charges or alleged violations and the possible consequences if the charges are found to be true shall be given in writing by certified mail to the member's address as currently on file with USA Cycling or by personal delivery. In all written communications concerning the discipline policy the following applies: Once the notice/letter is deposited into the mail it is deemed delivered, whether or not the member accepts the notice.

(b) The respondent must answer the notice in writing within ten days to USA Cycling. If requested, an Investigator(s) authorized by the Executive Director shall attempt to hear all sides of a dispute and will personally assess the evidence before making a decision to suspend a member. The investigation shall be conducted informally and may be accomplished in any reasonable manner including telephonically.

(c) The Investigator(s) will determine if there is cause for disciplinary action. For misconduct in any given race event, the Investigator(s) may suspend for a period up to 30 days. The Executive Director may determine loss of eligibility for any period after receiving a recommendation from the Investigator(s) or, under Section 3 of this Policy, until the obligation is fulfilled.

(d) A written decision, based solely on the evidence of record, must be forwarded by certified mail or personal delivery to the respondent. If disciplinary action is imposed, an explanation of the proper hearing procedure must be included with the notice of decision. The respondent has ten days in which to request a hearing.

Part 2. Waiver of Hearing. The member may waive his right to a hearing. The member shall be deemed to have waived the right to a hearing if they do not answer the notice of charges. If the hearing is waived, the penalty is effective immediately.

Section 6. Observance. All components and Associations of USA Cycling shall follow these procedures and honor any suspensions or loss of eligibility imposed by USA Cycling.

Section 7. Suspensions by Other Organizations. USA Cycling and its Associations shall honor the suspensions or other disciplinary actions imposed by the USOC or UCI and their affiliates, provided that due process was followed in imposing the discipline.

V. Hearing

Section 1.

Part 1. Initiating a Hearing. To initiate a hearing, a member must prepare a notice of hearing. Hearings shall be summarily rejected if they fail to meet any of the requirements specified in this Part 1, **but may be resubmitted in proper form if still within the deadline. All requests for a hearing must:**

(a) Be personally delivered or submitted to the Technical Director or the Hearing Panel Chair at a Protected Event (See Section 2, Part 2 below) or given to USA Cycling headquarters, marked to the

attention of "Hearings," within ten days of the date that notice of the Investigation decision was given to the member;

(b) Be in writing and signed by the respondent

(c) A deposit of \$100 must accompany all hearing requests

(d) Identify the decision in question

(e) State what rules are being incorrectly interpreted or applied; and

(f) State how the respondent may be contacted and whether written or verbal notice of the hearing is desired.

Part 2. Hearing. The following decisions may be entitled to a hearing: the suspension of an affiliated club or other organization; the refusal of an event permit, except a bid for a National Championships; or a member's suspension, loss of eligibility, or denial of competition in a Protected Event, as that term is defined in Section 2, Part 2 of this Policy.

(a) If the respondent files a request within the designated time, all parties must be notified as soon as possible by certified mail or personal delivery of the hearing.

(b) The burden of proof shall be upon the respondent to establish that the Investigation abused its discretion in reaching the decision.

(c) All parties shall have the right at their own expense to be assisted in the preparation of their case at the hearing, including the assistance of legal counsel, if desired.

(d) All parties shall have the right to call witnesses and present oral or written evidence and argument.

(e) All parties shall have the right to confront and cross-examine adverse witnesses.

(f) All parties shall have the right to have a record made of the hearing, at their own expense.

(g) The panel may consult with expert individuals or groups in reaching a decision but may not delegate the decision.

(h) The panel shall render a decision by a majority vote.

(i) The panel shall interpret the rules of USA Cycling or those of UCI or its subsidiaries and shall decide whether such rules have been correctly interpreted and applied and whether the penalties assessed are in accordance with those rules.

(j) The panel may affirm, nullify, or reduce any penalty imposed based upon the evidence presented at the hearing. If appropriate, the panel shall specify the starting date of the suspension or loss of eligibility.

(k) The decision of the hearing panel is final and binding on the member and USA Cycling.

(l) The panel chair shall provide a written statement of their decision to the respondent and the Executive Director.

