

Welcome!

On behalf of USA Cycling, we hope that you are looking forward to a new year of bike racing. We are glad that you are a member and hope that you will find many opportunities to enjoy bike racing of all kinds.

Good luck with your racing!

2012 Election Calendar

- | | |
|------|---|
| 6/15 | Nomination notices published online by this date |
| 7/15 | Nominations for Committee Members received by USA Cycling no later than this date |
| 7/16 | Balloting available through membership accounts for internet voting on the USA Cycling website. Hard copy ballots will also be mailed to members who request them |
| 8/15 | Members to have completed online voting. Mailed or faxed ballots received by the Ballot Clerk no later than this date |

This Rulebook is published by USA Cycling. It is organized as follows:

- Chapter 1 – Administrative Issues and General Regulations
- Chapter 2 – Track
- Chapter 3 – Road
- Chapter 4 – Stage Racing
- Chapter 5 – Cyclo-cross
- Chapter 6 – Mountain Bike
- Chapter 7 – Collegiate (including collegiate championships)
- Chapter 8 – Road and Track Championships
- Chapter 9 – MTB Championships
- Chapter 10 – Records
- Chapter 11 – Gran Fondo (online only)
- Appendices

Changes in regulations since last year are printed in *red italics* to make them more visible. Copies may be downloaded from the USAC website at www.usacycling.org. Officials are sent a hard copy. Other members may request a hard copy by sending a self-addressed mailing label and note that says "rulebook" to the address below:

USA Cycling
Attn: Technical Director
210 USA Cycling Point, Suite 100
Colorado Springs, CO 80919

Schedule of fees, complete USA Cycling Bylaws, Records, and Results of National Championships may be found online at www.usacycling.org

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Important Rule Changes for 2012

- 1A30:** Riders with a chronological age of 6 up to a racing age of 9 are classified as youth riders and may now take out annual licenses
- 1A42:** A youth race must be held on a closed course with a circuit length no greater than 5 Km.
- 1D2:** The participation rule for upgrading from cat 5 to 4 has been rewritten to specify that riders must finish 10 races rather than just start them. Also, the upgrade credit for taking clinics has been clarified.
- 1F1(b):** This rule has been deleted. Officials assignment guidelines are now published separately online as USA Cycling Policy IV.
- 1M1:** The definition of massed-start bicycle has been expanded.
- 1M7:** Beginning in 2012, riders 12 and under are restricted to massed-start bicycles in all events. In 2013, this rule will also apply to the 13-14 year old class.
- 1Q6(d):** New, stronger language has been added regarding striking a race official that includes the possibility of a lifetime suspension.
- 7L6:** A Collegiate category has been added to BMX National Championships.
- 7L8:** Scratch Races have been added to Collegiate Track National Championships
- 8F7:** Tandem track sprints have been eliminated as a National Championship event.
- 8G2:** The 30-34 year old age group has been dropped from Masters National Championships for road, time trial, and criterium. It is still recognized in cyclo-cross and mountain bike.
- 8G10:** The age groups are modified for masters track team time trial, and an event was added for women 45+. The age groupings for masters team sprint were modified.

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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 Pro team (i.e Pro Tour team, Tier 1 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 a Race Director 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 **Gran Fondo** is a massed start ride where the participants may be timed, but no awards are given based on relative performance.

1A11. A **guest rider** on a team is a rider who is licensed with another club/team not entered in the event, who rides as a “guest” on the team for that specific event.

1A12. A **Hearing** is a formal request for review by a hearing panel of a suspension or qualification to race.

1A13. An **invitational race** is one in which only riders who are invited by the Race Director may compete.

1A14. Licensees are persons holding USA Cycling licenses, such as riders, officials, coaches, trainers, *race directors*, and mechanics.

1A15. 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.

1A16. A mixed team is composed of riders belonging to different teams, none of which is entered in the event. Members wear matching jerseys, which may carry the riders' usual advertising or a sponsor for that race.

1A17. Mixed tandem and team time trial events require both male and female competitors.

1A18. The **officials** are appointed by USA Cycling to oversee the conduct of the race and to ensure compliance with USA Cycling regulations.

1A19. 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 201.

1A20. 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)

1A21. The **Race Director** 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.

1A22. Para-cycling is bicycle racing for cyclists with disabilities as defined by the UCI.

1A23. The **prize list** for a race consists of all prizes and primes arranged for in advance by the Race Director. The prize list for a race event is the sum of the prize lists for the individual races.

1A24. 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.

1A25. 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)

1A26. Race entry is the process of paying a fee and making a commitment to compete.

1A27. A race event is one or more races covered by a single race permit and is not necessarily limited to a single day.

1A28. Race registration is the process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

1A29. 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.

