

Chapter I

General Regulations

1. General Regulations

The material in this chapter is applicable to all cycling disciplines unless specifically excluded. In case of conflict, a more specific rule in a discipline-specific chapter supersedes a general rule.

1A. Definitions

1A1. An **Administrator** is a USAC Regional Coordinator or the person designated by the Local Association.

1A2. A **bicycle race** is a competition among persons using bicycles where awards are given on the basis of relative performance.

1A3. Category: An ability-based designation for riders. Riders in the same age class may race in groups based on ability category.

1A4. Class: An age-based designation, such as junior, U23, Elite, or master.

1A5. A **club ride** is a training ride open only to members of bicycle clubs that are members of USA Cycling or a race that is open only to members of one such club and any participant who holds a USA Cycling racing license must be licensed as a member of that club.

1A6. 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.

1A7. An **Elite rider** is one who satisfies any of the following conditions:

(a) has a racing age of 23 to 29,

(b) has a racing age of 19-22 and is a member of a UCI Protour team,

(c) has a racing age of 30 years or older and has been a member of any UCI Team at any time in the current year,

(d) has a racing age of 30 years or older and has competed in any elite UCI World Cups, World Championships, Pan American Games, Pan American Championship, or Olympic

Games within the current calendar year. Riders who are classified as an Elite rider per part d) above are classified as such only in the discipline in which they competed.

1A8. An **event permit** is a non-exclusive authorization issued by USA Cycling to a member club or an organizer to conduct a race event of a specified type at certain location(s) on specified date(s).

1A9. False Start: A rider moving forward or crossing the start line or gate before the start command is given.

1A10. A **Hearing** is a formal request for review by a hearing panel of a suspension or qualification to race.

1A11. An **invitational race** is one in which only riders who are invited by the organizer may compete.

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

1A13. 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 miss-assembly 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 toe strap or cleat is a mishap. A worn or misadjusted cleat or toe strap is not a mishap. If more than one toe strap is used on a pedal, breakage of one is considered a mishap. Any mishap not immediately inspected by an official is unrecognized.

1A14. A **mixed team** is one in which at least half of the riders are women.

1A15. The **officials** are appointed by USA Cycling to oversee the conduct of the race and to ensure compliance with USA Cycling regulations.

1A16. 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. Riders do not have to participate in each event of the omnium unless specified in the event

regulations. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement. The default omnium scheme for track events is specified in rule 2O1.

1A17. An **open race** is one where any rider is eligible to register as long as they otherwise meet eligibility standards (i.e. it is not an invitational)

1A18. The **organizer** of a race is the person named as such in the race permit. This person is responsible to USA Cycling for the proper organization of the race event.

1A19. 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.

1A20. A **Professional road or track rider** is a registered rider of a UCI Team. *A Professional MTB rider is a registered rider on a UCI MTB Team or a rider categorized as such by USA Cycling.*

1A21. 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 1R)

1A22. **Race entry** is the process of paying a fee and making a commitment to compete.

1A23. A **race event** is one or more races covered by a single race permit and is not necessarily limited to a single day.

1A24. **Race registration** is the process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

1A25. A **race series** is a sequence of race events of the same type (such as road, criterium, time trial, track *or MTB*) conducted in a single state generally on a regular basis at the same location, time, and day of the week.

1A26. A rider's **racing age** shall be his or her age on December 31 of the current year *except in cyclocross. A rider's racing age in cyclocross is his age on December 31st of the year that the cyclocross season ends.* All references to age of riders, race age groups, or age class 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	Under 23
23-29	Elite (i.e. senior)
30+	Master

1A27. 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 USA Cycling license.

1A28. 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.

1A29. *The **cyclocross season** begins September 1st of one year and ends on the last day of February of the following year.*

1A30. A **Selection race** is an event in which riders qualify for championships or international competition.

1A31. A **session** is a sequence of races with no major time breaks. Most championships are held with two or possibly three sessions per day.

1A32. A **stage race** is an event with a common entry, run on consecutive days, comprising a sequence of road races (i.e. individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. There are normally individual and team competitions. Riders must successfully complete each stage in order to be eligible for the next one.

1A33. Suspension is a penalty imposed under USA Cycling Policy IV (see Appendices) in which a licensee is ineligible to participate in either international events or those of USA Cycling for a determined period of time. Such participation includes working in a support function (manager, coach, mechanic, etc.).

1A34. Time trial (or Team Time Trial): A time trial competition involves individuals or teams who race against the clock.

1A35. A **UCI Team** is a team registered with the UCI. These include UCI Protour Teams, UCI Professional Continental Teams, UCI Continental Teams, UCI Track Teams, UCI Mountain Bike Teams, and UCI women's teams.

1A36. An **unattached rider** is one who is not a racing member of a club.

1A37. An **Under 23 rider** (U23) is one with a racing age of 19 through 22. A rider in this age range who is a member of a UCI Protour team is classified as Elite. A rider in this age range who is a member of other UCI Teams is not classified as Elite.

1A38. A **youth race** is a *road event* held only on a closed course that is open only to riders with racing ages below 10. (See rule 1K1 for exceptions).

1B. Rule Applications, Exceptions, Additions and Violations

1B1. Scope

(a) For Olympic and other international events, and the activities of UCI Teams, the applicable regulations of the organization that authorizes the event or team shall take precedence over USA Cycling regulations.

(b) Races for 17-18, U23 or elite riders (including national championships) that are used to qualify riders for national teams or international competition have the option of using UCI rules, either completely or in part, provided that notification is given to the riders 60 days prior to the event.

(c) These Racing Rules apply to all races authorized by USA Cycling, including national championships.

(d) 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 CEO in a particular race event. A request for exception should be

made in writing to the CEO with a copy attached to the race permit application.

1B2. Time Period. An entrant in an event held under USA Cycling 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 USA Cycling;

(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 CEO, and made available in writing to participants before the race.

1B5. Violations of Rules

(a) Penalties. The following actions may be taken when USA Cycling regulations are broken (in general order of increasing severity): warning, fine, relegation, disqualification, suspension. 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.

(b) 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.

(c) 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 a hearing is pending.

(d) Fines issued to riders or teams must be paid to USA Cycling directly. Riders who fail to submit their fine within 15 days shall be suspended per USA Cycling Policy IV (see

Appendices). Fines shall be used to fund junior development programs.

(e) Category A and B road events shall use the current UCI schedule of fines and penalties [UCI article 12.1.040 "other events"].

1C. Licensing

1C1. USA Cycling issues the following annual licenses:

Rider, Coach, Manager, Mechanic, Official
Soigneur, Doctor, Paramedic, Team Director
Driver

1C2. A **license** is an identity document that is the property of USA Cycling and indicates its holder has voluntarily agreed to abide by the regulations and decisions of USA Cycling. It permits the licensee to enter any event for which the licensee is qualified, for which a permit has been issued by USA Cycling, and for which the rider licensee has properly registered and paid an entry fee. A license must be signed by the licensee in order to be valid.

1C3. Domestic licenses are issued by USA Cycling and are valid only for participation in events in the United States. International Licenses are issued by USA Cycling and are valid in any country for events sanctioned by a cycling federation affiliated with the UCI. All annual licenses expire on December 31st. However, licenses purchased after a certain point in the season, as determined by the CEO, will expire on December 31st of the following year.

1C4. Liability Release. All persons applying for a license are 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 USA Cycling.

1C5. 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 a license, must also have their parent or guardian read, agree to, and sign an agreement and release of liability in a form approved by USA Cycling. A parent or

guardian of a minor may revoke that minor's license by written notice to USA Cycling, and such revocation shall become effective 30 days after receipt by USA Cycling of the written notice of revocation.

1C6. Coaches and Mechanics. Coaches and **Mechanics** may be licensed upon completion of a training program established by the CEO and paying a licensing fee.

1C7. Eligibility. Annual rider licensing is open to applicants who have their primary residence in the United States. A rider who becomes a member of a UCI team must hold an International Elite license. *For road, track and cyclocross, annual rider licensing is open only to applicants who have a racing age of at least 10.* A rider who becomes a member of a UCI Men's Road Team *will have his domestic license retired and replaced by a professional international license.*

Applicants must submit a completed registration form, proof of age, and the specified licensing fee to USA Cycling.

1C8. 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, license number, UCI code, citizenship and the rider's racing categories. A rider may be a racing member of only one club at any time.

1C9. Changes to a racing license may be made only by *USA Cycling, with exceptions noted elsewhere in these rules.* Anyone making an unauthorized alteration of a license or causing such a change to be made shall be subject to suspension.

1C10. Rider Categories

(a) All riders are assigned to one of the following categories with smaller numbers representing increasing rider proficiency and ability:

Road and Track: 5, 4, 3, 2 and 1 for men and 4, 3, 2, and 1 for women.

Cyclocross: 4,3,2 or 1.

Mountain Bike: 3,2,1 and Pro

(b) Rider categories are assigned by USA Cycling based on a rider's experience and performance and are subject to a

hearing. *Riders are assigned to the lowest ability category until a higher category has been earned.*

(c) Categories indicate cycling abilities relative to riders of the same sex without regard to age.

(d) Upgrading and Downgrading criteria for rider categorizing will be specified by the CEO and communicated to the licensees.

1C11. One-Day Licenses

For road, track, and cyclocross, riders may purchase a one-day license and be permitted to enter races open to men's category 5 (*category 4 cyclocross*) or (for women) women's category 4. *Such riders do not become members and may not enter championship events.*

1C12. Youth Licenses

For road and track events, riders younger than 10 may enter only Youth Races *and no annual license is necessary or allowed, although the rider's parent will have to sign the liability waiver.*

1C13 Foreign Licenses

American riders living abroad must be licensed by the National Federation of their foreign residence. Such riders may not have a foreign license and a USA Cycling license in the same year. *Riders living in the United States may not be licensed by a foreign federation, and must be licensed by USA Cycling.*

1D. Rider Upgrading

1D1. General Information:

Rider upgrades are handled electronically through a rider's USAC account. The request will be sent to the person responsible for the area and/or category. Please follow the instructions online and provide the information about your race experience and placings. The information you provide must include the race date, name, type of event, category, number of participants, and placing. If the administrator approves the upgrade, your account will be changed so that

when you request a new license, the category will be changed. Note that road, track, and cyclocross category 1 and mountain bike Pro upgrades require a license reissue. A mountain bike Pro license must be an international license.

All mountain bike upgrades through *Category 2* can be made by any USA Cycling official by indicating the upgrade on the license. Pro upgrades must be done through USA Cycling via the rider's online account.

Only races permitted by USA Cycling or foreign races permitted by a UCI affiliated National Federation will count for upgrading.

1D2. Road Upgrades

(a) Guidelines and Notes by Category:

- 5-4: Experience in 10 mass start races.
Local Associations may also establish policies where upgrade credit is given for taking a sanctioned rider education clinic.
- 4-3: 20 points in any 12-month period; or experience in 25 qualifying races with a minimum of 10 top ten finishes with fields of 30 riders or more, or 20 pack finishes with fields over 50. 30 points in 12 months is an automatic upgrade
- 3-2: 25 points in any 12-month period
40 points in 12 months is an automatic upgrade
- 2-1: 30 points in any 12-month period**
50 points in 12 months is an automatic upgrade

USA Cycling may add additional requirements for upgrading at their discretion. Any such changes shall be made available on the website.

(b) Qualifying Distances for each category

To qualify for upgrading points, races must meet distance standards. Races shorter than the minimum distance do not qualify for upgrading. However, if a road race is less than the

road race minimum but above the criterium minimum, it will count for upgrading using the criterium points schedule.

Category	Class	RR	Criterium and Circuit
5 - 4	Men	15 mi	10 mi
4 - 3	Men	25 mi	20 mi
	Women	25 mi	15 mi
	Junior	25 mi	15 mi
3 - 2	Men	50 mi	20 mi
	Women	40 mi	15 mi
2 - 1	Men	80 mi	30 mi
	Women	50 mi	20 mi

(c) Points awarded for Criteriums and Circuit Races

Placing	Number of Starters			
	5-10	11-20	21-50	50+
1	3	4	5	7
2	2	3	4	5
3	1	2	3	4
4		1	2	3
5			1	2
6				1

(d) Points awarded for Road Races

Placing	Number of Starters			
	5-10	11-20	21-50	50+
1	3	7	8	10
2	2	5	6	8
3	1	4	5	7
4		3	4	6
5		2	3	5
6		1	2	4
7			1	3
8				2
9				1

(e) Points awarded for Stage Races (Cat 3 → 2 and Cat 2 → 1 upgrades only)*

Placing	Number of Starters			
	10-19	20-35	36-49	50+
1	5	7	10	20
2	3	5	8	18
3	2	3	6	16
4	1	2	5	14
5		1	4	12
6			3	10
7			2	9
8			1	8
9				7
10				6
11				5
12				4
13				3
14				2
15				1

* For points earned in stage races, GC and stage places both count for points, but only up to a maximum of 20 points for a cat 1 upgrade or 15 points for a cat 2 upgrade from a single stage race.

****** *For category 1 upgrades, only 10 of the points may be earned in races that are part of a training series or may be earned in master's races.*

When deciding whether a rider qualifies for an upgrade, an administrator will take into account points earned in qualifying events per the table above. In the case of a rider who is marginally qualified, the quality of the events and the level of competition may be taken into account.

(f) Road Downgrades

A rider who wishes to downgrade may request a downgrade online. Such requests will be evaluated individually. **In no case will a rider be allowed to downgrade to category 5.**

1D3. Track Upgrades

(a) Track upgrades and downgrades are made through the local associations and Regional Coordinators. All track upgrades are processed using the following criteria:

Cat. 5 to Cat. 4	Complete a Velodrome Class or 4 race days.
Cat. 4 to Cat. 3	5 race days and 20 points
Cat. 3 to Cat. 2	5 race days and 25 points
Cat. 2 to Cat. 1	5 race days and 30 points

Points:

National championships, Category A, B, or C track race will be 7, 5,3,2,1 for each event.

For all other events, upgrade points are 5,3,2,1 and are based on an omnium of the event's races.

(b) Additional Considerations:

1. Ten person field minimum for category 3-5 and 20 person field minimum for upgrade to category 1.
2. Fifty percent of Upgrading points and number of times raced will be carried over to the next year. Points do not carry over to the next category.
3. When upgrading to a Cat. 1, points earned need to be from more than one velodrome.
4. A race day is defined as one full day of racing. A race day can include a number of events such as a kilometer, sprints or time trial, but it only counts as one race day.
5. Women and Juniors earn one point for every five race days when upgrading from Cat. 4 through Cat. 2.
6. Races exempt from upgrading are Youth races and races of more than two categories (i.e.: "A" and "B" races).

With the approval of a USAC licensed coach, riders who are Pro or category 1 on the road may be upgraded to category 2 on the track and riders who are category 2 on the road may be upgraded to category 3 on the track without first having to begin at category 5.

(c) Track Downgrades:

A rider may be downgraded by an administrator for the following reasons: unsafe riding; lack of ability to compete in current category; or lack of placing within current category.

1D4. Cyclocross Upgrades

Cyclocross categories are upgraded similarly to road upgrades using the system below:

(a) Requirements for upgrading via points:

- 4-3:** Experience in 5 qualifying races or 7 points in 12 months
- 3-2:** 10 points in 12 months (two wins is an automatic upgrade if the field had at least 11 competitors)
- 2-1:** 20 points in 12 months (two wins is an automatic upgrade if the field had at least 40 competitors)

(b) Points awarded for Cyclocross Races

Placing	Number of Starters			
	5-10	11-20	21-50	50+
1	3	4	5	7
2	2	3	4	5
3	1	2	3	4
4		1	2	3
5			1	2
6				1

USA Cycling may add additional requirements for upgrading at their discretion. Any such changes shall be made available on the website.