Part 3. Limitations. Decisions by race officials or commissaires concerning the conduct of a race, including disqualification for breaches of racing rules, may not be entitled to a hearing. However, decisions of race officials or commissaires at Protected Events may be entitled to a hearing if it affects a rider's eligibility for a subsequent event.

Section 2. Hearing Panel.

Part 1. Panel. The Executive Director shall appoint hearing panel chairs as needed. The panel chair shall be a Category 1 or National official. For each hearing panel, the appointed chair shall select and appoint at least two (2) other persons to serve on the panel. No administrator or staff employee of USA Cycling or its Associations shall serve on an hearing panel. An athlete representative shall monitor the panel's activity during the hearing to ensure the athlete's rights are protected.

Part 2. Protected Events. A **Protected Event** is any of the following: National Championships, Olympic Trials, Pan Am Trials, World Championship selection events, and any event, which would be "Protected Competition" under Articles I and IX of the USOC Constitution. The Executive Director shall have an hearing panel present at the site of each Protected Event to rule as soon as practicable on any hearings arising from that event.

Section 3. USOC Complaints and Arbitration.

Part 1. USOC Complaints. Any member of USA Cycling or any organization affiliated with USA Cycling or any of its Associations may file a written complaint with the USOC concerning compliance by USA Cycling with requirements set forth in Chapter VIII, Article VIII, Section 1 of the USOC Constitution.

Part 2. Arbitration. USA Cycling agrees to submit to binding arbitration conducted in accordance with the commercial rules of the American Arbitration Association any decision reached under USA Cycling regulations prejudicially affecting the opportunity of any athlete, coach, trainer, manager, administrator, or official to participate in Protected Events, providing the procedures in Chapter IX, Sections 1-3 of the USOC Constitution have been followed.

VI. Records

Section 1. Qualifications

Part 1. USA Cycling national records shall be recognized for United States citizens in events that are recognized for world records by the International Cycling Union provided that the event was issued a permit by USA Cycling or another national governing body affiliated with the International Cycling Union. Current standing start time trial records recognized by ICU are as follows:

Men: 1 km, 4 km, 4 km team, hour;

Women: 500 m, 3 km, hour;

Junior Men: 1 km, 3 km, 4 km team

Junior Women: 500 m, 2 km.

Part 2. All claims for records must be based on events that were conducted in accordance with the rules of the body that issued the race permit. A record claim must be submitted on the official form supplied by USA Cycling and must be signed by the chief official and at least one other official who witnessed the event.

Part 3. If more than one record of a given type is claimed in some 24 hour period, only the fastest one in that period will be recognized.

Section 2. Course Measurement and Timing for records set under a USA Cycling race permit must meet the following standards.

Part 1. Claims for records shall be accompanied by a statement from a registered surveyor or registered engineer certifying the distance to be correct within one part in 10,000 and the certification must specifically state that the measurement was carried out in accordance with these measurement rules. For records over a particular distance, certification must be done before the event.

Part 2. On **road courses**, the measurement of distance shall be along the shortest safe possible path for the riders to take. Around curves the measurement shall be made 40 centimeters from the inside curb or center line.

Part 3. On **tracks**, distances shall be measured at the inside edge of the measurement line.

Part 4. All original **timing data** shall be preserved and submitted with the record application.

Part 5. In **multi-lap events**, each timer shall submit time readings for each lap to verify the lap count and overall time.

Part 6. Record times shall be based on automatic electronic timing and there must be at least two independent timings. When one automatic and one or more manual times are available, the automatic time shall be used provided that they are consistent.

Part 7. Timings in **pursuit events** may be treated as time trials provided that the rider or team did not approach an opponent within 25 meters at any time during the event.

Section 3. Medical Control. For records set under a USA Cycling race permit, the rider(s) involved must be tested in accordance with Policy II.

UCI Regulations

In international permitted races, bicycles must meet the specifications in the current edition of "UCI Cycling Regulations" Chapter III, Equipment, Section 2, Bicycles 1.3.001 - 1.3.025 as follows. These regulations do not apply to USCF domestic races, except as may be specified by the executive director for specific events.

SECTION 2 BICYCLES

Preamble

Bicycles shall comply with the spirit and principle of cycling as a sport. The spirit suggests that cyclists compete in competitions on an equal footing. The principle asserts the primacy of man over machine.