1A30. A rider's **racing age** shall be his age on December 31 of the current year except in cyclo-cross. A rider's racing age in cyclo-cross is his age on December 31st of the year that the cyclo-cross season ends. 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 Class
6- 9	Youth
10-18	Junior
19-22	Under 23
23-29	Elite (i.e. senior)
30+	Master

* *The only exception is that for the minimum age for a licensee of 6 years old, this refers to chronological age, not racing age.*

1A31. In order to be considered a **licensed 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.

1A32. 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.

1A33. The **cyclo-cross season** begins September 1st of one year and ends on the last day of February of the following year.

1A34. A **Selection race** is an event in which riders qualify for championships or international competition.

1A35. A **session** is a sequence of races with no major time breaks. Most championships are held with two or possibly three sessions per day.

1A36. 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.

1A37. Suspension is a penalty imposed under USA Cycling Policy *III* 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.).

1A38. Time trial (or Team Time Trial): A time trial competition involves individuals or teams who race against the clock.

1A39. A **UCI Team** is a team registered with the UCI. These include UCI Pro Teams, UCI Professional Continental Teams, UCI Continental Teams, UCI Track Teams, UCI Mountain Bike Teams, and UCI women's teams.

1A40. An **unattached rider** is one who is not a licensed member of a club.

1A41. 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 Pro team is classified as Elite. A rider in this age range who is a member of other UCI Teams is not classified as Elite.

1A42. A **youth race** is an event held on a closed course *with a circuit length no longer than 5 Km* that is open only to riders with ages between 6 and 9.

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) National Championships for 17-18, U23 and elite riders will be run under UCI rules, except as specifically noted elsewhere in these rules. Other races for 17-18, U23 or elite riders 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 Race Director 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 Race Director, 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 *III* (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, *Race Director*

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. Annual rider licensing is open only to applicants who have *a chronological age of at least 6*. 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(s) and race team(s), 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 *per discipline* 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.

Cyclo-cross: 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 cyclo-cross, riders may purchase a one-day license and be permitted to enter races open to men's category 5 (category 4 cyclo-cross) or (for women) women's

category 4. Such riders do not become members and may not enter championship events.

1C12 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 cyclo-cross 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: *Finish* 10 massed-start races.

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 a *mandatory* upgrade. USAC-sanctioned rider Camps and Clinics that are approved by the Local Associations for upgrading will count a maximum of 3 upgrade points when upgrading from category 4 to category 3.

3-2: 25 points in any 12-month period

40 points in 12 months is a *mandatory* upgrade

2-1: 30 points in any 12-month period**

50 points in 12 months is a *mandatory* upgrade

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

USA Cycling Sanctioned and *approved rider education clinics (at least half day)*, will count as *three* qualifying races for category 5 to 4 upgrades *up to a maximum of 5 qualifying races*. It will also count as 3 upgrade points for a category 4 to 3 upgrade. *Riders upgrading to cat 4 will receive two race days credit for participating in a mentored-race experience, where the mentor is at least a cat 3 rider and has been approved by the local association.*

(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
5 - 4	Men	15 mi	10 mi/20 min
4 - 3	Men	25 mi	15 mi/30 min
	Women	25 mi	15 mi/30 min
	Junior	25 mi	15 mi/30 min
3 - 2	Men	50 mi	20 mi/40 min
	Women	40 mi	15 mi/30 min
2 - 1	Men	80 mi	30 mi/60 min
	Women	50 mi	20 mi/40 min

(c) Points awarded for Criteriums

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

For the table above and those that follow, note that if the field contains mixed categories (i.e. cat 3-4), then the number of starters is the number of riders that are the same category or higher as the person requesting the upgrade (i.e. in a cat 3-4 combined field, all riders count for a 4→3 upgrade, but only the 3's count for a 3→2 upgrade).

(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 Race G.C. (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.

USA Cycling Sanctioned and *approved rider education clinics (at least half day)*, will count as *three* qualifying races for category 5 to 4 upgrades, *up to a maximum of 5 qualifying races*. It will also count as 4 upgrade points for a category 4

to 3 upgrade and 3 upgrade points for a category 3 to 2 upgrade.

(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 USA Cycling, 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. Cyclo-cross Upgrades

Cyclo-cross categories are upgraded similarly to road upgrades using the system below:

(a) Requirements for upgrading via points:

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

(b) Points awarded for Cyclo-cross 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. Cyclo-cross Conversion

Cyclo-cross 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 cyclo-cross 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
Pro/1	Pro	1
2	1	3
3	2	4
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 upgrading purposes, classes must consist of the following competitors:

<u>Class</u>	<u>Men</u>	<u>Women</u>
Junior 15-18	10	5
Senior	15	10
Master age 30-39	15	10
Master age 40-49	10	5
Master age 50+	5	5

For races with 5 or fewer competitors, only the top finisher will count for upgrading. For races with 6 to 10 competitors, only the top three finishers will count for upgrading. Upgrades will be based on a rider's placings in his category over a *twelve month period*.