1D5. Cyclocross Conversion

Cyclocross categories may also be upgraded by conversion from a rider's earned road or cross country category. If during the season, a rider upgrades his or her road category or XC category, the cyclocross category can be upgraded to match

the road or XC category shown below by request of the rider or by request of the administrator.

CX category based on road or XC category		
Road Category	MTB XC Category	CX Category
1	Pro	1
2	1	2
3	2	3
4 or 5	3	4

1D6. Mountain Bike Upgrades

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

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

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

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

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

<u>Class</u>	<u>Men</u>	<u>Women</u>
Senior	15	10
Master age 30-39	15	10
Master age 40-49	10	5
Master age 50+	5	5

In those classes that require a minimum of ten competitors, the top three in the class are counted for upgrading. In those classes that require five, the top finisher will be counted for upgrading. Upgrades will be based on a rider's placings in his category over a calendar year.

Pro upgrades for Endurance (XCO) and Gravity (DH/MX)

The following types of races are used for upgrading purposes:

- *USA Cycling Mountain Bike National Calendar (MBNC) events*
- *American Mountain Bike Challenge (AMBC) events*

Category 1 riders may be eligible to be upgraded to Pro after achieving a combination of these minimum race results:

- *two top-three category 1 (rider ability) finishes according to finish time (including all classes in category 1) at USA Cycling Mountain Bike National Calendar Category 1, 2 or 3 events; or*
- *three top-five Category 1 (rider ability) finishes according to finish time (including all age classes in category 1) at USA Cycling Mountain Bike National Calendar Category 1,2 or 3 events*

AMBC, USA Cycling Mountain Bike National Calendar Category 4 (XCO) events and international events may also be considered. Overall finish times are factored into upgrade

requests. Riders must submit their upgrade requests through their USA Cycling online membership account.

Pro upgrades for ultra-endurance (XCM, 24-hour)

Category 1 riders may be eligible to be upgraded to Pro after achieving a combination of these minimum race results:

- *two top-three Solo finishes according to finish time (including all age classes) at USA Cycling Mountain Bike National Calendar ultra-endurance Category 1 event, or*
- *three top-five Solo finishes according to finish time (including all age classes) at USA Cycling Mountain Bike National Calendar ultra-endurance Category 1 event*

AMBC, other top ultra-endurance events, and international events may also be considered. Overall finish times are factored into upgrade requests. Riders must submit their upgrade requests through their USA Cycling online membership account.

No rider will be permitted to race Pro unless his or her license indicates the Pro category.

USA Cycling reserves the right to upgrade *Category 1* riders at any time.

USA Cycling also reserves the right to downgrade riders from the Pro category at any time.

A rider who feels he/she has advanced too quickly or is otherwise no longer competitive in his or her category may ask for reclassification by submitting a written request to USA Cycling identifying his/her results and reasoning.

When a rider who is participating in a state or regional series has met the upgrading requirements in their current category, (s)he may petition USA Cycling for a written waiver to this policy allowing him or her to finish the series for a title. A

rider must also have written permission from the series director to receive such a waiver.

1E. Affiliated Clubs and Teams

1E1. Cycling clubs may affiliate with USA Cycling on an annual basis, and the name of the club will appear on the USA Cycling license of the member. A given club may also have a separate race team, which may also be shown on the license.

1E2. Club registration requires the paying of an annual fee described in the Schedule of Fees.

1E3. Affiliated clubs may use the USA Cycling emblem on club stationery provided that the identity of the club appears more prominently than the USA Cycling emblem and that the stationery shows no commercial sponsorship. Other uses of the USA Cycling emblem require special permission from the USA Cycling.

1E4. 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 USA Cycling. Terms such as "National" and "USA" generally lead to such confusion. Only sponsored clubs may be named after a commercial organization.

1E5. Suspension. Any affiliated club that is in violation of USA Cycling regulations may be suspended by the CEO. 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.

1E6. Sponsorship. Any affiliated *road or track* 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.

1E7. 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.

1E8. 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 USA Cycling regulations.

1F. Officials

1F1. Licensing and Categories of Officials.

(a) Officials are licensed and categorized according to the positions of responsibility to which they may be appointed. Categories C through A represent increasing proficiency, with separate categories for different disciplines. *Beyond Category A are the designations National Commissaire and International Commissaire.* The CEO shall establish and make known to all licensees a set of policies and procedures for the licensing, appointment, and management of officials.

(b) 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*	Others
A	A	A	B
B	A	B	B
C	B	B	C
D	B	B	C
E	B	C	C

*Also Chief Timer for time trial events and Starter and *Judge-Referee* for track events.

(c) 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 USA Cycling.

(d) Any licensed official, in order to remain in good standing as an official of USA Cycling, must pay any license fees.

(e) 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 USA Cycling regulations impartially, decisively, and correctly, and to effectively and reliably manage cycling competitions in a manner that fosters respect for the sport of cycling.

(f) Only Category A officials are eligible to apply for nomination whenever seminars and examinations for training of National Commissaires are offered. Only National Commissaires are eligible to apply for nomination to UCI International Commissaire courses.

1F2. 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.

1F3. Impartiality. All officials shall endeavor to uphold and enforce the regulations of USA Cycling and shall do so in an impartial manner. [Any official of a race who lays a wager on that race is subject to suspension.]

1F4. 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 "USA Cycling Official" emblem shall be visible on the front of the uniform. National Commissaires may wear the National Commissaire patch instead of the USA Cycling Official patch.

All officials at a given race should wear the uniform specified by the Chief Referee.

1F5. 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 USA Cycling 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 USA Cycling insurance surcharge, and on-site license sales, and confirm that all officials are paid prior to the conclusion of the race event, in accordance with USA Cycling rules.

(g) The Chief Referee shall submit any appropriate incident reports on approved forms directly to the USA Cycling office immediately following the race event and within five days shall submit to the Administrator a race report, 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 USA Cycling 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.

1F6. 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.

1F7. 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.

1F8. 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.

1F9. 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.

1F10. 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.

1F11. 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.

1F12. Race Secretary (Track)

(a) Shall work closely with the Chief Referee, Chief Judge and Starter in the seeding of riders and is responsible for ensuring the start lists produced by such seeding are generated.

(b) Shall work closely with the computer results company and is responsible for ensuring the accuracy of start lists and race results generated by the computer company.

(c) Shall ensure that a log is kept of the identifying number assigned to each of the communiqués generated; start lists, race results, and Race Jury/Chief Referee communiqués.

(d) Shall work closely with the organizer to ensure all communiqués are copied and distributed appropriately.

(e) Shall be responsible for keeping a complete set of all the communiqués issued and, at the completion of the event, producing a book for the Race Organizer, USA Cycling, Chief Referee, and Chief Judge.

1F13. Judge-Referee (Track)

The Judge-Referee is used in the sprint, the Keirin, the points race, the scratch race and the Madison. The Judge-Referee shall solely monitor the conduct of riders in the race and their conformity with the racing regulations. On this issue he shall, alone and immediately, impose penalties and take any other decision required under the regulations.

1F14 Minimum Age for Officials

An official who is a minor may not perform the function of a Referee, Registrar, or Chief Judge/Timer.

1G. Organizing Races

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.

1G1. Each organizer shall agree to abide by and enforce the Constitution and subordinate regulations of USA Cycling as well as decisions made by officials and other agents of USA Cycling in accordance with these regulations.

1G2. 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.

1G3. 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 USA Cycling or elsewhere.

1G4. 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 USA Cycling. The organizer shall keep the forms for ten years, available for use by USA Cycling or in any legal proceedings.

1G5. No organizer may open an event to entry, including via the Internet, until the race permit has been applied for and the race announcement approved by an administrator. Penalties may include revocation/denial of the permit, suspension of the organizer, and a fine up to the entire amount of prematurely accepted entry fees.

1G6. No organizer may advertise the entry of a rider until the rider's written entry has been received by the organizer.

1G7. 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.

1G8. 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.

1G9. The organizer is responsible for paying the race officials and the USA Cycling 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 "USA Cycling."

1G10. Organizers who invite foreign teams to compete without applying for International Race status and following UCI procedures may have their event permits revoked.

1H. Event Permits

1H1. Terms of Event Permits

(a) USA Cycling 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 USA Cycling has issued a permit.

(c) By granting an event permit or the uses of a specific term for use in a race title, USA Cycling makes no warranties or a representation, expressed or implied, and does not

guarantee the participation of specific riders or numbers of riders.

(d) USA Cycling grants the use of its emblem in official race announcements.

(e) The event permit application for a USA Cycling 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 1I; 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:

(i) 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

(ii) 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.

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

(f) 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 CEO 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 1I1 and 1I3)

1H2. 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 USA Cycling. The CEO, 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 CEO.

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

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

(h) USA Cycling invites representatives of foreign national federations; the organizer invites all others.

1H3 Team-limited Races. USA Cycling may designate a race as team-limited. At such events USA Cycling may specify an upper limit on the number of entries to be accepted from any club or team. This applies whether entry is on an individual or team basis. This information should be included in the official race announcement.

1I. Race Announcements

1I1. A race organizer with an approved event permit may use the USA Cycling name and emblem in advertisements and official race announcements of the event.

1I2. The **official race announcement** must be approved by the administrator before publication [up to \$500 penalty for publication without approval], may include the USA Cycling 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 *existence* of any surcharges and what they are for, *including fees for online entry*. 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.

1I3. For any **non-invitational race** the official race announcement shall be distributed 30 days prior to an event using electronic media, physical distribution, or some combination of both. Organizers who publish an

announcement less than 30 days prior to an event shall pay a permit surcharge as specified in the Schedule of Fees.

1I4. 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 [up to \$500 penalty for unapproved changes].

1J. Entry in Races

1J1. 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].

1J2. It is the rider's responsibility to enter a race in the proper class and category [disqualification and 30 day suspension for competing in the wrong class or category]. The fact that the registrars accepted the incorrect entry will not be taken as an excuse.

1J3. 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.

1J4. 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.

1J5. 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 USA Cycling, and no liability shall attach to USA Cycling 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 USA Cycling, to the organizer before each race. By competing in a race conducted under USA Cycling 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 USA Cycling), and those terms shall be binding even when no proper entry form has been signed and submitted for a rider.

1J6. 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 *road event* exclusively for category 5 men or Category 4 women shall be 50 riders. The maximum field for a *road event* that includes category 5 men with other categories shall be 75. For other *road* events, if no field limit is given in the official race announcement, a field limit of 100 shall be used.

1J7. 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.

1J8. Registration

(a) In order to compete in USA Cycling races, riders must present a valid racing license from USA Cycling or an international license from another national federation that is affiliated with the UCI. 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 races, including officials, riders, team managers, drivers, and mechanics, must hold a USA Cycling license or a license from a governing body that is a member of UCI and must show such license at registration or when called upon to do so by race officials.

1J9. Limitations. Except for invitational races, the organizer must provide an equal opportunity for all qualified applicants to participate without discrimination.

1J10. Withdrawal. After having entered a race, a rider may not withdraw and compete in another race until the race first entered is completed, except with the written consent of the organizer [10 days suspension].

1J11. 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.]

1J12. 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].

1J13. Any rider who enters a race while under suspension will become liable to additional penalties [disqualification and 90 days suspension].

1K. Mixing of Classes and Categories

1K1. Eligibility. No rider may race in a category other than that which is stated on his or her license.

Masters may compete in any races for their age or younger, *subject to category restrictions* but not races exclusively for **Under 23s** or **Juniors**.

Under 23 and **Junior** riders may compete in any races for their age or older, *subject to category restrictions* but not Masters races. Juniors with a racing age of 14 or younger may compete in youth *road events* if there is no race for their specific age group.

Youth riders may enter only youth races.

In MTB endurance races, junior riders age 14 and younger who ride with older juniors may only enter races for riders up to category 2.

UCI 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.

1K2. Women may enter any *men's* race for which they are eligible by age, category, and any performance requirements. They may also enter categorized races for men that are up to one category lower than their women's category. *For road, track, and cyclocross events*, category 1 women may enter men's races 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.

1K3. 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 1K1. All riders shall race the same distance unless there is a distance handicapped start for separate groupings of riders.

1K4. Mixing of Classes in MTB races

(a) If fewer than five riders register for a category within the same age class, they may be required to race with the next highest category within the same age class. USA Cycling encourages promoters to make their best effort to split out awards and prizes for combined categories. For example, if fewer than five Master **Category 2 riders** register, they may be combined with the Master **Category 1 riders**, but they should still be awarded prizes for their category.

(b) If fewer than five riders register for a Masters race in any age class, they may be required to compete in the next younger class closest to the Senior class. If fewer than five riders register for a Juniors race in any age class, they may be required to compete in the next older class closest to the Senior class. Masters shall not be allowed to compete with Juniors; Juniors shall not be allowed to compete with Masters. USA Cycling encourages promoters to make their best effort to split out awards and prizes for combined classes. For example, if fewer than five Junior 14 and under register, they may be combined with the 16 and under category, but they should still be awarded prizes for their age class.

(c) Women will not be combined with men unless there are fewer than five women present at the event after combining all women in all classes. Organizers are encouraged to present a prize to at least the first place woman if combining is necessary.

1K5. Riders with foreign elite licenses and riders classified as elite under rule 1A7 may not enter master's races in a discipline for which they have elite status.

1K6. Registered riders of UCI Continental Teams may enter any **road, track, or cyclocross** Elite event that is open to category one riders, except as restricted for Championship events [see 8B, Championship Eligibility.][Note that this rule does not apply to UCI Professional Continental Teams or UCI Protour teams].

1L. Prizes and Payments

1L1. 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.

1L2. 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.

1L3. Prize List Breakdown for Road, Track, and Cyclocross

(a) 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.

(b). 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. for the first twenty places. Larger fractions are recommended. (As a consequence, the first prize may not exceed 27% of the total prize list for such races.)

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

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

1L4. *Prize list breakdowns in MTB are at the discretion of the organizer. Organizers that offer a race for the Pro category must also offer a cash purse for that category.*

1M. Bicycles

1M1. 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, features, or attachments that extend forward or upward or that provide support for other than the rider's hands are permitted only in time trial and pursuit events (not in Team 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]

(e) Bicycles must meet current UCI technical regulations at events that select 17-18, U23 and elite riders for international competition or national teams. All bicycles used in National Championships (for age 17 and older riders) and NRC races must comply with the current UCI regulations

(f) Bicycles commonly known as **recumbent** may not be raced in USA Cycling races unless there is a separate race for this category of bicycle, and then may be used only in that category.

(g) A mass start bicycle is a road or track bicycle that is legal in all events within the road or track discipline, rather than a bicycle that is restricted to particular events. As an example, a bicycle with handlebars offering forearm support is not a mass start bicycle.

1M2. 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)** USA Cycling 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.

1M3. Bicycle Types

- (a)** For **track races**, only a bicycle with a single cog fixed wheel and without derailleurs, brakes or quick releases may be used; However, in pursuit and time trial events that are not championships or selection events, brakes, freewheels, quick releases, and derailleurs may be installed on the bicycle so long as only one gear is functional.
- (b)** For **road, cyclocross and MTB races**, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.

1M4. 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.

1M5. 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.

1M6. Junior Gears. The maximum chaingear ratio for Junior riders is based on age and discipline. Blocked gears will be allowed, except in National Championships. All tests for compliance shall be done using the "roll-out method." There is no restriction for cyclocross *or MTB races*. For road and track the limits are:

Road

17-18: 7.93 meters (26')(52x14)

15-16: "

13-14: "

10-12: "

Track

17-18: Unrestricted

15-16: 6.78 meters (22'3")(48x15)

13-14: 6.36 meters (20'10.5")(48x16)

10-12: 6.00 meters (19'8")(48x17)

The gear limit for a rider is determined by the age of the rider and the discipline, and applies in all events in that discipline – even when other entrants may not have the same (or any) limit.

Note that the gear combinations listed are merely suggestions – the distance rolled out is the governing standard.