¶1 Principles

1.3.001 Each license holder shall ensure that his equipment does not, by virtue of its quality, materials or design, constitute any danger to himself or others.

¶2 Technical Innovations

1.3.004 No technical innovation (bicycle or accessory) may be used until approved by the UCI Management Committee. Requests for approval shall be submitted to the UCI before 31 August of any year, accompanied by all necessary documentation. If accepted, the innovation will be permitted only as from 1 January of the following year. Acceptance shall refer solely to the fact that the innovation will be acceptable from a sporting point of view.

1.3.005 If at the start of a race or stage, the Commissaires Panel considers that a rider is presenting with a technical innovation not yet accepted by the UCI, it shall refuse to permit a rider who does not renounce the use of such innovation to start the race. In the event of usage during a race the rider is automatically eliminated or disqualified.

There shall be no right to appeal against the decision of the Commissaire's Panel. If this technical innovation is not noticed or sanctioned by the Commissaire's Panel, the UCI Disciplinary Commission shall order the disqualification.

The UCI shall refer to this Commission, either automatically or at the request of all interested. The Disciplinary Commission will only apply sanctions after having received the opinion of the Technical Commission. Outside races, the UCI shall decide whether some item is a technical innovation and whether the procedure provided for in article 1.3.024 is to be followed.

1.3.008 The rider shall assume a sitting position on his bicycle. This position requires that he be supported solely by the pedals, the saddle and the handlebar.

1.3.009 The bicycle should have a handlebar that allows it to be ridden and maneuvered in any circumstances and with complete safety.

1.3.010 The bicycle shall be propelled solely, through a lower bracket, by the legs moving in a circular movement.

The following technical specifications shall apply to bicycles used in Road, Track and CycloCross racing.

General observations

1.3.012 A bicycle shall not measure more than 185 cm in length and 50 cm in width overall. A tandem shall not measure more than 270 cm in length and 50 cm in width overall.

1.3.013 The peak of the saddle shall be a minimum of 5 cm to the rear of a vertical plane passing through the bottom bracket spindle. This restriction shall not be applied to the bicycle ridden by a rider in a track sprint event, keirin, 500 meters or 1 kilometer time trials; however, in no circumstances shall the peak of the saddle extend in front of a vertical line passing through the bottom bracket spindle.

1.3.014 The saddle support shall be horizontal. The length of the saddle shall be 24 cm minimum and 27.5 cm maximum.

1.3.015 The distance between the lower bracket spindle and the ground shall be between 24 cm minimum and 30 cm maximum.

1.3.016 The distance between the vertical passing through the lower bracket spindle and the front wheel spindle shall be between 54 cm minimum (1) and 65 cm maximum.

(1) See article 1.3.019 below.

1.3.017 The distance between the vertical passing through the lower bracket spindle and the rear wheel spindle shall be between 35 cm minimum and 50 cm maximum.

1.3.018 The distance between internal extremities of the fork shall not exceed 10.5 cm and that of the rear stays shall not exceed 13.5 cm.

1.3.01 Wheels of the bicycle may vary in diameter between 70 cm maximum and 55 cm minimum, including tubular type. For the cyclocross bike the width of the tubular type can not be more than 35 mm and it may not incorporate any form of spike or stud. Only wheel designs given approval by the UCI may be used.

1.3.020 For massed start road and cyclocross events, the frame of the bicycle shall be of a traditional pattern, i.e. built around a main triangle. It shall be constructed of straight or tapered tubular elements (which can be round, oval, flattened, teardrop shaped or otherwise in cross-section); the centerline of each element shall always be straight. The elements of the frame shall be laid out such that joining points shall follow the following pattern: the top tube (1) connects the top of the head tube (2) to the top of the seat tube (4); the seat tube (from which the seat pin shall extend) shall connect to the bottom bracket shell; the down tube (3) shall connect the bottom bracket shell to the bottom of the head tube. The rear triangles shall be formed by the chain stays (6), the seat stays (5) and the seat tube (4). The maximum height of the elements shall be 8 cm and the minimum width 2.5 cm. The minimum width shall be reduced 1 cm for the chain stays (6) and the seat stays (5). The minimum thickness of the elements of the front fork shall be 1 cm; these may be straight or curved (7). The top tube may slope, provided that this element fits within an horizontal template defined by a maximum height of 16 cm and the minimum thickness of 2.5 cm. "Road races" is taken here to include all races on the road with the exception of individual time trials and time trials for teams of up to four riders.