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 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 events

AMBC 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 register with USA Cycling on an annual basis. Club registration requires the paying of an annual fee described in the Schedule of Fees.

1E2. Club Name. Registered 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 active clubs may be named after a commercial organization.

1E3. Registered 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. Active Clubs. An active club is one that is in good standing and annually organizes / co-organizes a USA Cycling permitted event open to members of other clubs. Newly-formed clubs may have this requirement reduced by an administrator.

Only active clubs may:

- a) Enter into sponsorship agreements, subject to USA Cycling regulations;
- b) Form one or more club race teams (sponsored or not);
- c) Have jerseys with more than the club name and manufacturer's logo.

1E5. Club Membership. Licensed riders must register with a club and USA Cycling before they are eligible to present themselves as a member of that club. This includes, but is not limited to wearing a club's jersey or entering a race as a member of the club. Riders are only permitted to be a

licensed member of one registered club, which is shown on the racing license.

IE6.Teams. Active clubs may register one or more teams. Teams may be based on factors such as discipline, gender, region, class and sponsorship.

1E7. Race team membership.

a) Riders may belong to a racing team. Generally this is a team organized by their licensed club, for which they compete throughout the season. However, riders may be on different racing teams for particular disciplines (road, track and cyclo-cross), including teams organized by other clubs (subject to authorization by their club).

b) Riders' team affiliations must be registered with USA Cycling and will be shown in USAC member data, either on the racing license or on the USAC website. Riders whose team affiliation is not printed on their license should be prepared to show documentation at registration.

1E8. Additional team matters. The preceding describes the general workings of club and team membership. Clubs and teams may also do the following:

- a) Add one or more guest riders to a team for a particular event;
- b) Form a mixed team to compete in a particular event. The mixed team may take on additional sponsorship for that event.

Both of these actions must comply with USAC rules concerning teams and riders competing for a team other than their own

1E9. 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) 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.

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

(d) 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.

(e) 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 Race Director 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. 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 Race Director. 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. Chief Judge.

(a) The Chief Judge is in charge of the overall results process at a race. This includes determining the finish order of the race, finish times of the riders as appropriate for the discipline, number of laps completed, any mid-race competitions, and any additional rankings of the riders, such as omnium or stage race standings.

(b) Protests may be made to the Chief Judge concerning preliminary postings of results, but the decision of the Chief Judge on finish order and time is final.

(c) The Chief Judge will maintain a record of riders entered in the race, and will provide a report of riders starting the various events to the Chief Referee so that charges and fees owed to USA Cycling may be calculated.

(d) The Chief Judge works with the Registrar to develop the start list, the Starter to ensure that there is a record of which riders start, the Secretary (in track, cyclo-cross and mountain bike events), and the Chief Referee to be certain that the results reflect any penalties assessed by the Chief Referee.

1F9. Assistant Judges. The assistant judges assist the Chief Judge in the results process. A timing/photo-finish operator is considered to be an assistant judge. They have four main tasks:

(a) judging – recording the order of finish;

(b) scoring – recording the number of laps covered by each competitor;

(c) timing – recording the times of competitors under the direction of the Chief Judge and assisting in any time calculations as directed;

(d) laps/bells - ensuring the lap cards display the correct number of laps to go and that the bell is rung properly for sprint laps and the final lap of the race.

1F10. 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.

1F11. Race Secretary

(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 Race Director 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 Director, USA Cycling, Chief Referee, and Chief Judge.

1F12. 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.

1F13. Assistant Chief Referee

An Assistant Chief Referee may be appointed when there are two (or more) distinct competitions held under the same permit. The scope of responsibility should be specified in the appointment, but the Assistant Chief Referee generally runs one or more of the competitions and assists with event management and paperwork.

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 Race Director 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 Race Director 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. Race Directors 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 Race Director 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.

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

1G5. No Race Director may advertise the entry of a rider until the rider's written entry has been received by the Race Director.

1G6. The Race Director is responsible for providing officiating facilities, including rider identification numbers, lap cards, bell and other technical equipment needed to conduct and control the race.

1G7. The Race Director shall compile a list of the names and addresses of any riders who get one-day licenses. At the end of the race, the Race Director 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.

1G8. The Race Director 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."

1G9. Race Directors 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

USA Cycling issues permits to organize USA Cycling-sanctioned events. The issuance of an event permit is solely within the discretion of USA Cycling in accordance with its rights and responsibilities as the National Governing Body of cycling.