1N. Rider's Uniform

1N1. Helmets. At all times when participating in an event held under a USA Cycling event permit, including club rides, any rider on a bicycle or motorcycle shall wear a protective, securely fastened helmet that satisfies the standards specified in USA Cycling Policies. (Policy I, Sections 1 and 2 – see appendices.) [disqualification and a \$20 fine for failure to wear or for removing such a helmet during a race. The fine is also applicable if the rider is not racing, but is participating in

the event as described below]. "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.

1N2. For **downhill and 4X events**, a full-face helmet must be worn.

1N3. For **all gravity** events, additional padding is strongly recommended. Examples: body armor, elbow and kneepads and full finger gloves

1N4. Motorcycle helmets meeting U.S. Department of Transportation standards must be worn by all motorcycle drivers and passengers in races and club rides.

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

(a) 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.

(b) 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.

(c) UCI Teams and 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 USA Cycling regulations. This also applies to over garments such as vests, jackets, and rain jackets; for UCI Teams and Category 1 & 2 riders who are members of the same team these items must

be transparent or identifiably similar except where different uniforms are called for by USA Cycling regulations. [Offending rider not permitted to start if noted before the race; otherwise, warning for first offense].

(d) 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]. *Club jerseys must not be similar in color or design to a National Champion jersey or a USA National Team jersey.*

(e) Only current National Champions may wear National Championship jerseys and only in the specialty (road race, time trial, criterium, cyclocross, track, *MTB endurance, MTB gravity*) and age group (junior, master, U23, elite) in which the title was won.

- (1)** Age-graded champions may wear the jersey in other age classes within their overall age group (e.g. 15-16 road race champion in a 17-18 road race).
- (2)** In elite races, only the *USA Cycling elite champion, professional champion,* and U23 champion may wear the jersey in the appropriate specialty.
- (3)** In stage races, the jersey may only be worn by the current National Champion in the same specialty as the stage (e.g. Criterium Champion in a criterium stage).
- (4)** Members of sponsored clubs/teams may place advertising on the jersey. *Riders or teams that create their own National Champions jerseys must have the design approved by USA Cycling. The design concept must include a blue field with stars on the top half of the jersey and vertical red and white stripes on the bottom half of the jersey. All National Champion's jerseys must comply with UCI rules for advertising as follows:*
 - *Front and back of the jersey in a rectangle 10 cm high*

- *On the shoulders or sleeves in a single line a maximum of 5 cm high*
- *On the sides of the jersey in a band 9 cm wide.*

- (5) Only former National Champions are permitted to wear the Stars and Stripes pattern on the trim of their jerseys. The Stars and Stripes pattern may be worn in all disciplines, not just the discipline in which it was won.
- (6) A National Champion in one *discipline* (*mountain bike, collegiate* etc.) may not wear the jersey in events of another discipline, except as noted above.

(f) National Team Jerseys. Members of National teams must wear the uniform designated by USA Cycling. This uniform may be worn only while actually representing the USA.

(g) In **stage races, omniums,** and **race series,** the race leader or those heading other categories must wear a special jersey if it is 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, the special classification, and the organizer's sponsors on the upper two thirds of the front and back panel of the jersey. The lower third of the front and back panel shall be in a plain background available for the rider's club or UCI Team.

(h) 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.

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

except as authorized above; audio playback devices are expressly forbidden.

1N7. Racing numbers.

(a) Racing number are provided by the organizer, who may require a deposit that shall be refunded on return of the numbers in good order. The figures shall not be hand written, but printed in block letters using black 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. *When shoulder numbers are provided for cyclocross, they are worn on the upper arm to be visible from the front.* 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, trimmed, crumpled, or otherwise defaced. [Replacement of the numbers at riders' expense if noted before the start, otherwise warning or relegation.]

(c) An administrator may impose additional number requirements.

Numbers size table (minimum sizes -- all dimensions are in centimeters)

<i>Type of Number</i>	<i>Height</i>	<i>Length</i>	<i>Digit Height</i>	<i>Digit Line Width</i>	<i>Minimum Border</i>
<i>Body</i>	<i>20</i>	<i>20</i>	<i>12</i>	<i>1.5</i>	<i>3</i>
<i>Frame</i>	<i>9</i>	<i>13</i>	<i>6</i>	<i>0.8</i>	<i>2</i>
<i>Shoulder</i>	<i>11</i>	<i>12</i>	<i>7</i>	<i>0.8</i>	<i>2</i>

Numbers required per event (minimum):

<i>Event</i>	<i>Body Numbers</i>	<i>Shoulder Numbers</i>	<i>Frame Number</i>
<i>Track</i>			
<i>Track Time Trial</i>	<i>1</i>		
<i>Individual Pursuit</i>	<i>1</i>		
<i>Team Pursuit</i>	<i>1</i>		
<i>Team Sprint</i>	<i>1</i>		
<i>Sprint/200 Meter Time Trial</i>	<i>2</i>		
<i>All other Track Events</i>	<i>2</i>		
<i>Road</i>			
<i>Category A Road</i>	<i>2</i>		<i>1</i>
<i>Road Time Trial</i>	<i>1</i>		
<i>All Other Road Events</i>	<i>1</i>		
<i>Cyclocross</i>			
<i>Category A Cyclocross</i>	<i>1</i>	<i>2</i>	
<i>All Other Cyclocross Events</i>	<i>1</i>		

10. Start of a Race

101. 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].

102. 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.

103. 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.

104. 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.

105. 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.

106. 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.

1P. Finish of a Race

1P1. 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.

1P2. 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 *or MTB* race, if the finish line is off the immediate course, the bell shall be sounded at the point of departure on the preceding lap.

1P3. 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.

1P4. 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, *subject to more specific rules of each discipline.*

(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.

1P5. 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.

1P6. 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.

1P7. 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.

1Q. Conduct

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

1Q2. General Misconduct. The following offenses may be punished by suspension or lesser penalties:

- (a)** Acts of theft, fraud or grossly unsportsmanlike conduct in conjunction with a sporting event;
- (b)** Entering competition under an assumed name;
- (c)** Offering, conspiring, or attempting to cause any race to result otherwise than on its merits.

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

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

1Q5. Abuse.

- (a)** No rider or licensee may be disrespectful toward organizers, officials, riders or spectators [warning for minor offense; possible relegation of rider; and/or up to a \$50 fine].
- (b)** No rider or licensee may use foul or abusive language or conduct during a race event [disqualification and 15 days suspension].
- (c)** No licensee may assault (an unlawful attempt, coupled with the present ability, to commit a violent injury on the person of another) or do battery (any willful and unlawful use of force or violence upon the person of another) to anyone connected with any event (including but not limited to riders, officials, spectators, public officials, etc...) held under a USA

Cycling permit. [disqualified from the event, prohibited from participating in another event for 72 hours & suspended for up to one (1) year after due process]

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

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

1Q8. Pushing or pulling among riders is prohibited in all races except the Madison and then only between members of the same team. No rider may hold back or pull an opponent by any part of his or her clothing, equipment or body [relegation or disqualification].

1Q9. Competitors may make **no progress unaccompanied by a bicycle** [relegation or disqualification]. In the case of a crash, they may run with their bicycles to the finish line, staying on the course.

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

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

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

1Q13. Gambling. *No person with official responsibilities at a race (including, but not limited to, race officials, race announcers, marshals, or organizers) may lay a wager on the outcome of the race they are participating in.*

1R. Protests and Hearings

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

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

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

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

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

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

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

Chapter 2

Track Racing

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. Rider 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.

2B7 *The number of riders on a track shall in no case exceed:*

20 (15 teams for Madison) on a 200 m track

24 (18 teams for Madison) on a 250 m track

36 (20 teams for Madison) on a 333.33 m track

40 (20 teams for Madison) on a 400 m track

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. Riders taking free laps may not return to the track in the final kilometer. Riders who suffer a mishap and do not return to the track will not be placed.

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 s 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 or 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 two laps on a track of 333.33 meters or greater, or over three laps on a smaller track.

2F5. The **starting position** of each rider shall be decided by the drawing of lots.

(a) The rider on the inside of the track, unless overtaken, shall lead until reaching the pursuit line (the middle of the back straight) on the opposite side of the track. The lead rider shall not stop before reaching the pursuit line. After reaching the pursuit line, a maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds, following which the leading rider shall be directed by the starter to continue. If that rider fails to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately rerun as a two or three-up race, without the relegated rider.

(b) 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. Any rider not showing for a heat is eliminated except in special circumstances as determined by the Chief Referee.

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 the complete length of the track, except that USABA tandems will use the Paralympic timing distance of 200 meters.

Table 1 Organization of Sprint Events

The following table is the sprint seeding format used for UCI World Championships. This format is designed for 16 riders and does not use repechage rounds. The riders are seeded by 200 meter time trial, with the fastest rider designated as N1, the second as N2, and so on.

Round	Heat	Compo- sition	Results	
			1st	2nd
1/8th	1	N1 - N16	1A1	
Finals	2	N2 - N15	2A1	Ranked 9th-16th based on 200 m TT qualifying times
	3	N3 - N14	3A1	
	4	N4 - N13	4A1	
	5	N5 - N12	5A1	
	6	N6 - N11	6A1	
	7	N7 - N10	7A1	
	8	N8 - N9	8A1	
	1/4	1	1A1 - 8A1	
Finals	2	2A1 - 7A1	2C1	
	3	3A1 - 6A1	3C1	
	4	4A1 - 5A1	4C1	
1/2	1	1C1 - 4C1	1D1	1D2
Finals	2	2C1 - 3C1	2D1	2D2
Finals	1	1D1 - 2D1	1st (gold)	2nd (silver)
	2	1D2 - 2D2	3rd (bronze)	4th

The following table is the sprint seeding format used for competitions with 24 competitors when using repechage rounds. The riders are seeded by 200 meter time trial, with the fastest rider designated as N1, the second as N2, and so on.

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

Heat	Composition	Results	
		1st	2nd
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

Heat	Composition	Results	
		1st	2nd
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

Heat	Composition			Results		
				1st	2nd	3rd
1	1C2	6C2	9C2	1D	Elim.	Elim.
2	2C2	5C2	7C2	2D	Elim.	Elim.
3	3C2	4C2	8C2	3D	Elim.	Elim.

1/8th Final

Heat	Composition		Results	
			1st	2nd
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

Repêchage—1/8th Final

Heat	Composition			Results		
				1st	2nd	3rd
1	1E2	4E2	6E2	1F	Elim.	Elim.
2	2E2	3E2	5E2	2F	Elim.	Elim.

1/4 Final

Heat	Composition		Results	
			1st	2nd
1	1E1	2F	1G	4-up ride
2	2E1	1F	2G	for
3	3E1	6E1	3G	5th-8th
4	4E1	5E1	4G	places

1/2 Finals

Heat	Composition		Results	
			1st	3rd
1	1G	4G	Ride for 1st & 2nd	Ride for 3rd & 4th
2	2G	3G		

Sprint Table for 18 participants

Round 1, using the following chart

Complete this round, then go to the Round 2 repechage in the standard chart.

Heat	Composition	Results	
		1st	2nd
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

Direct to 1/8th Finals, using the following chart

Complete this 1/8th Finals, then go to the 1/8 Finals repechage in the standard chart.

Heat	Composition	Results	
		1st	2nd
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 repechage 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 by assistants. The start shall be given when the pacer approaches the pursuit line in the sprinters lane.

Unless another rider assumes the responsibility, the rider who drew No. 1 shall follow immediately behind the pacer for at least the first lap, failing which the starter shall stop the race and the rider will be eliminated. The rider who drew number 2 shall lead after the restart.

(b) If there is a mishap in the first half lap, the race shall be stopped (immediate restart).

(c) The pacer shall ride on the measurement line, starting at 25 kph (15 mph) and shall gradually increase speed to 45 kph (28 mph) for women and 50 kph (31 mph) for men. He shall leave the track when ordered to do so by the starter, in principle 600-700 meters before the finish.

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

(e) The race will be stopped in the event of illegal behavior by one or more riders while behind the pacer. The race shall be rerun without the rider(s) at fault.

(f) Any other restarts are at the discretion of the Chief Referee.

2I. Time Trial

2I1. Riders are timed over a **fixed distance**. 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 starting blocks or 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.

(c) *When **team events** such as the team pursuit or team sprint are run as a single time trial ride, rather than multiple rounds, the rules for the **qualifying round** for that event shall cover mishaps and false starts.*

2I4. Restarts

(a) In the case of a false start, the rider shall restart immediately.

(b) In the case of a mishap (*recognized or not*) the rider shall take a new start whenever possible (generally within ten [10] minutes or at the end of the same session).

(c) A rider is permitted at most, two starts.

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, 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 2000 meters for junior women, 3000 meters for elite women and junior men, and 4000 meters for elite men. 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 *or re-passing* 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. Finals.

(a) The two fastest riders from the qualifying round shall race for first and second, and the third and fourth fastest riders from the qualifying round shall race for third and fourth.

(b) *Should a rider fail to take the start of a final, his opponent is declared the winner. A rider failing to start the final for 1st and 2nd places shall be placed 2nd; a rider failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee/Race Jury, the absent rider shall be disqualified and his place shall remain vacant.*

2J8. 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 indicate 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].

2J9. 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 or countdown clock. The starter and assistant starter shall be in the center of the track. The rider shall be held by starting blocks or an official at the start and shall be neither restrained nor pushed. If held by officials, 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 officials shall indicate when the rider is ready for the start with a single raised flag.

(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 one reride for false starts or mishaps. Therefore, a rider is entitled to only two starts in any given round.

2J10. Mishaps.

(a) Qualifying round: In the first half-lap, in the event of a mishap, recognized or otherwise, the race is stopped and restarted immediately. After the first half-lap the race shall not be stopped. A rider who suffers a recognized or unrecognized mishap shall be permitted to ride again at the end of the qualifying rounds (either alone or matched against another rider in the same situation). A rider may only be permitted to have two (2) starts in this round.

(b) Final: In the first half-lap, in the event of a mishap, recognized or otherwise, the race is stopped and restarted immediately. If a mishap recognized or unrecognized, occurs after the first half lap but before the last kilometer, 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 **recognized** or **unrecognized** 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.

2J11. Finish.

(a) Final: If one rider passes the other, the starter shall signal the end of the race.

(b) 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.

(c) 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 *3,000 or* 4,000 meters.

2K4. Team. *In events with four-rider teams, 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. *In events with three-rider teams, four riders may be entered with only three competing in a 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.

2K10. Start.

(a) In the qualifying round teams shall be started one at a time except in extraordinary circumstances.

(b) 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.

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

(1) All 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.

(d) The start shall be by gunshot or countdown clock. 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. Whenever possible the rider placed in the sprinters lane shall be held by a starting block. 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.

(e) 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.

(f) Each team is allowed only one reride for false starts.

2K11. Mishaps.

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

(b) In each round, including the final, only one new start may be permitted as a result of a mishap. Therefore, a team is entitled to only two starts in a given round.

(c) Qualifying Round. During the first half-lap, if any team suffers a mishap (recognized or not), the race shall be stopped and restarted immediately.

Four-person team: If a mishap occurs after the first half-lap and only one rider is involved, 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.

Three person team: *If a rider has a mishap the team shall stop and ride again at the end of the qualifying round.*

If a mishap leads to a restart, in the subsequent ride no allowance is made for mishaps – a team must continue with at least 3 riders or be disqualified.

(d) Final Rounds. *In the event of a mishap in the first half-lap, the race shall be stopped and restarted. If the team suffers a further mishap during its subsequent ride, it shall be eliminated. After the first half-lap no mishap will be taken into consideration. The team shall continue if they still have three riders on the track; otherwise the starter shall stop the race and the other team shall be declared the winner.*

2K12. Finish.

(a) In the **qualifying round**, where two teams are on the track at the same time, if one team catches the other, both teams shall continue and record a time for the distance.