1.3.021 For individual time trials and time trials for teams of up to four riders, and for track races, the elements of the bicycle frame may be tubular or solid, assembled or cast in a single piece in any form (including arches, cradles, beams or any other). These elements, including the bottom bracket shell shall fit within a template of the "triangular form" defined in article 1.3.020.

1.3.022 In races other than those covered by article 1.3.020, only the traditional type of handlebars may be used. The point of support for the hands must be positioned in an area defined as follows: above, the horizontal plane of the point of support of the saddle; below, by the horizontal line passing through the highest point of the two wheels (these being equal diameter); at the rear by the axis of the steerer tube and at the front by a vertical line passing through the front wheel spindle with a 5 cm

tolerance. This does not apply to a rider taking part in a sprint event, keirin or Olympic sprint race, but must not exceed 10 cm in relations to the vertical line passing through the front wheel spindle. The brake controls attached to the handlebars shall consist of two supports with levers. It must be possible to operate the brakes by pulling on the levers with the hands on the lever supports. Any extension to or reconfiguration of the supports to enable an alternative use is prohibited. A combined system of brake and gear controls is authorized.

1.3.023 For individual time trials and time trials of up to four riders on the road, and for the individual and team pursuits, kilometer and 500 m time trials and record attempts on the track, an extension may be added to the steering system. The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar may not exceed 75 cm , with the other limits set in article 1.3.022 remaining unchanged. A support for the elbows or forearms is permitted. For individual road time trials and time trials of up to four riders, controls or levers fixed to the handlebars extension may extend beyond the 75 cm limit as long as they do not constitute a change of use, particularly that of providing an alternative hand position beyond the 75 cm mark.

1.3.024 Any device, added or blended into the structure, that is destined to decrease, or which has the effect of decreasing resistance to air penetration or artificially to accelerate propulsion, such as a protective screen, fuselage form of fairing or the like, shall be prohibited. A protective screen shall be defined as a fixed component that serves as a windscreen or windbreak designed to protect another fixed element of the bicycle in order to reduce its wind resistance. A fuselage form shall be defined as an extension of a section. This shall be tolerated as long as the ration between the length and diameter do not exceed 3. A fairing shall be defined as the use or adaption of a component of the bicycle in such a fashion that it encloses a moving part of the bicycle such as the wheels or the chainset. Therefore, it should be possible to pass a rigid card between the fixed structure and the moving part.

1.3.025 Freewheels, multiple gears and brakes are not permitted for use on the track during competition or training.

Chaingear Ratios

2.2.024 For Junior Men & Women, the authorized maximum chaingear ratio is 7.93 meters.

Gear Development Charts

The charts below give development (distance covered in one revolution of the cranks) for various combinations of chain ring and rear sprocket, assuming 26.5 inch wheels. Note that other wheel sizes are widely used. For example, 27 inch wheels have a development about 2% larger than the figures listed below. The formula for development is:

$$\text{(wheel diameter)} \times \pi \times \frac{\text{(chain ring teeth)}}{\text{(sprocket teeth)}}$$

where pi is about 3.14.

These charts are provided only for general guidance in selecting gears. Do not depend on calculations or charts to determine whether a particular bicycle satisfies gear restrictions - use the roll-out test (distance traveled by the bicycle in one revolution of the crank with the tires inflated to racing pressure).