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 5.

(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 "National Tour" may be used only for those events so designated by the CEO.

(e) 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.

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

(g) USA Cycling invites representatives of foreign national federations; the Race Director 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 Director 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.
- 113.** 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. Race Directors who publish an announcement less than 30 days prior to an event shall pay a permit surcharge as specified in the Schedule of Fees.
- 114. 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 Race Director [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 Race Director by the date of closing as advertised in the official race announcement, whether mailed or sent by other means. Race Directors 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. Team entry in races.

The following applies by default to teams in events with individual classification e.g. stage races. Race Directors may choose to hold team events (team time trials, madisons etc.) with these restrictions, but it must be specified in the race announcement.

(a) Races that have team entry, or are team-limited events, are covered by the following general rules concerning entry:

- 1) Each racing team or club may enter only one team.
- 2) When a racing team or club has entered a team, additional team/club members may not enter as individuals, guest riders on other teams, or on a mixed team.

- 3) By entering, each team implicitly agrees that it is racing on its own behalf, and not in the interest of another team.

(b) When entries are received from closely related entities, (e.g. two racing teams from the same club, a racing team and the general ridership of the same club, or two teams with a common sponsor), the Chief Referee/race jury will decide whether to permit both entries. The basis for the decision will be whether the teams can be expected to race as separate entities. Criteria to be used include:

- 1) separate management and support;
- 2) geographical separation (in the case of multiple club teams or shared sponsors);
- 3) skill level and experience (club professional teams versus general club riders, or professional teams versus regional development teams);
- 4) major or minor sponsorship (in the case of shared sponsors).

(c) Teams may petition USA Cycling to establish that they are sufficiently distinct entities for the season, rather than on a race-by-race basis. Such a decision is still subject to review based on personnel changes or conduct at races.

(d) Entry having been accepted, teams must still ride in a manner consistent with their being a distinct entity. Riding in the interest of a related team is subject to discipline, up to disqualification.

116. 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 Race Director before each race. The signature on the release

must be an original handwritten signature (a "wet original"); electronic signatures are not acceptable. 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.

1J7. Maximum Field. Entries shall be accepted in order of receipt by the Race Director 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 shall be 50 riders. The maximum field for a road event that includes category 5 men with other categories shall be 75. The maximum field limit for a women's race that includes Category 4 (either alone or combined with other categories) shall be 75. For other road and for cyclo-cross events, if no field limit is given in the official race announcement, a field limit of 100 shall be used.

1J8. 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 Race Director 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.

1J9. 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.

1J10. Limitations. Except for invitational races, the Race Director must provide an equal opportunity for all qualified applicants to participate without discrimination.

1J11. 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 Race Director [10 days suspension].

1J12. No rider shall be entitled to an **entry fee refund** when the Race Director 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.]

1J13. 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 30 days suspension].

1J14. Any rider who enters a race while under suspension will become liable to additional penalties [disqualification and 90 days suspension].

1J15 National and World Champion race entry.

Current UCI World or U.S. National Champions, who enter category A, B or C races (except National Championships) by the specified pre-registration closing date, shall be refunded

their entry fee (**not including insurance fees and surcharges**) provided that they are eligible to wear their championship jersey in the race, and do so (see Rule 1N5).

1J16. Categories: UCI races. USA Cycling licensees entering UCI races held under a USA Cycling permit are subject to category restrictions. Restrictions may be stated in the race announcement or technical guide. The default **USAC** category requirements **for entering the following UCI classes** are:

	Elite men	Elite women	juniors
road:	1	1/2	1/2/3
track	1	1/2	1/2/3
cyclo-cross	1/2	1/2/3	1/2/3

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.

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 cyclo-cross events, category 1 women may enter men's races up to two categories lower. In addition, master women may compete in men's masters races, subject to other eligibility requirements, as follows: category 1 and 2 master women may enter men's events for riders up to 10 years above their racing ages; category 3 and 4 master women may enter men's events for riders up to 20 years above their racing ages.

1K3. Mixing of Classes. A Race Director 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 *riders from ages 6 through 9*. 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 Race Directors 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 Race Directors 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. Race Directors 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 cyclo-cross 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 Pro 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 primes 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 Cyclo-cross

(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.

(e) In stage races, the prizes for each individual stage and for final individual general classification (g.c.) are treated separately, so that the required number of places and prize breakdown for stage 1 is based on the dollar value of prizes for stage 1 and similarly for each stage; likewise the number of g.c. places and breakdown is governed by the total amount of the g.c. prize list. These rules will not be applied to team classifications or special classification (mountains etc.).

1L4. Prize list breakdowns in MTB are at the discretion of the Race Director. Race Directors 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 **massed-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.