(b) In the **final**, if one team catches the other, the starter shall stop the race. A team (with at least three members together) is considered to have caught another team when it is within one meter of the other.

(c) 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.

(d) 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.

(e) Should a team fail to take the start of a final, the opponent is declared the winner. A team failing to start the final for 1st and 2nd places shall be placed 2nd; a team failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee/Race Jury, the absent team shall be disqualified and the place shall remain vacant.

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. Team Sprint

2L1. Team Sprint is a race run by two teams of riders, each of whom shall lead for one lap. The number of riders per team (and total laps) may be specified as either three or two; generally it will be three for men and two for women. 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 other two teams ride off for third and fourth. In three lap events there may be four riders entered for each team, but no more than three of those riders may compete in a given round.

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 one rider per lap) 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 only one (1) false start), a failure of the electronic timing system, or a failure of the starting blocks.

(d) The riders of each team shall start either side by side or staggered at an angle of 45° behind the start line. The lateral distance between riders shall be equal and between 1.5 and 2 meters.

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) In two lap races the second rider shall complete the last lap alone; in three lap races the rider that was in second position shall lead the following lap and then shall drop out in the same manner.

(c) In three lap races 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) Finals:

In the event of a mishap (whether or not recognized), the team involved shall be granted a restart. If the team suffers a further mishap (whether or not recognized) during its subsequent ride, it shall be relegated.

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.

Should a team fail to take the start of a final, the opponent is declared the winner. A team failing to start the final for 1st and 2nd places shall be placed 2nd; a team failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee/Race Jury, the absent team shall be disqualified and the place shall remain vacant.

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. In Championship events the sprint interval shall be 10 laps on tracks 250m or shorter; on longer tracks the interval shall be the number of laps closest to 2km. *For all championship points races, if the specified distance for the event cannot be divided evenly by the sprint interval, the distance should be modified slightly so that the number of laps between sprints is the same throughout the race.* 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. Any rider who gains a lap on the main field will receive 20 points. Any rider who loses a lap to the main field will lose 20 points.

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 who lose contact with the field, and are then caught by the leaders, may not lead [disqualification]. 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. Riders returning to the race must join at the back of the group they were with.

(b) Riders taking free laps may not return to the track in the final kilometer.

(c) To be eligible to score points in a sprint following a rider's mishap, the rider must have rejoined the group they were previously a part of before they start the sprint lap.

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 and are prevented from returning to the race by 2M5(b) will retain their points for the final classification. Other riders who fail to complete the race shall not be placed.

(b) When riders are tied on points, the order of finish in the final sprint shall be used to break the tie. Tied riders who cannot be placed in the final sprint are placed according to the number of first places in sprints; if still tied then the number of second places 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. In Championship Madisons, sprints will occur every 5 Km. 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 by teams in a Madison race are determined in the same way as for riders in a points race.

2N4. Final placings are determined by number of laps completed and secondarily by points earned in sprints. Ties

between teams with the same number of laps and points are broken in the same way as in points races.

2N5. 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.

2N6. 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.

2N7. 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 1000 meters. On returning to the race, a member of the team shall resume the position the team occupied before the mishap. Teams taking free laps may not return to the track in the final kilometer; 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.

2N8. 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.

2N9. 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 except for events that are International-style omniums (see rule 203).

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.

203. International-style Omnium: this is a different event from conventional omniums, with different scoring, tie-breaking, and the requirement that riders must compete in all

events. *All events are held on a single day.* The following rules apply:

- (a)** The default events to be held are (in the order listed):
1. 200m time trial with flying start,
 2. Scratch race (distance equal to the number of laps closest to 5km)
 3. Individual pursuit (3000 meters - 2000 meters for junior - without finals, riders seeded from the overall ranking after the scratch race)
 4. Points race (distance closest to 15km with 6 sprints *for men; 10km with 4 sprints for women*)
 5. 1000m/*500m* time trial *for men and women respectively* (riders seeded from the overall ranking after the points race).

(b) Whenever possible, there shall be an interval of at least 30 minutes between two events.

(c) The pursuit and 1000m/*500m* time trial should be done with two riders on the track at once if possible.

(d) If the number of riders exceeds the maximum number of riders permitted on the track in mass start events, there are two alternate methods: (1) after the 200m time trial, eliminate all riders whose place exceeds the field limit; (2) run heats for the mass start events.

(e) Any rider failing to attempt to start in one of the events shall not be allowed to take part in the subsequent events but shall be considered to have abandoned the competition. He shall therefore figure last in the final classification with the provision "DNF" (did not finish).

(f) Ranking:

- (1) A full result shall be produced for each event.
- (2) The winner of each event will be awarded 1 point, the second place rider 2 points, and so on.
- (3) If heats are run in the mass start events, then those riders who do not qualify for the finals will receive points based on their placing in the heats, with the highest placed non-qualifier in each heat

receiving 1 more point than the number of finalists, the second highest non-qualifiers 2 points more than the number of finalists and so on.

(4) A cumulative points total obtained in each event shall be updated in increasing order after each event. The winner shall be the rider who has obtained the lowest point total.

(5) In the event of a tie, the best rider shall be determined by the lowest cumulative time in the time trial events.

Chapter 3

Road Racing

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. Multiple Fields. If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen such that different groups will not overlap. If overlapping cannot be avoided, the races should not be placed on the course simultaneously. *If these conditions are not met, the Chief Referee may change the schedule or cancel some or all of the events.*

3A3. 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.

3A4. 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.

3A5. Markers. A conspicuous marker shall denote the final kilometer. A white flag shall mark the point 200 meters from the finish.

3A6. 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.

3A7. 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.

3A8. 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.

3A9. Category A events. The organizer shall do the following in Category A events. Organizers are encouraged to do them for other road races.

(a) Provide a precise course map indicating distances to be covered;

(b) Provide a finish area that includes the following: a finish line that meets the championship specification, fencing on each side of the finish line, and 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 that supplies continuous, frameless finish order 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.

(g) Provide at least two body numbers for competitors in mass start events; frame numbers are recommended.

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].

3B11. All Category "A" and "B" road races will use the UCI penalties and **fine schedule** for all "other events."

(Organizers are encouraged to develop technical guides utilizing the penalties and fines in the UCI regulations)

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) Team cars and neutral service vehicles should be 1.6 meters in height or less, with windows that are not opaque. If non-complying vehicles are allowed in the caravan, the Chief Referee may change their position based on vehicle characteristics.

(c) In stage races, caravan order is determined by individual general classification when it is available. In omniums individual overall point standings are used.

(d) For single-day events, and for stage races and omniums when individual classification is not available, the following applies:

(1) If the race is part of a point series, caravan order will be determined by current individual point standings. Teams with no individual points will be placed after the teams with points by drawing lots. Teams with points that are not represented at a mandatory managers meeting will be treated as though they had no points.

(2) For races that are not part of a points series, caravan order is determined by drawing lots. Teams that are not represented at a mandatory managers meeting will not be included in this drawing; they will be placed after the other teams, with their order determined by a second drawing.

(3) The technical guide should include the details about caravan order and any managers meetings. The guide may specify an alternate method of determining the order of cars.

(e) When drawing by lot, team names are drawn randomly, with the first chosen being first position etc.

(f) Each official in the caravan shall submit to the Chief Referee, at the end of the race, a written report detailing observed infractions of rules.

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

(h) 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.

(i) 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].

(j) 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 USA Cycling standards.

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

(l) 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.

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.

Feeding will normally begin 50 km from the start.

This may be modified depending on the nature of the course and the weather. Feeding shall be authorized thereafter except for the last 20 km.

(b) When a referee grants permission to feed from cars, the procedure is for riders to slowly move to a position even with their team car to receive food and drink. The team car must be positioned behind the referee's car unless the group contains 15 riders or less; in that case, with permission of a referee, the team car may move up to the rear of the group to feed. 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 [warning or free lap denied if a dangerous situation was created].

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. Feeding is not permitted unless specifically authorized by the Chief Referee.

3D7. 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 except in the following situation: when a breakaway has lapped the main field, riders in the main field and the breakaway riders are then both 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.

3D8. 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 2]. *A rider may also be disqualified for extended and/or repeated pacing.*

(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) Support vehicles must be authorized and under the control of the Chief Referee to be on the course (unauthorized vehicles may result in penalties, including disqualification of the rider). A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10

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 2].

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 possibly a referee

in the front seat and possibly a coach and a mechanic in back. The vehicle may carry spare wheels, repair materials, and 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 10 meters 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. 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 2. 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. *Penalties may be extrapolated for distances or speeds beyond what are shown in the table.*

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	39	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

Chapter 4

Stage Racing

4. Stage Racing

4A. Composition

4A1. A **stage race** is an event with a common entry, run on consecutive days, comprising a sequence of road races (i.e. individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. Riders must successfully complete each stage in order to be eligible for the next one. In stage races by time, the sum of the riders' times for each stage determines the final results. In stage races by points, the sum of the riders' points for each stage determines the final results. 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. The race regulations shall specify the **maximum number of riders** per team and may specify a minimum number of riders in order for the team to start. 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 by time:

- (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. Timing procedures. Each stage shall be timed in the same manner as a single-day event, with stage results in seconds for mass start events and seconds and fractions for time trials.

(a) In mass-start events, 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. The Chief Timer shall determine when such a break has occurred.

(b) The fractions of a second from time trial stages are discarded before calculating team or individual general classification, so that general classification is calculated in whole seconds.

(c) If there is a team time trial, the race technical guide shall specify how the times for teams are determined. If the stage is included in individual general classification, the technical guide shall specify how individual stage times are determined as well.

4C3. 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 the fractions of a second from the individual time trial stages (including the prologue) back into the total time. If this does not resolve the tie, the next method is 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).

4C4. 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) *In the event of a tie in the general individual classification by points, the following criteria shall be applied in order until the riders are separated: 1. number of stage wins; 2. number of wins in intermediate sprints counting for the general classification on points; 3. general individual classification by time.*

4C5. 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. If still tied, the rider with the better placing in the individual general classification by time will be the winner.

4C6. 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.

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, 3, 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 three kilometers of a road race stage or after free laps have ended in a criterium stage shall be given the same finish time as the riders he was with at the time of the mishap, provided that the mishap was observed by a race official. The rider shall be given his actual place across the finish line, or last in the stage if he is unable to cross the line.

This rule shall not apply in cases of a hill climb finish, except if the mishap occurred before the climb. The race commission shall determine the applicability of the rule to particular stages and circumstances.

(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) Riders must finish each stage within a time limit equal to the winners time plus a percentage, 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 = $F \times L / (L - D)$, 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 = $W + W / (L - R)$, 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 close of sign-in for 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 three or five officials, including 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 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. The Chief Timer shall determine the racing time of each rider in each stage. At least one timer shall continue timing finishes until the sag wagon arrives.

4G3. 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.

4G4. 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 USA Cycling regulations generally apply to stage

aces, 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 [except for 1C5]. 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. However, the race commission may choose to apply some time penalties to team G.C.
- (d)** The fines listed below in 4H3-18 may be replaced by warnings and time penalties; this may be appropriate at events of category C or lower.

4H3. Failure to respect instructions by the Race Administration or the commissaires
Rider: \$20 to \$70; other license-holder: \$35 to \$150

4H4. Start

- (a) Failure to report at starting time [warning];
- (b) Failure to sign the starting or finishing sheet: \$20 fine

4H5. Bicycle.

- (a) Arriving at the start with an illegal bicycle
Start refused
- (b) Use of an illegal bicycle during a race
Disqualification

4H6. Clothing

- (a) Wearing non-essential clothing
Start refused
- (b) Arriving at the start without a regulation helmet
Start refused
- (c) Removal or improper wearing of a helmet during a race
Disqualification and \$35 fine
- (d) Putting on or removing clothing contrary to the regulations
 - Rider \$20 fine
 - Manager \$70 fine
- (e) Using a mobile phone during a race
\$35 fine

4H7. Numbers and Frameplates

- (a) Number or frameplate altered, mutilated, badly positioned, or covered at the finish:
 - First offense: \$20 fine
 - Second offense: \$35 fine
 - Third offense: disqualification
- (b) Rider abandoning the race without returning the race number and informing the officials
\$35 fine

4H8 Illegal assistance

(a) Exchange of bicycles or wheels between riders of different teams

First offense:	\$70 fine and 2 minute penalty to each
Second offense:	\$70 fine and 5 minute penalty to each
Third offense:	\$70 fine and 10 minute penalty to each
Fourth offense:	Disqualification

(b) Handslings and pushing between teammates

\$70 fine and 10 seconds per offense. If during the final Km of a stage, \$70 fine, 30 seconds, and relegation to last place in the group.

(c) Handslings and pushing between riders on different teams

First Offense:	\$70 fine and 1 minute penalty.
Second Offense:	Disqualification
During last stage:	Disqualification

(d) Being pushed by a spectator

Warning

(e) Illegal assistance to another rider during a circuit finish

First offense:	\$70 fine and relegation to back of group
Second offense:	\$70 fine and disqualification
During final stage:	\$70 fine and disqualification

(f) Pushing off of a vehicle

\$20 fine and 10 seconds per offense.

(g) Non-regulation mechanical or medical assistance

Rider

First offense:	Warning
Second offense:	\$20 fine
Following offenses:	\$70 fine

During last 20 Km \$35 fine, one minute penalty, and relegation to back of group

Other licensee: \$70 fine

(h) Follower leaning or holding supplies out of a vehicle

First offense: \$140 fine

Second offense: \$350 fine

(i) Motorcycle carrying equipment other than wheels

\$70 fine and disqualification to driver

4H9 Sprints

(a) Failure to maintain line during a sprint or other irregularities

First offense: \$35 fine and relegated to back of group

Second offense: \$70 fine, relegated to back of group, and 1 minute penalty

Third offense: \$140 fine and disqualification

(b) Extremely dangerous behavior in a sprint

\$140 fine and disqualification

4H10 Illegal contact between riders and obstruction

(a) Pulling on the jersey of a competitor

\$35 fine and 10 seconds per offense

(b) Pulling on the jersey of a competitor during the last Km of a stage

First offense: \$70 fine and 20 second penalty

Second offense: \$70 fine and disqualification

During final stage: \$70 fine and disqualification

(c) Obstruction of a rider or team car

Rider

First offense: \$35 fine and 10 second penalty

Second offense:	\$50 fine and disqualification
During last Km:	\$70 fine, 30 second penalty and relegation to back of group
During last stage or against a rider in the top ten:	\$70 fine and disqualification

4H11 Course deviations and road closures

(a) Willful deviation of the course, attempting to be placed without covering the entire course, or resuming the race after being transported by a vehicle

\$70 fine and disqualification

(b) Unintentional course detour that constituted an advantage

Disqualification

(c) Passing a railroad crossing that is already closed or another official road closure

Disqualification

(d) 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 [waiver of warning, more severe penalty if position improved or hazardous];

1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute

4H12 Fraud or attempted fraud

Rider

First offense: \$70 fine and 10 minute penalty

Second offense or during last stage: \$70 fine and disqualification

Other licensee: \$70 fine and disqualification

4H13 Towing and Drafting

(a) Rider holding onto his team's vehicle

Rider:	\$70 fine and disqualification
Manager:	\$70 fine, disqualification, and team vehicle eliminated from the event

(b) Rider holding onto other vehicle

Rider:	\$70 fine and disqualification
Other licensee:	\$70 fine, disqualification, and elimination of the vehicle if it was another team's vehicle

(c) Brief drafting off of a vehicle

Warning

(d) Prolonged drafting off of a vehicle

Rider:	\$35 fine and 20 second penalty. Disqualification in extreme cases
Other licensee:	\$70 fine

4H14 Feeding

(a) Unauthorized feeding (outside zone or distance specified)

Rider

In first 50 Km:	\$35 fine
In last 20 Km:	\$35 fine and 20 seconds per offense
Third offense:	\$100 fine
Other licensee:	\$100 fine

(b) Irregular feeding

Rider:	\$15 fine
Other licensee:	\$35 fine

(c) Theft of food or drink

\$200 fine

(d) Carrying glass containers

\$20 fine

(e) Illegal or dangerous tossing of an object

First offense:	\$20 fine
Subsequent offenses:	\$20 to \$80 (can be applied to team if rider cannot be identified)

- (f) Discarding a glass object
\$35 fine and disqualification

4H15 Caravan Violations

- (a) Breach of regulations concerning vehicle movements
\$70 fine to driver
- (b) Obstructing an official vehicle
Rider: \$15 fine
Other licensee: \$35 fine
- (c) Abandoning a commissaire riding in a team car
\$150 fine
- (d) Failure to respect instructions of commissaires or race administration
Rider: \$20 to \$70 fine
Other Licensee: \$35 to \$150 fine and vehicle sent to the back of the caravan for the duration of the stage and possibly for 1 to 3 stages depending on the severity.