Gear Development (meters) chain ring teeth

	44	45	46	47	48	49	50	51	52	53	54	55
12	7.75	7.93	8.11	8.28	8.46	8.63	8.81	8.99	9.16	9.34	9.52	9.69
13	7.16	7.32	7.48	7.65	7.81	7.97	8.13	8.30	8.46	8.62	8.78	8.95
14	6.65	6.80	6.95	7.10	7.25	7.40	7.55	7.70	7.85	8.01	8.16	8.31

Gear Development (feet, inches) chain ring teeth

	44	45	46	47	48	49	50	51	52	53	54	55
12	25'5"	26'0"	26'7"	27'2"	27'9"	28'4"	28'11"	29'6"	30'1"	30'8"	31'3"	31'10"
13	23'6"	24'0"	24'7"	25'1"	25'7"	26'2"	26'8"	27'3"	27'9"	28'3"	28'10"	29'4"
14	21'10"	22'4"	22'10"	23'3"	23'9"	24'3"	24'9"	25'3"	25'9"	26'3"	26'9"	27'3"
15	20'4"	20'10"	21'3"	21'9"	22'2"	22'8"	23'2"	23'7"	24'1"	24'6"	25'0"	25'5"

2002 CATEGORIZATION GUIDELINES (UPGRADES)

The Executive Director, per Bylaw 8.5.2 handles all Upgrades.

General Information: Send all upgrade requests to your Administrator or the USA Cycling office. You must follow the guidelines printed below. An upgrade request consists of the following: **(a)** a letter requesting an upgrade, which includes a resume of your racing experience or a record of the previous 12 month's placings and **(b)** a stamped, self-addressed envelope.

USCF License: Your current category will be printed on the license. If an upgrade is approved, an upgrade sticker will be returned to you. Upgrades to category 1 require license reissue (\$15 fee). Downgrades to 5 are not allowed.

Requirements and Notes by Category:

5-4: Experience in 10 mass start races.

4-3: Need 20 points in any 12-month period; or experience in 25 qualifying races with a minimum of 10 top ten finishes.

30 points in 12 months is an automatic upgrade

3 - 2: Need 25 points in any 12-month period

60 points in 12 months is an automatic upgrade

2 - 1: Need 30 points in any 12-month period

60 points in 12 months is an automatic upgrade

Qualifying Road Races for each Category

Category	Class	RR	Crit	Time	Field	Exper.
5 - 4	Men	15 mi	10mi	45 min	10	10 races
4 - 3	Men	25 mi	20 mi	1 hr	30	25 races
	Women	25 mi	15 mi	45 min	10	25 races
	Junior	25 mi	15 mi	45 min	10	25 races
3 - 2	Men	50 mi	20 mi	1 hr	50	
	Women	40 mi	15 mi	45 min	20	
2 - 1	Men	80 mi	35 mi	1.5 hr	60	
	Women	50 mi	20 mi	1 hr	30	

Points Awarded for Road Placing

Category	Race Type	Points	Places
4 - 3	RR or Crit	7-5-4-3-2-1	1st-6th
3 - 2	SR/GC	20-17-15-13-11-10-9-8-7-6-5-4-3-2-1	1st-15th
	RR/SR	10-8-6-5-4-3-2-1	1st-8th
	RR	10-7-5-3-2-1	1st-6th
	Crit	7-5-4-3-2-1	1st-6th
2 - 1	SR/GC	20-17-15-13-11-10-9-8-7-6-5-4-3-2-1	1st-15th
	RR/SR	10-8-6-5-4-3-2-1	1st-8th
	RR	10-7-5-3-2-1	1st-6th
	Crit	7-5-4-3-2-1	1st-6th

Track Categorization

Track upgrades are based on the criteria of ATRA (American Track Racing Association).

1. Riders finishing in the top five in an event at a National Championship, National Qualifier, EDS Track Cup, Cat A or B track race will receive 5,4,3,2,1 points.

2. Riders finishing in the top five in the omnium at a Cat C, D or E race will receive 5,4,3,2,1 points.

3. Events with field sizes smaller than 10 riders do not qualify for upgrade points to Cat 2 or 3.

4. Events with field sizes smaller than 20 riders do not qualify for upgrade points to Cat 1.

5 - 4 Complete Velodrome Safety Course

4 - 3 5 race days & 20 points

3 - 2 5 race days & 20 points

2 - 1 5 race days & 30 points

USCF and NORBA suggest the following guidelines for license categories:

USCF	NORBA
5 / 4	Beginner / Sport
3	Expert
2	Expert or Semi-Pro
1	Semi-Pro
Pro	Pro

Requirements of USCF Riders Competing Outside the United States

USCF licensed riders must obtain permission from the USA Cycling to compete outside of the United States. Permission to compete is provided only for visits to federations that are affiliated with the UCI. Each federation is allowed to set its own requirements for allowing foreign riders to compete. It is the rider's responsibility to meet these requirements when applying for permission, which may include proof of insurance. (USCF license insurance does cover competition in foreign countries for an additional fee.)