Handlebars for massed-start bicycles may not have forearm supports nor handlebar extensions or attachments that point forward.

(h) Time trial events may restrict the competitors to mass-start bicycles in one or more classes, provided that the restriction is stated in the race announcement and technical guide. This includes time trials in stage races.

(i) A **Single Speed** is any type of bicycle possessing only one rear cog and only one front chainring and with no means of altering the gear ratio in any way for the duration of the race.

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 Race Director 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, cyclo-cross 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 cyclo-cross 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 subject to the notes shown below:

(1) For Juniors 16 and under who are competing in Championship team sprint, team pursuit, keirin, or Madison the 17-18 (unrestricted) gear limit applies.

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

1M7. Young Junior/Youth Bicycles

Beginning in 2012, all riders aged 12 and under will be restricted to massed-start bicycles as defined in 1M1(g). These bicycles must also have at least 16 spokes and no wheel covers may be used. In 2013, this rule will also be applied to riders aged 13-14.

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 and individual time trials. 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 licensed members of sponsored clubs or teams [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, cyclo-cross, 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.
- (7)** *National Champion jerseys may not be worn in the subsequent National Championship.*

(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 Director, 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 Race Director'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. Riders may not use radios, telephones, or other such communication devices. No earpieces may be worn; audio playback devices are expressly forbidden.

1N7. Racing numbers.

(a) Racing numbers are provided by the Race Director, 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. Race Directors 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 cyclo-cross, 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 with pins and no accessory or hair may obstruct a clear view of the number (riders with misplaced, obscured or unreadable numbers will not be placed). 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)

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

Numbers required per event (minimum):

Event	Body Numbers	Shoulder Numbers	Frame Number
Track			
Track Time Trial	1		
Individual Pursuit	1		
Team Pursuit	1		
Team Sprint	1		
Sprint/200 Meter Time Trial	2		
All other Track Events	2		
Road			
Category A Road	2		1
Road Time Trial	1		
All Other Road Events	1		
Cyclo-cross			
Category A Cyclo-cross	1	2	
All Other Cyclo-cross Events	1		

1N8. Chip Timing/Scoring

(a) Chips for timing/scoring are provided by the Race Director, who may require a deposit that shall be refunded on return of the chips in good order.

(b) Riders shall place the chips as prescribed by the officials and in such a way that they will activate the chip sensor upon passing the line. Riders may be warned, relegated, or fined \$20 for refusal to wear chips as prescribed.

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 Race Director.

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 Timing.

(a) In massed-start events, times are reported with resolution of one second (any fractions of a second are truncated). All riders 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. A new time is assigned when there is a difference of one second or more between the back of the rear wheel of the last rider in a group and the front of the front wheel of the first rider of the following group.

(b) For time trials, the following procedures apply:

- i.* 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.
- ii.* 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 Judge.

- iii.* 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.

1P7 Results tabulation.

(a) The Chief Judge assigns places to at least as many riders as required, including timing data as appropriate. If a group of riders cannot be separately placed, they are given an equal placing.

(b) Riders who fail to take the start line are entered as "did not start" (DNS).

(c) Riders who withdraw from the race of their own accord are entered as "did not finish (DNF).

(d) Riders who are unable to finish because of a mishap, or because they are out of contention and withdrawn by the officials are generally entered as DNF, except in the specific cases noted in these rules. However, in some instances the Chief Referee may instruct the Chief Judge to assign places to riders withdrawn by the officials, and to include them in the results. If so, the Chief Judge shall place the riders based on their relative positions at the time that they were withdrawn.

(e) Results are assembled and printed. It is the responsibility of the Race Director to provide resources appropriate to the scale of the race for results production. The results are checked by the Chief Judge, who generally signs or initials them to show approval, and whether the results are

preliminary or final. The Race Director's staff is then responsible for reproduction and distribution of the results.

1P8. Results posting. 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 which affect the podium and awards and at least 15 minutes have passed since the results were announced.

1P9. 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, dishonesty, or grossly unsportsmanlike conduct in conjunction with a sporting event;
- (b)** Offering, conspiring, or attempting to cause any race to result otherwise than on its merits.

1Q3. Identity Fraud. No licensee may enter a race under an assumed name nor conspire to allow another rider to enter a race under an assumed name. This includes fraudulent use of another rider's license, racing numbers, or timing/scoring chip [default penalty - one year suspension].

1Q4. 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].

1Q5. Withdrawal. Riders must immediately follow a referee's order to withdraw from the race [10 days suspension].

1Q6. Abuse.