4H16 Threats and Violence

- (a) Insults, threats and rude behavior
\$35 to \$150 fine
- (b) Acts of violence among riders
\$70 fine per offence, 1 minute penalty, or disqualification for serious offenses
- (c) Acts of violence towards other people
Rider: \$70 fine and disqualification
Other licensee: \$700 fine

4H17 Finish Procedures

- (a) Recrossing the finish line while still wearing a number

Warning

- (b) Failure to attend official ceremonies when required
\$70 fine and forfeit of prizes
- (c) Demonstration or collusion to avoid being eliminated
\$35 to \$150

4H18 Time Trial Stages

- (a) Rider failing to maintain required distance behind or to the side, drafting:

\$20 fine and time penalty according to table

- (b) Vehicle failing to maintain 10 meter gap behind rider

Rider: 20 second penalty

Driver: \$70 fine

- (c) Breach of regulations concerning warm up circuits

Rider: \$20 fine

Other licensee: \$70 fine

Organizer: \$120 fine

4H19 Team Time Trial Stages

- (a) Team starting before all members are present

10 minute penalty

- (b) Riders failing to maintain required distance behind or to the side, drafting:

\$20 fine to each rider and time penalty according to

Table 2

- (c) Vehicle failing to maintain 10 meter gap behind rider

Riders: 20 second penalty to each

Driver: \$70 fine

- (d) Breach of regulations concerning warm up circuits

Rider: \$20 fine

Other licensee: \$70 fine

Organizer: \$120 fine

- (e) Pushing among members of the same team

1 minute penalty to stage placing of each rider and

\$35 fine to each

Chapter 5

Cyclocross

5. Cyclocross

5A. Course and obstacles

5A1. 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.

5A2. The course shall be rideable in all conditions, regardless of the weather. Clay or easily flooded areas, such as fields, should be avoided.

5A3. 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 CEO or his designee).

5A4. 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 CEO or his designee).

5A5. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line. For championships and other major events eight lanes with a width of 75 cm and a length of 10 meters shall be marked off at the start line to facilitate organizing the riders into starting order.

5A6. The starting stretch shall be a minimum of 200 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.

5A7. The finishing stretch shall be a straight line. It shall have a minimum length of 100 meters and a minimum width

of 6 meters for championships, 4 meters for other events (6 meters is recommended). It shall be flat or uphill.

5A8. The starting and finishing stretches shall be free of obstacles.

5A9. The course shall include a maximum of 6 obstacles (temporary 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. The total length of obstacles may not exceed 10% of the course distance.

5A10. The course may *include a single section* of temporary artificial *barriers. This shall consist of two barriers of wooden or other non-metallic material, standing vertically, 40cm tall, 4 meters apart, and taking up the full width of the race course. The surfaces of the barriers must have no gaps from the top to the ground. Barriers may be placed on flat or uphill terrain; downhill barriers are expressly forbidden.*

5A11. Races which are not UCI events, national championships, or used to qualify riders for national teams or international competition may have two additional sets of temporary artificial barriers (3 total). The barriers must meet the specifications in 5A10 and the total number of obstacles may not exceed 6. The addition of additional temporary barriers should be done only in unusual circumstances (e.g. local tradition at a particular event or the lack of suitable terrain)

5A12. The course may cross bridges or footbridges provided that they are a minimum of 3 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.

5A13. No acrobatics on the part of the riders shall be required to overcome obstacles.

5A14. Having consulted the Organizer, the Chief Referee may decide that artificial obstacles shall be removed if the circuit is unusually slippery.

5A15. For championship events, up to 5 races may be run per day over the same course.

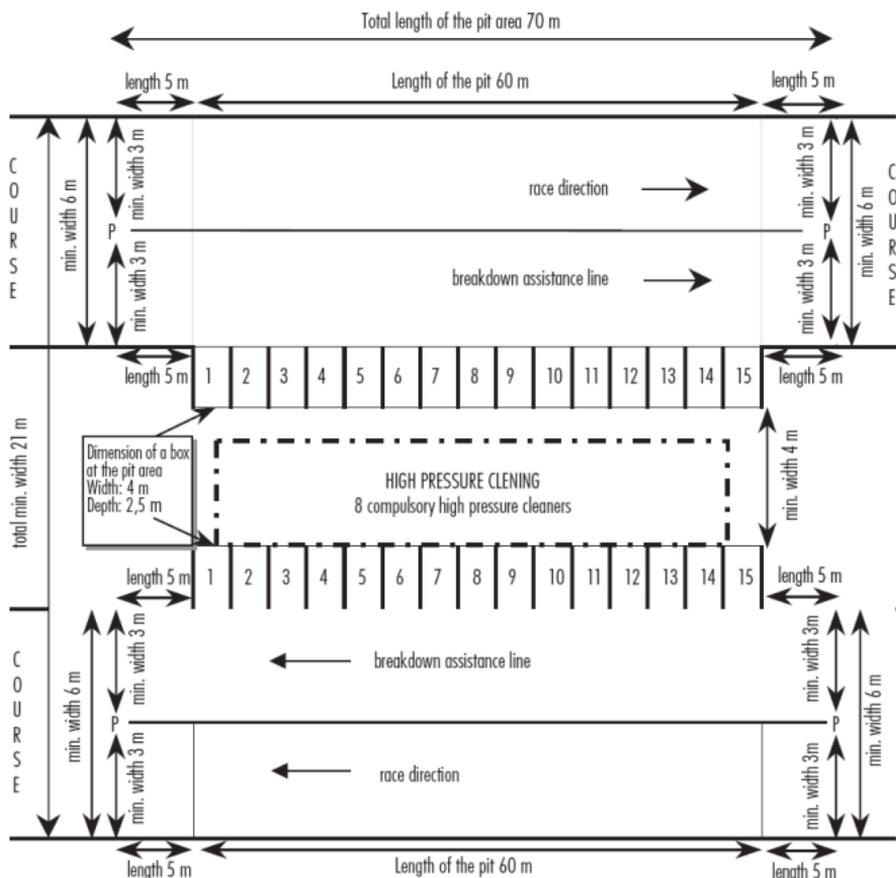
5B. Equipment pits

5B1. An equipment pit is the part of the circuit where riders can change wheels or bicycles. Wheels or bicycles may only be changed in an official equipment pit.

5B2. 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 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. A double pit is required for championships and recommended for other events.

5B3. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked out, by tape at the very least. *The pit lane shall be a minimum of 3 meters wide at all points.*

STANDARD CONFIGURATION OF A DOUBLE PIT AREA



5B4. 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.

5B5. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics.

5B6. 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.

5C. Equipment changes

5C1. A rider may use the pit lane only to change a bicycle or wheel.

5C2. Changing of equipment shall be done at the same point with no advance in the rider's position.

5C3. 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.

5C4. The exchanging of wheels or bicycles between riders shall be forbidden.

5D. Starting

5D1. The riders shall assemble in the roll-call zone a maximum of 10 minutes before the start.

5D2. For championships the call up order shall be listed on the race announcement, information pamphlet, or at registration.

5D3. Any rider causing a false start shall be disqualified.

5E. Duration of races

5E1. The length of the race may be specified by number of laps or by time.

5E2. 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.

5F. Abandons

5F1. Riders dropping out shall immediately remove their body number and leave the course and may not cross the finish line.

5G. Finish

5G1. Any rider lapped before the last lap shall leave the race (unless stated differently prior to the race); if the lapping takes place after the midpoint of the race the rider shall be given a place. 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.

5G2. In championship events a rider who is lapped during the final lap of the race shall be stopped at the beginning of the finish line area and shall be classified in accordance with their placing without crossing the finish line.

5H. In-race communication

5H1. The use of radios is forbidden

Chapter 8

Road, Track, and Cyclocross Championships

8. Road, Track & Cyclocross Championships

8A. Organization

8A1. The rights to organize National Championships may be awarded to local organizers who meet the requirements established by the CEO.

8A2. 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.

(d) Junior 10-14 Championship courses must be closed to traffic.

8A3. 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.

8A4. 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.

8A5. All championships other than optional championships shall be conducted annually.

8A6. Massed start races with fewer than 10 participants may be combined with another category at the discretion of USA Cycling and the Chief Referee with riders being scored separately at the end of the event.

8A7. In National Championship events, the defending National Champion (in that event) shall be given highest

priority in call-ups even if the event is otherwise run under UCI rules.

8B. Championship Eligibility

8B1. Championships are open only to riders who hold USA Cycling rider annual licenses and meet other qualifications stated in these rules. International licenses are not required to compete in National Championships.

(a) State championships are open only to USCF, UCI Men's Continental, or UCI Women's Team members who are USA citizens or permanent residents and reside in the state as shown on their licenses. Riders who, at any time in the current year have been members of Men's UCI Pro Teams and Professional Continental Teams may not enter these races.

(b) National Championships for Junior 17-18, Under 23, and Elites may be entered only by riders who are USA Citizens or are members in the US Armed Forces.

(c) Regardless of any general rule pertaining to National Championship eligibility, any National Championship that is a direct qualifier for the World Championships or Olympic Games may only be entered by riders who are eligible under international regulations to enter those events as part of the U.S. team.

8B2. 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.

8B3. 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.

8B4. Regional Championships may be conducted on the same basis as state championships in regions designated by the CEO.

8B5. At track championships, those under suspension, either by USA Cycling or the UCI, are specifically barred from the

infield. Such access may be further restricted as published in advance and approved by the CEO of USA Cycling.

8C. Awards

8C1. In State or Regional championships, medals shall be awarded to the first three places.

8C2. In all National Championships, awards shall consist of a first place jersey and medals to five places. National championship jerseys for age groups 17-29 shall be a design that is distinct from those of other age groups. *When U23 National Championship events are not run as a separate events, but are combined with Elite National Championships, the best U23 rider in the Elite event will receive a National Championship jersey and a gold medal. No other medals will be awarded.*

8D. Junior Championships

8D1. 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. Only USA Citizens may compete in National Championships that are exclusively for the ages of 17 and 18.

8D2 The CEO may publish qualification standards for Junior National Championships. Such standards may be in addition to the current category requirements or may replace them.

8D3. State Road Race Championships

Men

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

Women

10-12 18-20 km
13-14 15-30
15-16 30-40
17-18 50-70

8D4. National Road Race Championships

Races that restrict entry based on category are listed in parenthesis below.

(a) Individual Road Races

Men

10-12	10-20 km
13-14	20-40 km
15-16	45-80 km (Cat 1-3)
17-18	90-120 km (Cat 1-3)

Women

10-12	10-20 km
13-14	20-30 km
15-16	35-60 km
17-18	70-85 km

8D5. 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

8D6. National Criterium Championships

Races that restrict entry based on category are listed in parenthesis below.

Men

10-12	15 km
13-14	20 km
15-16	25 km (Cat 1-3)
17-18	50 km (Cat 1-3)

Women

10-12	15 km
13-14	20 km
15-16	20 km
17-18	20 km

8D7. State or Regional and National Track Championships

may be conducted for each of the following classes. Competition in classes under 17 shall be conducted as omniums. Final omnium standings shall include those riders who compete in all events but do not earn event points. Such riders shall be placed according to their finish in a designated event (generally the last event). The winner of each omnium is the Track Champion for that age group. The winner of the National Omnium is awarded the National Championship jersey. Medals will be awarded to the top three finishers in each individual Track National Championship event, but they will not be designated as National Champions nor receive a jersey. Each individual event for riders in the 17-18 age group is a national championship, with the awarding of a championship jersey and medals to the top five places.

Races that restrict entry based on category are noted in parenthesis below:

(a) 10-12 Men

500 m time trial*
1 km scratch race
2 km scratch race

(c) 13-14 Men

500 m time trial*
4 km scratch race
10 km points race

(e) 15-16 Men

500 m time trial
8 km scratch race
15 km points race
Sprint

(g) 17-18 Men

sprint (Cat 1-3)
1 km time trial
3 km pursuit
10 km scratch race (Cat 1-3)
25 km points race (Cat 1-3)

(b) 10-12 Women

500 m time trial*
1 km scratch race
2 km scratch race

(d) 13-14 Women

500 m time trial*
4 km scratch race
8 km points race

(f) 15-16 Women

500 m time trial
6 km scratch race
10 km points race
Sprint

(h) 17-18 Women

sprint
500 m time trial
2 km pursuit
7.5 km scratch race
15 km points race

*Event restricted to Mass Start Bicycles

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

8D8.

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

(b) A Team Sprint Championship shall be conducted. For Junior Men, the event will be 3 laps for teams of 3 riders. For Junior Women, the event will be 2 laps for teams of 2 riders.

(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) Keirin championships shall be conducted for men with racing ages 16-18 for those riders that have a track category of 1 or 2 and for women with racing ages 16-18 that have a track category of 1-3.

8D9. 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 10-12, 13-14, 15-16, and 17-18, which may be run concurrently. *The first row of call ups shall be reserved for riders in the following order:*

(a) The seven best placed riders returning to the same age class from last year's National Championships.

(b) The National Champion from the next younger age class the year before if he or she has since moved to the next age class.

Any other riders called up shall be determined by USA Cycling.

8E. Under 23 Championships

Under 23 Championships may be conducted as separate events or as a combined event with the Elite Championships at the discretion of USA Cycling. If the U23 Championship is combined with the Elites, then the U23 winner will be the best placing U23 rider in the Elite event. No other U23 placings will be given.

The distances and qualifications shown below refer to Championship events that are run as separate Events.

8E1. Under 23 Championships are open only to riders with the racing age of 19 to 22 who are USA citizens as shown on their licenses, subject to category restrictions shown with the events below. Under 23 riders who are members of UCI Protour Teams are Elite riders and not eligible for Under 23 Championships.

8E2. National Road Race Championships

Men	Cat 1-2	160-225 km
Women	Cat 1-3	90-130 km

8E3. State and National Time Trial Championships shall be conducted for men at a distance of 30-50 km *and for women at a distance of 20-40 km.*

8E4. National Cyclocross Championships shall be conducted for men and women.

8E5. National Track Championships

Men

Sprints (Cat 1-2)

Kilo

Pursuit 4k

Points Race 20-40km* (Cat 1-2)

Women

Sprints (Cat 1-3)

500m TT

Pursuit 3k

Points Race 15-25km*
(Cat 1-3)

*distances and number of sprints may be adjusted for the size of the field

8E6. National Criterium Championships

Men

Cat 1-2

60 Km

Women

Cat 1-3

35 Km

8F. Elite Championships

8F1. Elite National Championships are open only to riders with a racing age of 17 or higher who are USA citizens as shown on their licenses, subject to the category restrictions shown with the events below. However, state championships are also open to permanent residents as shown on their licenses. Elite Championships are not open to riders on UCI Pro, Professional Continental, and Continental Teams when there is a specific Professional National Championship for that discipline.