Foreign Permission Application Procedure

- (a) Proof of Citizenship. If you are not a US citizen (indicated on your license under "status") you must provide a passport (copy) or other proof of citizenship.
- (b) Applicant must be a USCF licensed rider with a valid International license. If the rider does not have a valid USCF International license, the rider must complete and submit an international license application with the appropriate fee. This form is available from the USA Cycling Membership office.
- (c) Foreign Permission Letter.

(1) Each request must show your name, license number, country(s) you wish to compete in, arrival dates and length of stay.

(2) Please allow at least one week to process and issue letters from the date of receipt in the USA Cycling office. Allow for sufficient delivery time to overseas addresses. Applicant is responsible for all "express" mail and fax fees.

USA Cycling Member Services will process the request in the following manner:

- (a) A license validation check will be conducted from the USA Cycling computer files.
- (b) Permission from the Executive Director will be requested.
- (c) Upon license validation check and Executive Director's permission, a letter will be sent to the foreign federation(s) giving permission for you to compete overseas, and copies sent to you. You may have two letters free of charge annually. Additional letters are **\$10** each.
- (d) The letter authorizing competition in a foreign federation will contain:
 - ÊÊ1) Your Name (as it appears on your passport)
 - ÊÊ2) UCI code and country of origin
 - ÊÊ3) USCF Club and or Team, if you belong to one
 - ÊÊ4) USCF Road and Track categories
 - ÊÊ5) Your UCI category (Junior, Espoir, Elite, Master)

Matt you need to fix the next sections =====

USCF STAFF

The following individuals are staff assigned with responsibilities of USCF operations and programs. The USA Cycling staff listed below also has responsibilities that affect the USCF.

USCF Managing Director	Evan Call
Events Director	Tara Morris

USA Cycling Staff

Executive Director	Lisa Voight
Chief Financial Officer	Eileen Johnston
Communications Director	Patrice Quintero
Dir. Athlete/Performance Division	Sean Petty
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For any other assistance, please call your Member Services Representative (MSR) at (719) 578-4581.

USCF Board of Trustees

Trustees are identified below by the sections they represent, e.g., "Central, East and West, as defined in the Bylaws. "A" denotes athlete trustees. USCF Officers and USAC Directors are indicated. An asterisk (*) indicates Trustees whose term expires in 2002.

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2002 USA Cycling Standard Athlete's Entry Blank and Release Form

The following entry blank and release form has been approved by USA Cycling, Inc. for use when a rider has no entry blank for a specific race but still wants to get his name to the organizer before the post-entry deadline. Anyone is welcome to reproduce it. This contract must be reproduced in a minimum of 10 point type.

TO THE ORGANIZER:

Please accept my entry in (race) _____ class and category _____ on (date) _____. Fee of \$ _____ is enclosed.

I ACKNOWLEDGE THAT BY SIGNING THIS DOCUMENT, I AM RELEASING USA CYCLING, INC. (USAC), THE UNITED STATES CYCLING FEDERATION (USCF), NATIONAL OFF ROAD BICYCLE ASSOCIATION (NORBA), NATIONAL COLLEGIATE CYCLING ASSOCIATION (NCCA), AND USPRO CYCLING (USPRO) AND THEIR RESPECTIVE AGENTS, EMPLOYEES, MEMBERS, SPONSORS, PROMOTERS AND AFFILIATES (COLLECTIVELY "RELEASEES") FROM LIABILITY. THIS ENTRY BLANK AND RELEASE IS A CONTRACT WITH LEGAL CONSEQUENCES. I HAVE BEEN ADVISED TO READ IT CAREFULLY BEFORE SIGNING.

In consideration of the Releasees or USA Cycling issuance of a license to me or the acceptance of my application for entry in the above event, I hereby freely agree to and make the following contractual representations and agreements.