(a) No rider or licensee may be disrespectful toward Race Directors, 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, 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]

(d) *Violent assault and/or battery as described in 1Q6(c) committed by a licensee against a race official at a USA Cycling permitted event shall be subject to additional suspension up to and including lifetime suspension.*

1Q7. 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].

1Q8. 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.

1Q9. 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].

1Q10. 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.

1Q11. 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].

1Q12. 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.

1Q13. No person with official responsibilities at a race (including, but not limited to, race officials, marshals, **race directors**, 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.

1Q14. Gambling. No person with official responsibilities at a race (including, but not limited to, race officials, race announcers, marshals, or Race Directors) 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 Policy *III* (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, *except as noted*.

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

2B8. Warning – disqualification.

Any misconduct not specifically penalized may be punished with a warning. A rider receives only one warning in all rounds of a competition (e.g. sprints) before disqualification. If a rider is relegated in the competition, that relegation *may*

also carry with it a warning, *depending on the gravity, intent and impact of the fault. A rider receiving a second warning or being relegated for a second time is disqualified.* The warning and disqualification are specific to each competition (e.g. sprints, keirin etc.). *This rule applies to all track competitions.*

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" or elimination race) 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. In championships, elimination sprints occur on every lap on tracks of at least 333 meters in length, and every two laps on shorter tracks. If sprints are not held every lap, each lap that precedes an elimination sprint shall be indicated by a bell. 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 the last rider over the line. The final sprint is judged as a conventional sprint, using the leading edge of the front wheel.

2E3. Race procedure

(a) The Chief Judge shall identify the last rider over the line. In some cases a rider other than the last one across the line may be eliminated (for example passing on the blue band).

(b) The decision on which riders are eliminated must be made and announced before the riders reach the pursuit line on the back straight after the elimination sprint; otherwise no riders are eliminated until the next sprint.

2E4. Eliminated Riders. Eliminated riders shall withdraw with due caution as soon as it is practical. If a rider does not withdraw as instructed, the Chief Referee may call one or

more free laps (postpone the next elimination sprint) 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 and placed ahead of those riders already eliminated. If more than one rider is involved in the mishap, they shall be placed equally. The next sprint shall be postponed one or two laps, depending on the sprint interval.

2E6. Finish. The miss-and-out may be ridden to the last person (an elimination race) 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 shall stop the race if a rider falls or touches the track surface, the outside fence or railing, or an opponent. The rider responsible shall lead the re-ride.

(b) If the starter observes a flagrant violation before the sprint has begun he may stop the race and either relegate or disqualify the rider committing the violation. In a two-up sprint the other rider is declared the winner; in a three or four-up race it shall be rerun without the offending rider.

(c) 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.

(d) 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	Composition	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	1C1	
Finals	2	2A1 - 7A1	2C1	Advance to ride for 5th-8th
	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	Ride for
2	2G	3G	1st & 2nd	3rd & 4th

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 *passes* 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) The competitors shall either be started one at a time or two at a time, with one rider starting on each side of the track, and the starting procedure 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. The general principle is that a restart is **charged** to a rider if the rider causes the restart, through a mishap or false start. Some restarts are not charged – examples include timing failure or unsafe conditions.

(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 15 minutes or at the end of the same session).

(c) A rider is permitted at most, one charged restart.

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.

2K11 Restarts. In each round of competition a team shall only be granted one restart as a result of that team suffering a mishap or false starting.

2K12. Mishaps.

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

(b) 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.

(c) 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.

2K13. 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.

2K14. 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. Restarts. In each round of the competition a team shall be granted only one restart as a result of that team suffering a mishap or false starting. This does not include a restart caused by another team's hindrance.

2L5. 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.

2L6. 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 Race Director, 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 Race Director 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 homestrait 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 over two days. The following rules apply:

(a) The default events to be held are (in the order listed):

1. Flying time trial: one lap for tracks up to 250m in length, 200m for larger tracks.
2. Points race: 30km elite men; 20km elite women; 15km junior men; 10km junior women. The sprint interval is the same as for championship points races.
3. Elimination race
4. Individual pursuit: 4000m elite men; 3000m elite women and junior men; 2000m junior women. The race is run without finals, with riders seeded from the overall ranking after the elimination race
5. Scratch race: 15km elite men; 10km elite women and junior men; 7.5km junior women.
6. 1000m/500m time trial for men and women respectively (riders seeded from the overall ranking after the scratch 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 massed-start events, and there is no existing qualification system to establish the number of participating riders, their selection shall be determined as follows: all riders entered shall first participate in qualifying points race heats run over distances of 15km, 10km, 15km and 10km for elite men, elite women, junior men and junior women respectively. The sprint interval is that for championship points races. The heats shall be run in such a way so as to qualify up to the track maximum number of riders, without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall qualify from each heat to participate in the omnium. All riders not

qualifying to participate in the omnium shall be placed jointly in last position. Any riders not finishing any of the qualifying rounds shall not be placed (DNF). The heats only qualify riders for the omnium; they do not contribute to the omnium scoring.