8F2. State Road Race Championships

Men Cat. 1-3 120-205 km

Women 55-110 km

8F3. National Road Race Championships

Men Cat. 1 160-225 km

Women Cat. 1-2 90-130 km

8F4. State and National Time Trial Championships

(a) Individual Time Trial shall be conducted for Men at a distance of 30-50 km, *and for women at a distance of 20-40 km.*

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

8F5. National Criterium Championships

Men Cat. 1 80 km

Women Cat.1-2 50 km

8F6. State or Regional Track Championships may be conducted for each of the following classes, where regions are defined by the CEO:

(a) Men

sprint

Cat. 1-3 Keirin

1 km time trial

4 km pursuit

Team Sprint

Cat. 1-3 points race

(b) Women

sprint

500 m time trial

3 km pursuit

points race

8F7. National Track Championships. The elite National Track Championships, including the awarding of medals, are open to USA Cycling track riders, subject to the category restrictions shown with the events below.

(a) Men

sprint (Cat 1-2)

Keirin (Cat 1-2)

1 km time trial

4 km pursuit

30 km points race (Cat 1-2)

15 Km Scratch race (Cat 1-2)

Standing one-lap time trial (UCI sprint bike required)

International-style omnium (see rule 203) *for men and women**

(b) Women

sprint (Cat 1-3)

Keirin (Cat 1-3)

500 m time trial

3 km pursuit

25 km points race (Cat 1-3)

10 Km Scratch race (Cat 1-3)

** A minimum of 8 eligible riders must compete for a National Champion to be determined.*

(c) National Track Team Events

Men's 4 km team pursuit (*4 riders*)

Men's team sprint (3 laps for 3 rider teams)*

Women's 3 km team pursuit (*3 riders*)

Women's team sprint (2 laps for 2 rider teams)*

40 km Madison (cat 1-2)

Tandem Sprint (if velodrome is suitable) (cat 1-2 for the pilot)

* A minimum of three eligible teams must compete in order for a National Champion to be determined.

8F8. National Cyclocross Championships shall be conducted for **Elite** men (cat 1-2) and **Elite** women (cat 1-3).

8G. Masters Championships

8G1. Masters Championships are open only to Masters riders with racing ages in the specified ranges who are USA citizens or permanent residents as shown on their licenses. Riders with a racing age of 30 and greater, who hold Elite status as defined in rule 1A29, may not enter Masters Championships.

8G2. Masters National Championships are held for riders in five-year age brackets beginning with 30 years of age.

Jerseys and medals will be awarded for any age group represented.

8G3. For massed-start events, any class with fewer than 10 participants may be combined with the next younger age group or groups, and the riders in the different classes scored separately.

8G4. *In Masters Championship events with an age bracket (e.g. 35-39), riders must compete in their proper age bracket. If the age class is open-ended (e.g. 35+), then they may enter one of the age classes for which they meet the minimum age.*

8G5. For Masters State Championships, the local administrator will determine what the age group breakdown will be.

8G6. State Road Race Championships *Recommended Distances*

Men

30+	85-110 km
35+	55-100 km
45+	40-90 km
55+	40-80 km

Women

<i>30+</i>	<i>30-80 km</i>
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8G7. National Road Race Championships

(a) Individual Road Races shall be conducted in five-year age groups over the following distances. Only riders in categories 1-3 are eligible for men's age classes through 54 and for women's age classes through 44.

Men

30-34	85-115 km
35-39	75-115 km
40-44	60-95 km
45-49	60-95 km
50-54	55-90 km
55-59	55-90 km
60-64	45-80 km
65-69	45-80 km
70+	45-65 km

Women

30-34	55-95 km
35-39	55-95 km
40-44	45-80 km
45-49	45-80 km
50-54	45-70 km
55-59	45-70 km
60+	35-60 km

(b) Tandem Road Races

Shall be conducted over a distance of 60-90 km for teams of two masters men, two masters women, and masters mixed, whose sum ages fall in the following categories: (The rider who steers must be in categories 1-3)

70+, 90+, and 110+

8G8. Time Trial Championships

(a) State and National Individual Championships

Shall be conducted for men and women in each five year age groups over the following distances:

Men

30-34	20-40km
35-39	20-40km
40-44	20-40km

Women

30-34	20-40km
35-39	20-40km
40-44	20-40km

45-49	20-40km	45-49	20-40km
50-54	20-40km	50-54	20-40km
55-59	20-40km	55-59	15-20km
60-64	20-40km	60-64	15-20km
65-69	15-20km	65-69	15-20km
70-74	15-20km	70+	15-20km
75-79	15-20km		
80-84	15-20km		
85+	15-20km		

(b) State and National Tandem Time Trial Championships

Shall be conducted for teams of two men, two women, and mixed; whose sum ages fall in the following categories:

Men 70+	30-50km
Women 70+	30-50km
Mixed70+	30-50km
Men 90+	30-50km
Women 90+	30-50km
Mixed 90+	30-50km
Men 110+	30-50km
Mixed 110+	30-50km

8G9. National Criterium Championships Shall be conducted in five-year age groups over the following distances. 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 km	35-39	40 km
40-44	50 km	40-44	35 km
45-49	40 km	45-49	30 km
50-54	40 km	50-54	30 km
55-59	40 km	55-59	30 km
60-64	35 km	60+	30 km
65-69	35 km		
70+	35 km		

8G10. National Track Championships Shall be held for men and women in the following events:

(a) Sprint

A sprint competition will be held for men and women in five-year age groups. Following a round of 200 meter flying start time trials for seeding, the subsequent compositions of the rounds will be determined by USA Cycling based on the number of participants. Any age group with less than 4 riders may be combined with a lower age group. In such a case the awards for the older group will be determined first by their relative results in the finals and next by their results in the 200 meter time trial.

(b) Time Trial

Standing Start Time Trials will be held for men and women in five-year age groups over the following distances and age ranges:

Men

500 m TT (50+)
1 km TT (30-49)
2 km TT (50+)
3 km TT (30-49)

Women

500 m TT (all)

2 km TT (all)

(c) Points Race

Shall be conducted in five-year age groups over the specified distance. Only riders in categories 1-3 may enter for categories younger than age 55. Any age group with less than 10 riders may be combined with a lower age group. In such a case the awards for the older group will be determined by their relative results within the event.

Men

30-34 30km
35-39 25km
40-44 25km
45-49 20km
50-54 20km
55-59 10km
60-64 10km
65+ 10km

Women

30-34 10km
35-39 10km
40-44 10km
45-49 10km
50-54 10km
55+ 10km

(d) Madison shall be held for teams of 2 riders each in the following age groups: men 30+ and men 45+, and only riders in categories 1-3 may enter. Each rider may enter at most one Madison event

(e) Team Time Trial for the following age groups *with team size and distance as follows:*

men 30+ and men 40+: 4 riders/4km;

men 50+ and men 60+: 4 riders/3km;

women 30+: 3 riders/3km.

Each rider may enter at most one Team Time Trial event.

These events will be run with one ride per team. One or two teams may be run at the same time as decided by USA Cycling. For the purposes of restarts and mishaps, the event will be conducted the same as a qualifying round in a team pursuit.

(f) Team Sprint of 3 laps for three men 30+, men 40+, men 50+ *and men 60+* and of two laps for two women 30+, and 45+. Each rider may enter at most one Team Sprint event. *This event may be run as a single ride time trial.*

8G11. National Cyclocross Championships shall be conducted for men and women in five-year age groups. Different age groups may be run concurrently and scored separately at the discretion of USA Cycling. *The first row of call ups shall be reserved for riders in the following order:*

(a) *The seven best placed riders returning to the same age class from last year's National Championships.*

(b) *The National Champion from the next younger age class the year before if he or she has since moved to the next age class.*

Any other riders called up shall be determined by USA Cycling.

8H. Paralympic National Championships

8H1. US Paralympics, a division of the USOC, governs Paralympic sport in the United States. Paralympic National Championships and other Paralympic-specific events, whether conducted by the U.S. Paralympics or USA Cycling, will be conducted in accordance with International Paralympic Committee (IPC) adaptations to published UCI rules. These regulations can be found at www.paralympic.org and www.uci.ch

8I. Optional State Championships

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

Chapter 10

Records

10. Records

10A. Qualifications

10A1. 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 USA Cycling or another organization affiliated with the International Cycling Union.

10A2. 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 USA Cycling and must be signed by the chief referee and other licensed race officials who witnessed the event.

10A3. 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.

10A4. The bicycle used to set a National record must comply with current UCI regulations for bicycles even if the event permit did not require UCI bike compliance.

10B. Course Measurement

10B1. 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.

10B2. 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.

10B3. On **tracks**, distances shall be measured at the inside edge of the measurement line.

10C. Timing Rules

10C1. All original **timing data** shall be preserved and submitted with the record application.

10C2. In **multi-lap events**, each timer shall submit time readings for each lap to verify the lap count and overall time.

10C3. Record times may be based on automatic electronic timing or manual but there must be at least two independent timings.

10D. Distances Recognized

10D1. Class A. The following records shall be recognized by certificates and be listed on the USA Cycling website.

(a) All time trial events in which 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 **Under 23 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 Under 23 men's, women's and mixed records for standing start road time trials at a distance of 40 km, and elite and Under 23 men's and women's standing start track time trials at one hour. Masters or junior distances set at a standard of 40, 20, or 10 Km where applicable.

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

10D2. 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 USA Cycling. 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.

10E. Attempting Records

10E1. Attempting National Records

(1) Obtain the necessary forms from USA Cycling:

(a) Permit

(b) Record Application

(c) Course Measurement Certificate

(2) Administrators or the Technical Director 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 **any** drug control expenses.

(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 7B).

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

10E2. Attempting World Records

(1) Complete steps 1 through 3 above.

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

(3) *The athlete setting the record will also have to pay the costs of antidoping controls, facility costs, officiating fees, and professional electronic timing fees.*

Current USA Cycling records can be found on the USA Cycling Website

(www.usacycling.org). Current UCI records can be found on the UCI website

(www.uci.ch)

Appendices

Appendix 1

USA Cycling Code of Conduct

Section 1. The mission of USA Cycling is to encourage participation and the pursuit of excellence in all aspects of bicycling. USA Cycling grants the privilege of membership to individuals and groups committed to that mission. The privilege of membership may, therefore, be withdrawn or denied by USA Cycling at any time where USA Cycling determines that a member or prospective member's conduct is inconsistent with the mission of the organization or the best interest of the sport and those who participate in it.

In order to assist all members to better serve the interests of those who participate in cycling, USA Cycling has adopted this Code of Conduct

Section 2. Any member or prospective member of USA Cycling may be sanctioned under the racing rules, fined, suspended, denied membership, censured, placed on probation, or expelled from USA Cycling after being afforded the right to a hearing under USA Cycling Grievance and Hearing Policy, if such member violates the provisions of the USA Cycling Code of Conduct, set forth in Section 3 below, or aids, abets or encourages another person to violate any of the provisions of the USA Cycling Code of Conduct.

Section 3. The following shall be considered violations of the USA Cycling Code of Conduct:

(a) Violation of anti-doping provisions as established by USAC Policy II, the USOC, IOC, USADA, WADA, or the UCI

(b) Discrimination in violation of USAC Bylaw D or Article IV, Section 4(C)(6) of the USOC Constitution or Section 220522(a)(8) Ted Stevens Olympic and Amateur Sports Act, which require that USA Cycling must provide: an equal opportunity to amateur athletes; coaches, trainers, managers, mechanics, administrators, and officials to participate in amateur athletic competition, without discrimination on the basis of race, color, religion, age, sex, or national origin

(c) Conviction of, imposition of a deferred sentence for, or any plea of guilty or no contest at any time, past or present for (i) any felony, (ii) any offense involving use, possession, distribution or intent to distribute illegal drugs or substances, or (iii) any crime involving sexual misconduct.

(d) Any non-consensual sexual contact or advance or other inappropriate sexually oriented behavior or action directed towards an athlete by a coach, official, trainer, or other person who, in the context of cycling, is in a position of authority over that athlete.

(e) The sale or distribution of illegal drugs or the illegal sale or distribution of any substance listed on the recognized list of banned substances of the IOC, UCI, USADA, WADA or USOC.

(f) The use of illegal drugs in the presence of an athlete, by a coach, official, trainer or a person who, in the context of cycling, is in a position of authority over that athlete.

(g) The providing of alcohol, tobacco or other substance to an athlete by a coach, official, trainer, manager or any other person where the athlete is under the legal age allowed to consume or purchase alcohol, tobacco other substance in the state where it is provided.

(h) The abuse of alcohol in the presence of an athlete under the age of 18, by a coach, official trainer of, or a person who,

in the context of cycling, is in a position of authority over that athlete.

(i) Physical abuse of an athlete by any person in a position of authority over that athlete.

(j) Any act of fraud, deception, or dishonesty in connection with any USA Cycling-related activity.

(k) Any non-consensual physical contact, obscene language or gesture, or other threatening language or conduct directed towards any person in connection with any USA Cycling-related activity.

(l) Any intentional damage to private or public property while at or near an event venue sanctioned by USA Cycling, or damage to USA Cycling property.

Appendix 2 USA Cycling Policies

Policy 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)** European CE standard (EN1078)

This provision does not apply to riders who are riding rollers or any other stationary device.

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.

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.

Policy II. Medical Control

USA Cycling has a zero-tolerance policy for doping in our sport. Fair play is paramount in maintaining the integrity of bicycle racing and the athletes who participate in it at any level and discipline. USA Cycling is committed to working with the United States Olympic Committee, the UCI, the U.S. Anti-Doping Agency, and the World Anti-Doping Agency to ensure a level playing field for all of our athletes.

Any USA Cycling member could be tested at any event and must adhere to all USADA and/or UCI anti-doping control procedures in effect at the event.

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.

In addition, UCI anti-doping controls are organized at many USA Cycling events. Any member may be subject to UCI testing at such events.

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 WADA 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.

FOR THE OFFICIAL AND MOST UPDATED LIST OF THE "PROHIBITED CLASSES OF SUBSTANCES AND PROHIBITED METHODS," PLEASE REFER TO WWW.USANTIDOPING.ORG

For answers to specific questions or more information on prohibited substances, please call the USADA Drug Hotline at 800-233-0393

Policy III. Administrative Grievances

Preamble

This Policy deals with administrative grievances only. Issues of rider eligibility and discipline are covered under Policy IV (Eligibility, Discipline, and Hearings). For the purposes of this policy, the term, "disinterested" shall mean a person who will not be personally affected by the outcome of an investigation or panel hearing and none of whose relatives, significant other, or team mates will be affected by the outcome. The term, "impartial" shall mean a person who harbors no prejudice towards nor preconceived notions about any of the parties to the grievance, any of the persons that may have information on the grievance as identified in the Grievance and any response to the Grievance by the Respondent, or the outcome of the Grievance.

Chapter I. Filing a Grievance

Part 1. Any member (the Aggrieved) of USA Cycling or one of its associations who believes himself/herself aggrieved by any action of USA Cycling, one of its associations, or one of its members, may file a Grievance with USA Cycling. To be considered for resolution through USA Cycling's Administrative Grievance Procedure, the Grievance must:

- (a)** be submitted in writing to the CEO of USA Cycling at its principal place of business,
- (b)** be signed by the Aggrieved,
- (c)** include a concise statement of the Grievance, the individual or organization responsible for the Grievance and the relief sought,
- (d)** be accompanied by a Grievance Procedure deposit of \$200, which will be refunded to the Aggrieved should investigation show that the grievance has merit, and

(e) be submitted within 60 days of the time that the aggrieved knows or upon reasonable investigation should have known of the grievance

Part 2. Should the Aggrieved believe that the CEO is not "disinterested" and "impartial" according to the definitions in the preamble to this procedure, the Grievance shall be submitted directly to the President of the Board of Directors of USA Cycling, or to the chairman of the Grievance Committee.

Part 3. For the remainder of this policy, all references to the "CEO" are to be replaced by the "President of the Board of Directors of USA Cycling" or to the "Chairman of the Grievance Committee" when appropriate per Part 2 of this Chapter 1.