I acknowledge that cycling is an inherently dangerous sport and fully realize the dangers of participating in a bicycle race and **FULLY ASSUME THE RISKS ASSOCIATED WITH SUCH PARTICIPATION INCLUDING**, by way of example, and not limitation, the following: the dangers of

collision with pedestrians, vehicles, other racers, and fixed or moving objects; the dangers arising from surface hazards, equipment failure, inadequate safety equipment, **THE RELEASEES' OWN NEGLIGENCE**, and weather conditions; and the possibility of serious physical and/or mental trauma or injury associated with athletic cycling competition.

For myself, my heirs, executors, administrators, legal representatives, assignees, and successors in interest (collectively "Successors") **I HEREBY WAIVE, RELEASE, DISCHARGE, HOLD HARMLESS, AND PROMISE NOT TO SUE AND INDEMNIFY** the Releasees and the sponsors of this event, the organizer and any promoting organizations, property owners, law enforcement agencies, all public entities, special districts and properties, and their respective agents, officials, and employees through or by which the events will be held, (the foregoing are also collectively deemed to be Releasees), **FROM ANY** and all rights and **CLAIMS INCLUDING CLAIMS ARISING FROM THE RELEASEES' OWN NEGLIGENCE**, which I have or which may hereafter accrue to me and from any and all damages which may be sustained by me directly or indirectly in connection with, or arising out of, my participation in or association with the event, or travel to or return from the event.

I agree it is my sole responsibility to be familiar with the race course, the Releasee's rules, and any special regulations for the event. I understand and agree that situations may arise during the race which may be beyond the immediate control of the race officials or organizers, and I must continually ride so as to neither endanger myself nor others. I accept responsibility for the condition and adequacy of my competition equipment. I will compete wearing a helmet which satisfies the requirements of the Releasees Racing Rules or Regulations and that can protect against serious head injury, and assume all responsibility and liability for the selection of such a helmet. I have no physical or medical condition which to my knowledge, would endanger myself or others if I participate in this event, or would interfere with my ability to participate in this event.

I understand that drug testing may be conducted for athletes registered for this event and that the use of blood boosting or substances prohibited by Releasees rules would make me subject to penalties including, but not limited to, disqualification and suspension. I agree to be subject to drug testing if selected, and its penalties if I fail to comply with the testing or am found positive for the use of a banned substance.

I agree, for myself and my successors, that the above representations are contractually binding, and are not mere recitals, and that should I or my successors assert my claim in contravention of this agreement, the asserting party shall be liable for the expenses (including legal fees) incurred by the other party or parties in defending, unless the other party or parties are finally adjudged liable on such claim for willful and wanton negligence. This agreement may not be modified orally, and a waiver of any provision shall not be construed as a modification of any other provision herein or as a consent to any other provision herein or as a consent to any subsequent waiver or modification.

Every term and provision of this agreement is intended to be severable. If any one or more of them is found to be unenforceable or invalid, that shall not affect the other terms and provisions, which shall remain binding and enforceable.

Today's date _____ Racing Age _____
Club/Team _____
Lic. No. _____
Lic. Exp. Date _____
Name (print) _____
Street _____
City, State and Zip _____
Phone: (hm) _____ (wk) _____
Who to notify in case of emergency: _____
Phone _____
Signature of entrant _____

CONSENT AND RELEASE OF PARENT OR GUARDIAN

I am the parent or guardian of _____ (Child). My Child is fit for the race, and I consent to my Child's participation. **I HAVE READ AND I UNDERSTAND THE ATHLETE'S COMPETITION AND RELEASE AGREEMENT.** In consideration of allowing my Child to participate, I consent to it and agree that **ITS TERMS SHALL LIKEWISE BIND ME, MY CHILD,** my heirs, legal representatives, and assignees. **I HEREBY RELEASE AND SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS THE RELEASEES FROM EVERY CLAIM AND ANY LIABILITY** that I or my

Child may allege against the Releasees (including reasonable attorney's fees or costs) as a direct or indirect result of injury to me or my Child because of my Child's participation in the Race, **WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES or others. I PROMISE NOT TO SUE RELEASEES** on my behalf or on behalf of my Child regarding any claim arising from my Child's participation in the Race.

Signature of parent or guardian _____

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