(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) Any rider abandoning or being withdrawn from the scratch race or points race shall be awarded the ranking of the last available place at that time plus a penalty ranking equal to the last rank points granted to the flying time trial. *In the case of the scratch race, any rider not finishing due to a fall or due to the fact that they may not return to the track in the final kilometer shall be awarded the ranking of the last available place.*

(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 **Race Director** 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 Race Director shall do the following in Category A events. Race Directors 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 Race Director'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 massed-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]. The following rules apply to railroad crossing and other closures:

(a) If one or more riders who have broken away from the field are held up at a railroad crossing but the gates open before the field catches up, then no action shall be taken and the closed crossing shall be considered a mere race incident.

(b) If one or more riders with more than 30 seconds' lead on the field are held up at a railroad crossing and the rest of the field catches up while the gates are still closed, then in this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed. If the lead is less than 30 seconds, the closed crossing shall be considered a mere race incident.

(c) If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed crossing shall be considered a race incident.

(d) Any other situation (prolonged closure etc.) shall be resolved by the officials.

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 disqualify 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." (Race Directors 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 Race Director 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 Race Director and Chief Referee:

(1) In specified feed zones by hand-ups from the Race Director'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 Race Director 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 Race Director 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 who have lost contact with the field, and are then caught by a breakaway from the field, may not lead [disqualification]. Riders off the front of the field may not accept assistance from riders who have lost contact with the back of the field [disqualification for accepting such assistance]. Lapped riders may rejoin and race with the field.

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) A rider granted a free lap must re-enter the race before the final 8km of the race; after that point in the race a rider in the pit is losing ground on the field.

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).
- (b)** Each rider may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
- (c)** 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.
- (d)** A support vehicle may not take a position between two riders unless there is a distance of at least **75** meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.
- (e)** No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.
- (f)** 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)** 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 Team).
- (b)** Each Team may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
- (c)** 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.
- (d)** 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.
- (e)** No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.

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

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 Race Directors, under the supervision of the Chief Referee, shall prepare a technical guide - a complete set of race regulations 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 in stage races by time. 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 massed-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 Judge shall determine when such a break has occurred.

(b) A new time is assigned when there is a difference of one second or more between the back of the rear wheel of the last rider in a group and the front of the front wheel of the first rider of the following group.

(c) 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.

(d) 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) Time bonuses may only be awarded for massed-start stages. If bonuses are awarded they shall be (for first, second and third place):

finish:

stage: $10'' - 6'' - 4''$

half-stage: $6'' - 4'' - 2''$

intermediate sprints: $3'' - 2'' - 1''$

These bonuses are doubled for stage races with a duration of more than 14 days.

No bonuses for intermediate sprints may be awarded during stages or half-stages unless a bonus is also awarded at the finish.

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 in the team daily classification shall be determined by the total number of places obtained by the three best riders of each team in the placings for that stage. If the teams are still tied, they shall be separated by the placing of their best rider on the stage finish.

(b) If two or more teams have equal general classifications, their order shall be determined by the number of first places in the daily team classification obtained by each team, then by the number of second places in the daily team classification 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. If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.

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

4C7. Competitions in stage races on points.

(a) The primary competition is individual general classification. It is calculated by summing points won in stage finishes and in intermediate sprints and subtracting any point penalties. Prizes are generally offered for individual stage finishes and final individual general classification.

(b) Different stages may have different schedules of points. There may also be points awarded for mid-race sprints. The race technical guide should specify the schedule of points to be used, and the method of breaking ties. If no schedule is specified, the default is points to the top 15 places: 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point. The default method of breaking ties is the finish order in the most recent stage.

(c) Point penalties may be imposed. Specific penalties may be specified in the race technical guide, or the race jury may adapt the penalties for stage races on time by converting them to points.

(d) There may be other competitions, such as sprints, climbing or team classification. The format of the competition should be specified in the technical guide.

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 Race Director, 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 Race Director. 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 Race Director. 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 Race Director'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 Race Director. 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 Director 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 Race Directors 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 Race Director 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 Race Directors, 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 Judge shall determine the racing time of each rider in each stage. At least one judge 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 Race Director. 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

Race Director: \$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

Race Director: \$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

Cyclo-cross

5. Cyclo-cross

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. Obstacles

(a) An obstacle is a part of the course likely to require riders to dismount.

(b) The total length of obstacles should not exceed 10% of the course distance.

(c) The maximum length of an obstacle is 80 meters; the maximum height 40cm (step height).