Chapter II. Processing of the Grievance

Part 1. Upon receipt of a Grievance, the CEO will promptly:

(a) Appoint one disinterested and impartial member, employee or agent of USA Cycling to investigate the Grievance.

(b) Send the Aggrieved a notice acknowledging receipt of the Grievance.

That notice shall include:

(i) the name of the Investigator,

(ii) the date by which the investigation will be concluded, and

(iii) a copy of these Grievance procedures.

(c) Send to any individual or organization whose conduct is the subject of the

Grievance (the "Respondent") a notice of the filing of the Grievance and a copy of the Grievance. No notice need be sent when the Respondent is USA Cycling. The notice shall include:

(i) an invitation to respond in writing to the Grievance, which response must be received before the date scheduled for the completion of the investigation.

- (ii) the name of the Investigator,
- (iii) the date by which the investigation will be completed, and
- (iv) a copy of these Grievance procedures.

Part 2. Should the Aggrieved or Respondent (“the Parties”) believe that the Investigator is not disinterested and impartial per the definitions in the preamble to this procedure, he or she will so inform the CEO of his or her reasons for requesting a new Investigator. In this case, the CEO may appoint a new Investigator.

Chapter III. Investigation of the Grievance

The investigation of the Grievance shall include a review of all relevant documents provided in the Grievance and interviews (or attempted interviews) with the Parties and other persons mentioned in the Grievance having information related directly to the subject matter of the Grievance. Within five (5) days of the end of the investigation, the Investigator shall prepare for the CEO a written summary of the investigation and a recommendation as to appropriate disposition of the Grievance. The CEO will send copies of the investigation summary to the Parties.

Chapter IV. Mediation of the Grievance

Without being limited by the recommendation of the investigator, the CEO may then attempt to mediate the dispute to the satisfaction of the Parties. If mediation is successful, the agreed upon resolution shall be recorded in a form which includes the written acknowledgment by the Parties of that resolution. Should the Investigator conclude that the Grievance is without substantive merit, the CEO shall inform the Aggrieved that no further action will be taken on the Grievance. The Parties shall have no further procedural rights or appeal rights, nor shall they have the right to

challenge in any manner, whether by arbitration or court action at law and/or in equity, the CEO's decision to take no further action on a Grievance based on the investigator's report.

Chapter V. Grievance Hearings

Part 1. If the CEO is unable to mediate the dispute to the satisfaction of the Parties within ten (10) days of receipt of the Investigator's summary and recommendation, the Grievance will be submitted to the Chair of the Grievance Committee. The Chair of the Grievance Committee will then appoint three members of that Committee to serve as the panel that will hear the Grievance (the "Hearing Panel"), and will name a chairman of the Panel. The Chair of the Grievance Committee may appoint himself/herself as Panel Chair or as a member. The Chair of the Grievance Panel may also select members of a Hearing Panel from outside the Grievance Committee when necessary to assure an impartial panel.

Part 2. The Chair of the Hearing Panel will select the time and place for the Grievance Hearing so as to have the hearing occur at the earliest convenient date. The Chair may choose to conduct the hearing by conference call or other similar electronic means. The Chair will communicate the information about the hearing schedule, along with the identity of the other two members of the Panel, to the Parties to the Grievance and the CEO. No party shall be entitled to an in-person hearing, rather all hearings shall be by phone conference unless decided otherwise at the sole discretion of the panel.

Part 3. Should either the Aggrieved or Respondent believe that a Hearing Panel member is not disinterested and impartial per the definitions in the preamble to this policy, he or she may challenge the participation of that member to the

Chair of the Grievance Committee. After reviewing the reasons, the Grievance Committee Chair may choose to replace that member.

Part 4. Prior to the hearing, the CEO will provide to the Hearing Panel copies of the Grievance, any written response previously submitted by the Respondent, documents collected by the Investigator and the Investigator's summary. The Chair of the Hearing Panel shall cause to be sent to the Parties a written copy of the procedures to be followed at the hearing. Those procedures shall include the opportunity for each Party to be represented by counsel, to present oral or written evidence, to cross-examine witnesses and to present such factual or legal claims as desired.

Part 5. Decisions about the merits of the Complaint and form of remedies thereto shall be made by majority vote of the Hearing Panel. The Hearing Panel shall report its decision on the merits in the form of written findings of fact and conclusions within ten (10) days of the conclusion of the hearing.

The decision shall be sent to the Parties to the Grievance and to the CEO. The resolution of the Grievance pursuant to this Policy III shall be final. The remedies afforded the Parties under this Policy III shall be the sole and exclusive remedies available to them with respect to or arising from the Grievance and/or its subject matter, except as may be allowed under Article VIII of the USOC Bylaws, as may be amended or restated from time to time; provided, however, in no event shall any Party have the right to challenge or seek to overturn the outcome of the Grievance or the procedures set forth in this Policy III, in a court of law and/or equity.

Policy IV. Eligibility, Discipline and Hearings

This Policy deals with issues of rider eligibility and discipline. Administrative grievances are covered under Policy III. For the purposes of this policy, the term, "disinterested" shall mean a person who will not be personally affected by the outcome of a panel hearing and none of whose relatives, significant other, or team mates will be affected by the outcome of a panel hearing. The term, "impartial" shall mean a person who harbors no prejudice towards nor preconceived notions about any of the parties to the complaint.

Chapter I. Rider Eligibility

No rider who is otherwise qualified to compete may be denied entry in a protected event without the right to a hearing as described in Chapter III of this policy. Field of play decisions made by race officials during a competition are not subject to a hearing under Chapter III even if those decisions ultimately affect a rider's eligibility for a protected event or international competition.

Chapter II. 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 purposes of this Policy, the meaning of the term member includes 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. For the purposes of this Policy, members are also subject to disciplinary actions for their conduct at bicycle races in other countries.

Section 2. Violations. Any breach by a member of a provision of USA Cycling regulations, rules, policies, Code of Conduct, or other actions 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. Facility Agreements. Any member who acknowledges in writing any published rules of conduct for the use of a training, housing, or racing site obtained by USA Cycling or an Association and who subsequently violates these rules shall be subject to discipline as provided in this Policy.

Section 4. Financial Obligations. Members or other parties who present checks to USA Cycling, an Association, the UCI or to organizers of events for which race permits have been issued, which checks are dishonored by the banks upon which they are drawn, or who fail to pay any fine or other financial obligation due USA Cycling, an Association, or the UCI, shall be subject to the following procedure: The member will be informed of the obligation by telephone or served per Section 7, Part 1(b) of this Chapter. After receiving the verbal notice or service, the member will have ten business days to fulfill the obligation, failing which he or she will be subject to disciplinary action. 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 to be determined by the CEO of USA Cycling. Should the offending party be an athlete that may lose eligibility to compete in a Protected Event (as defined by USOC bylaws) or international competition as a result of disciplinary action per this Section, a recommendation only shall be made that the athlete lose eligibility, which recommendation shall be deemed to be a complaint as provided for in Section 7 of this Chapter and administered as

such, including, but not limited to, the right of the athlete to a hearing as described in Chapter III.

Section 5. Club, Team, or Sponsor Affiliation. An Association may regulate when its members may establish or change club, team, or sponsor affiliations. A member who fails to abide by such regulations shall be subject to discipline as provided in this Policy. Without limitation, this may include loss of eligibility to compete in USA Cycling or Association races until such regulations are complied with, followed by an additional period of ineligibility.

Section 6. Due Process. Every member is entitled to due process in the administration of discipline.

Section 7. Complaints. A complaint is a written and signed allegation that one or more members have violated USA Cycling's regulations, rules, policies or Code of Conduct. A complaint may be filed by USA Cycling or one or more members who, collectively, are known as the complainant. The member or members who are alleged in the complaint to have violated USA Cycling's regulations, rules, policies or Code of Conduct are known collectively as the respondent. Complaints by members shall be filed with the CEO or the Technical Director of USA Cycling. The procedures listed in the balance of this Section 7 apply to all complaints except those arising from unfulfilled financial obligations, as defined in and governed by Section 4, above, subject to the right to a hearing as provided in the last sentence of Section 4.

Part 1. Service of Complaint.

(a) Timing. USA Cycling shall serve a copy of the complaint on the respondent, who shall have the opportunity to respond formally. Once the complaint is served, either party shall have ten days in which to formally request a hearing, the procedures for which are defined below in Chapter III. If respondent requests a hearing, prior to or concurrently with the filing of the hearing request, he or she shall file with USA

Cycling and serve on the complainant, an answer to the complaint. USA Cycling will provide both parties with the procedures for requesting a hearing. The request must be received at the offices of USA Cycling prior to the close of normal business hours on the tenth day following service of the complaint, and must be accompanied by the hearing request fee of \$200, otherwise the right to a hearing shall be deemed waived.

(b) Service Methods. For purposes of this Policy, service shall be accomplished by hand delivery; mailing by certified mail, postage prepaid, return receipt requested to the current address of the party as reflected on the records of USA Cycling; or by overnight delivery by a recognized courier that maintains a record of the delivery, such as Federal Express, United Parcel Service, or DHL. Service shall be deemed given upon the earliest of hand delivery, three business days after mailing or one business day after sending by overnight delivery.

(c) Waiver of Hearing. Any party may waive his or her right to a hearing at any stage of the proceedings. The right shall be deemed to have been waived if respondent does not request a hearing and file a response to the complaint as required by Subparagraph (a) of this Part 1.

Part 2. Investigation.

(a) If allowed by the time constraints surrounding the complaint, such as a forthcoming event, competition or selection deadline, the CEO or his designee shall appoint an investigator who shall conduct an informal investigation and assess the evidence regarding the charges to determine if there is cause for disciplinary action. The investigator shall use his or her best efforts to hear all sides of the dispute and the investigation shall be conducted in any reasonable manner, including by telephone. If the time constraints do not permit an investigation, the CEO shall so notify all parties.

(b) If an investigator is appointed, such investigator shall determine whether there is sufficient evidence to merit disciplinary action and, where applicable, a hearing, and shall

submit to the CEO, in writing, the findings of the investigation and a recommendation of what sanctions, if any, should be applied. The investigator shall serve a copy of this recommendation on the complainant and respondent. Regardless of the investigator's recommendation, if any, respondent and complainant shall be entitled to a hearing if they timely file a request as provided in subsection (a) of Part 1 of this Section.

Part 3. Disciplinary Action

If no hearing is requested per Part 1 of this Section, the CEO shall determine the penalty, if any, to be imposed, which may include a suspension or other loss of eligibility. The CEO will determine the length of any loss of eligibility and the date on which such loss of eligibility shall commence.

Section 8. 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 9. Suspensions by Other Organizations. USA Cycling and its Associations shall honor the suspensions or other disciplinary actions imposed by the USOC, the UCI, UCI member National Federations, and their affiliates, USA Cycling reserves the right to honor the suspensions of other domestic cycling organizations with whom it maintains reciprocity agreements. Should the offending party be an athlete that may lose eligibility to compete in a Protected Event (as defined by USOC bylaws) or international competition as a result of disciplinary action per this Section, a recommendation only shall be made that the athlete lose eligibility, which recommendation shall be deemed to be a complaint as provided for in Section 7 of this Chapter and administered as such, including, but not limited to, the right of the athlete to a hearing as described in Chapter III.

Chapter III. Hearings

Section 1. If a hearing is requested, USA Cycling shall serve a copy of the hearing request on the other parties to the complaint, if any.

Section 2. The CEO shall appoint three disinterested and impartial persons, known as a Hearing Panel, to conduct a hearing. If the hearing pertains to an athlete's eligibility to compete in a Protected Competition or international competition under the "Ted Stevens Act", then one of the panel members shall be an Eligible Athlete, as defined in the Bylaws of USA Cycling. The hearing shall be conducted informally and may be accomplished in any reasonable manner including by telephone. In the conduct of the hearing, the burden shall be upon the complainant to prove the allegations of the complaint by a preponderance of evidence. If either party in the hearing makes a reasonable case that one of the Hearing Panel members is not disinterested and impartial, the member will be replaced.

Section 3. The respondent must be given a reasonable time between receipt of the notice of charges and the date of a hearing, if one is requested, to prepare a defense. This period of time shall be no less than 15 days but no more than 45 days; provided, however, that the Hearing Panel may shorten all time periods provided for in this Chapter as it deems necessary and appropriate in order to render a decision in a timely manner under the circumstance of the complaint and taking into consideration any related deadlines or forthcoming competition or event. The Hearing Panel Chair shall make every reasonable attempt to organize the hearing on a day and time such that the respondent and all other parties can participate either in person or via teleconference.

Section 4. In any hearing concerning the eligibility of an athlete, the athlete shall always have the right to an expedited hearing.

Section 5. All parties shall have the right to be assisted, at their own expense, in the preparation of their case at the hearing, including the assistance of legal counsel, if desired.

Section 6. All parties shall have the right to call witnesses and present oral and written evidence and argument.

Section 7. All parties shall have the right to confront and cross-examine adverse witnesses.

Section 8. All parties shall have the right to have a record made of the hearing, at their own expense.

Section 9. The Hearing Panel shall determine by a majority vote if:

- (1) the allegations of a complaint are true and there is cause for disciplinary action, or
- (2) an athlete has been wrongly denied eligibility.

Section 10. If the Hearing Panel finds a complaint to be valid according to Section 9, subparagraph (1) of this Chapter, it may impose a sanction and, if appropriate, set the dates on which the sanction shall begin and end. If the complaint concerned misconduct at any given race or competition, the Hearing Panel may issue a suspension covering a period up to ninety days and may recommend to the CEO the imposition of a longer period of suspension. The CEO may determine loss of eligibility, including, without limitation, suspension, for any period after receiving a recommendation from the Hearing Panel.

Section 11. If the Hearing Panel finds that an athlete has been wrongly denied eligibility according to Section 9,

subparagraph (2) of this Chapter, it shall declare the athlete to be eligible.

Section 12. A written decision, with the reasons therefore, based solely on the evidence of record, shall be served by the panel on all parties and the CEO no later than ten days after the hearing. The decision shall be final and shall not be subject to further challenge in any proceeding, including litigation or arbitration, except as to those matters to which a hearing before the USOC or arbitration is provided for under the Constitution and Bylaws of the USOC. In connection with all hearings and arbitrations, each party shall pay its own legal fees.

Appendix 3

Requirements of Riders

Competing Outside the United States

Licensed riders must obtain permission from USA Cycling to compete outside of the United States, **with the exception of Mexico and Canada**. 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. Note that you must have an international license in order to compete abroad.

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)** An applicant must be a licensed rider with a valid International license. If the rider does not have a valid 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, and is available via online application.
- (c)** Foreign Permission Letter (FPL).

Foreign permission letters can be requested online from your account at www.usacycling.org. If you have no access to a computer, a permission letter may be requested by writing to USA Cycling. **Note that an FPL is not required to compete in Mexico or Canada.**

- (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 CEO will be requested.

(c) Upon license validation check and CEO'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 five letters free of charge annually.

(d) The letter authorizing competition in a foreign federation will contain:

- 1) Your Name (as it appears on your passport)
- 2) UCI code and country of origin
- 3) Club and or Team, if you belong to one
- 4) Racing categories by discipline
- 5) Your UCI class (Junior, Under 23, Elite, Master)

Appendix 4
Collegiate National Championship Points Tables
Individual Road Races

<u>Placing</u>	<u>RR</u>	<u>Crit</u>	<u>Prime</u>
1	164	143	7
2	146	131	5
3	130	120	3
4	116	110	2
5	104	101	1
6	94	93	
7	86	86	
8	80	80	
9	75	75	
10	71	71	
11	68	68	
12	65	65	
13	62	62	
14	59	59	
15	56	56	
16	53	53	
17	50	50	
18	47	47	
19	44	44	
20	41	41	
21	39	39	
22	37	37	
23	35	35	

24	33	33
25	31	31
26	29	29
27	27	27
28	25	25
29	23	23
30	21	21
31	20	20
32	19	19
33	18	18
34	17	17
35	16	16
36	15	15
37	14	14
38	13	13
39	12	12
40	11	11
41	10	10
42	9	9
43	8	8
44	7	7
45	6	6
46	5	5
47	4	4
48	3	3
49	2	2
50	1	1

Track Race Individual Scoring

<u>Placing</u>	<u>Track</u>
1	65
2	55
3	46
4	38
5	31
6	25
7	20
8	16
9	13
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

Mountain Bike Individual Scoring

<u>Place</u>	<u>XC</u>	<u>ST</u>	<u>DH</u>	<u>DS (and other Gravity Races)</u>
1	164	164	164	164
2	146	146	146	146
3	130	130	130	130
4	116	116	116	116
5	104	104	104	104
6	94	94	94	94
7	86	86	86	86
8	80	80	80	80
9	75	75	75	75
10	71	71	71	71
11	68	68	68	68
12	65	65	65	65
13	62	62	62	62
14	59	59	59	59
15	56	56	56	56
16	53	53	53	53
17	50	50	50	50
18	47	47	47	47
19	44	44	44	44
20	41	41	41	41
21	39	39	39	39
22	37	37	37	37
23	35	35	35	35
24	33	33	33	33

25	31	31	31	31
26	29	29	29	29
27	27	27	27	27
28	25	25	25	25
29	23	23	23	23
30	21	21	21	21
31	20	20	20	20
32	19	19	19	19
33	18	18	18	18
34	17	17	17	17
35	16	16	16	16
36	15	15	15	15
37	14	14	14	14
38	13	13	13	13
39	12	12	12	12
40	11	11	11	11
41	10	10	10	10
42	9	9	9	9
43	8	8	8	8
44	7	7	7	7
45	6	6	6	6
46	5	5	5	5
47	4	4	4	4
48	3	3	3	3
49	2	2	2	2
50	1	1	1	1

Cyclocross Scoring

<u>Place</u>	<u>Cross</u>
1	164
2	146
3	130
4	116
5	104
6	94
7	86
8	80
9	75
10	71
11	68
12	65
13	62
14	59
15	56
16	53
17	50
18	47
19	44
20	41
21	39
22	37
23	35
24	33

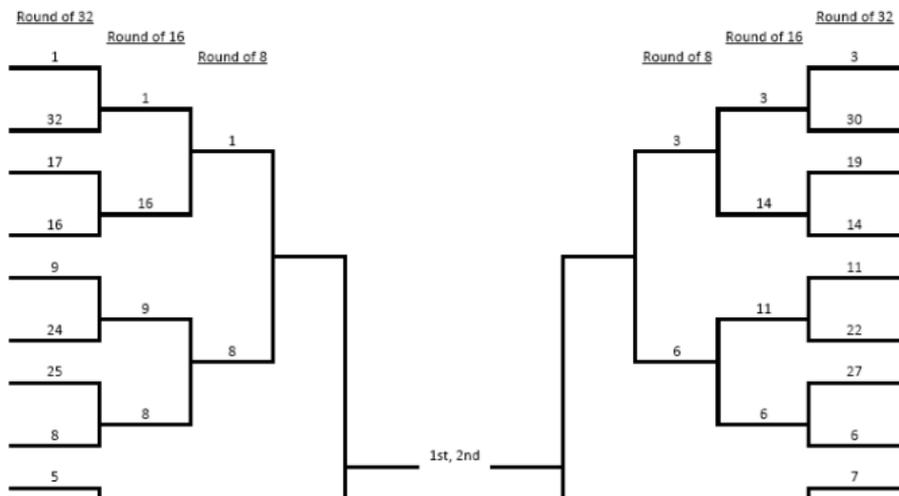
25	31
26	29
27	27
28	25
29	23
30	21
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32	19
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34	17
35	16
36	15
37	14
38	13
39	12
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42	9
43	8
44	7
45	6
46	5
47	4
48	3
49	2
50	1

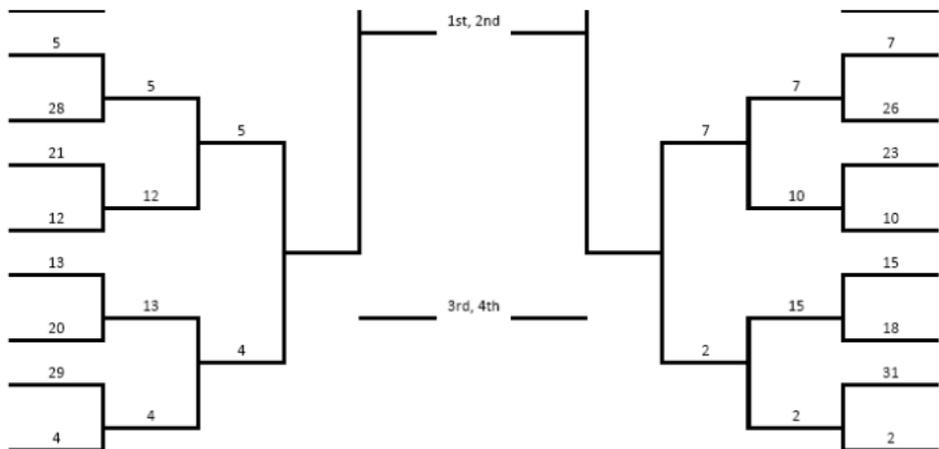
Team Scoring for All Disciplines

<u>Place</u>	<u>Team</u>
1	94
2	83
3	73
4	64
5	56
6	49
7	43
8	38
9	34
10	31
11	29
12	27
13	25
14	23
15	21
16	19
17	17
18	15
19	13
20	11
21	10
22	9
23	8
24	7

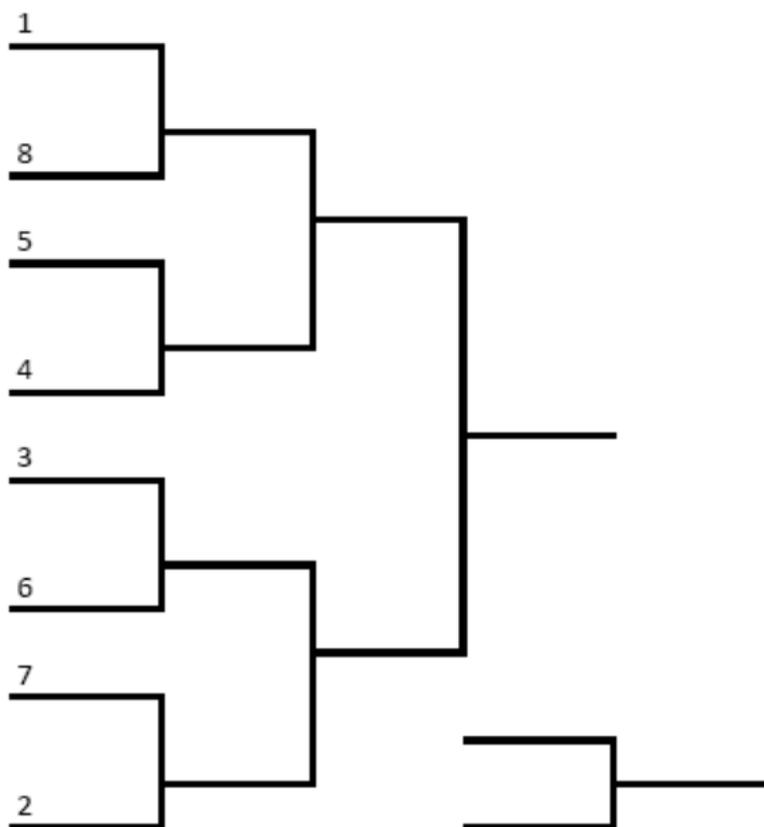
25	6
26	5
27	4
28	3
29	2
30	1

Appendix 5 Collegiate Slalom Brackets Examples

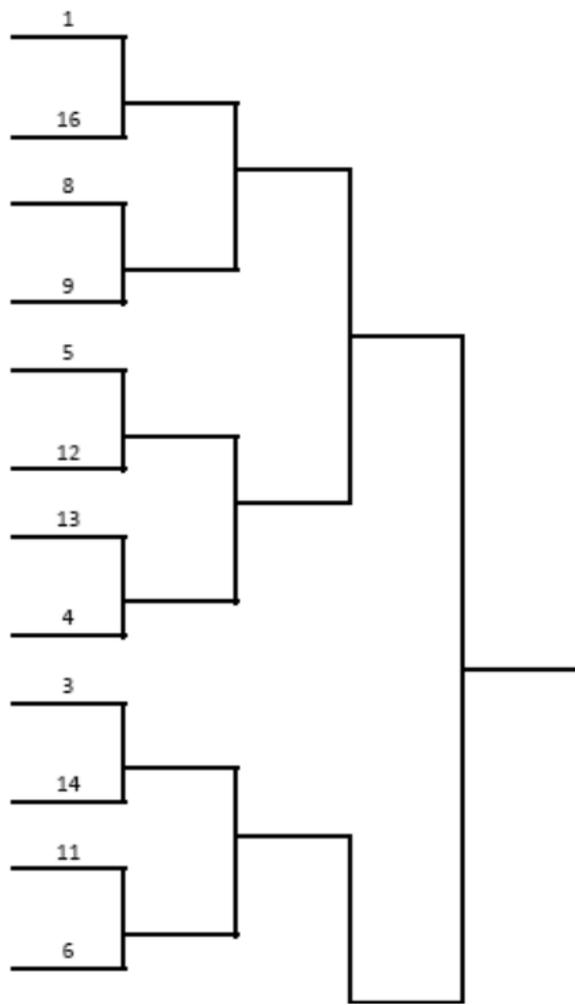


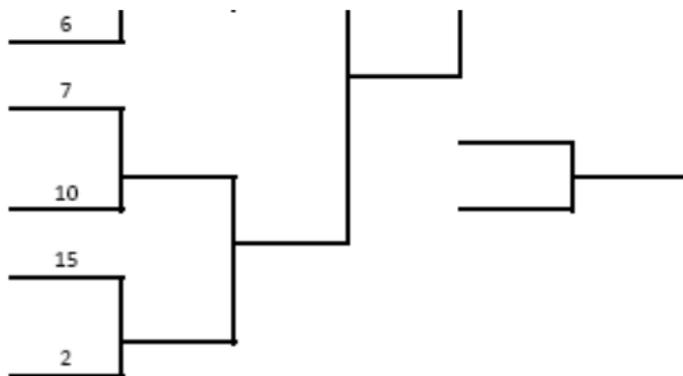


Bracket of 8 Riders



Bracket of 21 Riders





Results based on qualifying times

17th

18th

19th

20th

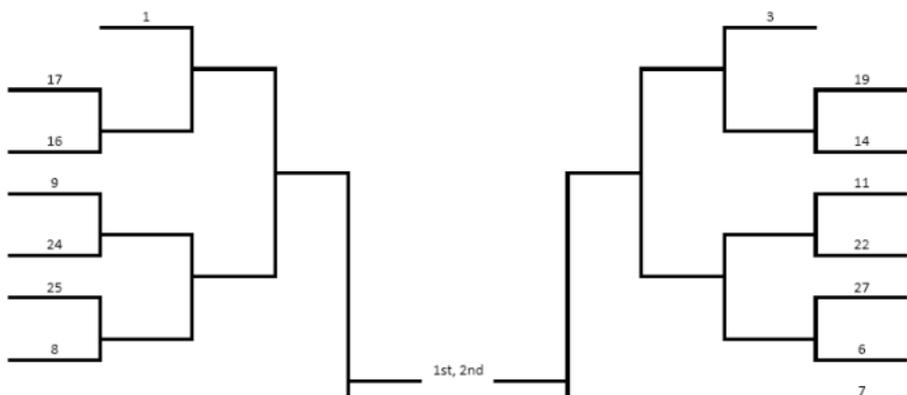
21st

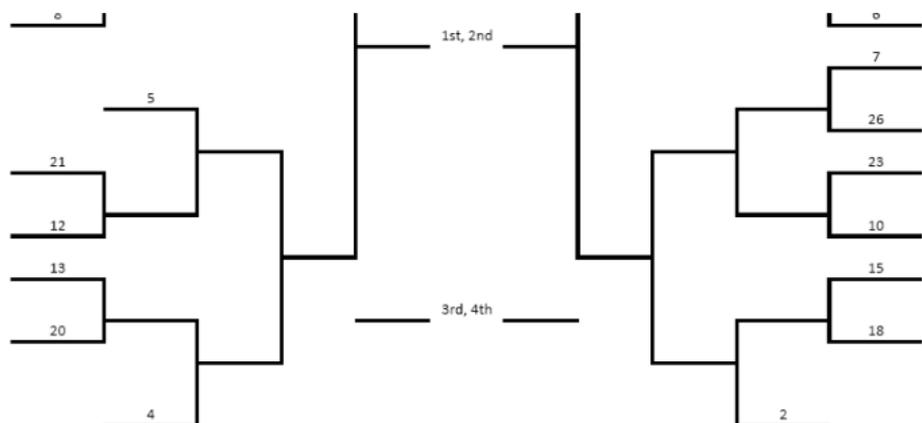
Bracket of 27 Riders

Round of 32

Round of 16

Round of 32
Round of 16





Appendix 6

USA Cycling Staff

Chief Executive Officer	Steve Johnson
Human Resource Director	Debbie Francis
Chief Operating Officer	Sean Petty
Chief Financial Officer	Todd Sowl
VP of Membership	Theresa Johnson
Athletics Director	Pat McDonough
National Events Director	Justin Rogers
MTB Events and Program Director	Kelli Lusk
Communications Director	Andy Lee
Membership Director	Susie Diller
Technical Director	Shawn Farrell
National Events Manager	Tom Vinson
Collegiate Programs Manager	Daniel Matheny
Local Association Manager	Fred Blattspieler

USA Cycling State Membership Coordinators

Please contact the appropriate coordinator for your state for assistance with event permitting and licensing questions.

NORTHEAST – CT, DC, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VA, VT, WV

Susan Diller – northeast@usacycling.org

Hours: 6:00 am-2:30 pm Mountain time

SOUTH – AL, FL, GA, IN, KY, LA, MI, MS, NC, OH, SC, TN

Beth Vialpando – south@usacycling.org

Hours: 8:00 am-4:30 pm Mountain time

MIDWEST –AR, CO, IA, IL, KS, MN, MO, MT, ND, NE, NM, OK, SD, TX, WI, WY

Tom Mahoney --, midwest@usacycling.org

Hours: 8:00am-4:30 pm Mountain time

WEST – AK, AZ, CA, HI, ID, NV, OR, UT, WA

Linda Buffetti – west@usacycling.org

Hours: 8:00 am-4:30 pm Mountain time

USA Cycling Regional Coordinators

NORTHEAST REGION – CT, DC, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VA, VT, WV

Randy Inglis, (443) 220 7371, ringlis@usacycling.org, 14 School House Lane, North East, MD 21901

MIDWEST REGION – IA, IL, IN, KY, MI, MN, MO, ND, NE, OH, SD, WI

Larry Martin, (719) 571-0992, lmartin@usacycling.org, 7824 Florida Circle, Brooklyn Park, MN 55445

SOUTHEASTERN REGION – AL, FL, GA, LA, MS, NC, SC, TN

Stuart Lamp, (719) 209-8211, slamp@usacycling.org, 302 Canal Street, Decatur, AL 35601.

MOUNTAIN AND SOUTHERN REGION – AR, AZ, CO, KS, MT, NM, OK, TX, UT, WY

George Heagerty, (210) 402-0636, gheagerty@usacycling.org, 1016 Steubing Oaks, San Antonio, TX 78258

WESTERN REGION – AK, CA, HI, ID, NV, OR, WA

Jan-Luke Hamasaki, (760) 525-8557, jluke@usacycling.org
P.O. Box 231910, Encinitas, CA 92023