(d) The course may include a maximum of 6 artificial obstacles.

(e) Artificial sand pits shall be between 40 and 80 meters in length and at least 6 meters wide, on a straight part of the course. The entrance and exit to a pit shall be at the same level as the course (no drop-off or step up).

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, up to 40cm tall, between 4 and 6 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 artificial 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 Race Director, 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.

5A16. Feeding is not permitted unless specifically authorized by the Chief Referee [relegation or disqualification for unauthorized feeding]. If authorized, there is normally no feeding in the first two and final two laps of the race.

Temperature of at least 68 degrees is recommended. .

Feeding only takes place in the pit lane, unless the Chief Referee specifies otherwise.

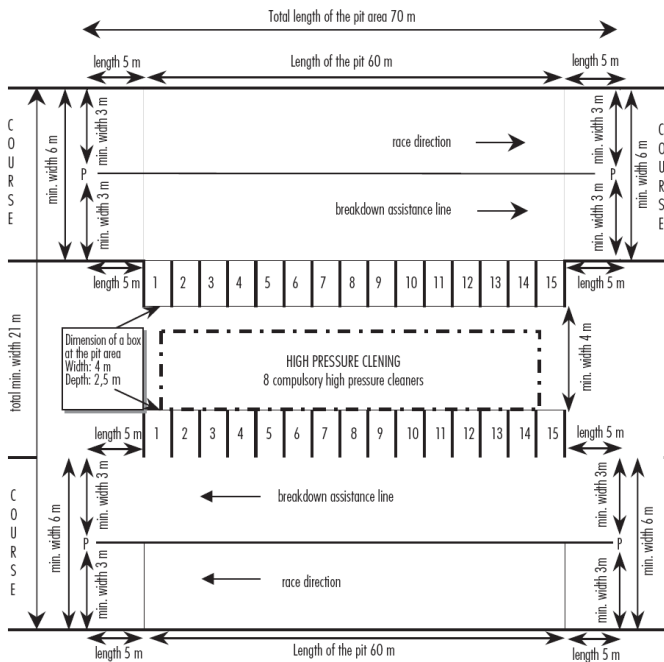
5B. Equipment pits

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. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics and stationing of bicycles and equipment.

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. Before the start of a race, it should be announced whether lapped riders will be pulled or remain in the race. If riders are to be pulled, the following applies:

(a) Riders who have been lapped shall continue the lap to a designated location before the finish line and withdraw, under the control of the officials.

(b) The Chief Referee may, after consulting with the Race Director, impose the 80% rule. Under this rule, riders whose time gap to the race leader is at least 80% of the race leader's time for the first lap will be pulled by the officials unless it is the final lap. The number of 80% is merely an approximation based on a typical course; the intent is that all riders should be pulled before they are lapped.

(c) Riders who have been pulled because of lapping or the 80% rule will be listed in the results based on their position when pulled and the number of laps remaining. The results will list the number of laps remaining after the lap on which they were pulled.

5G2. If lapped riders are permitted to continue in a race, they finish on the same lap as the leader, and are placed according to the number of laps down and then on their order of finish.

5H. In-race communication

5H1. The use of radios is forbidden

Chapter 6

Mountain Bike Racing

6. Mountain Bike Racing

MOUNTAIN BIKE RULES OF THE TRAIL

All riders are expected to follow the industry-supported MTB code:

1. I will yield the right of way to other non-motorized recreationists.
2. I will use caution when overtaking another and will make my presence known well in advance.
3. I will maintain control of my speed at all times.
4. I will stay on designated trails.
5. I will not disturb wildlife or livestock.
6. I will not litter.
7. I will respect public and private Property.
8. I will be self-sufficient.
9. I will not travel solo when bike-packing remote areas.
10. I will observe the practice of minimum impact bicycling.
11. I will always wear a helmet whenever I ride.

6A. Definitions

6A1. Category 1: A mountain bike category where racing skills, strength and stamina have reached an exceptional level; racing is very competitive. Riders must have a racing age of at least 15 to race as a category 1 in an endurance discipline.

6A2. Category 2: A mountain bike racing category that reflects improved skills and developed strength and stamina. A Category 2 rider must advance to Category 1 as described in the upgrade section.

6A3. Category 3: A mountain bike category designed for the entry-level rider. Category 3 races help the rider understand the subtleties of the sport allowing one to experience the thrill of mountain biking. A Category 3 racer must advance to category 2 as described in the upgrade section.

6A4. Cannibalizing: Taking any part or component from one bicycle to repair another, or to improve the result of another.

6A5. Cross Country: A massed-start competition that is held on a circuit course comprising forest roads, forest or field trails, and unpaved dirt or gravel roads.

6A6. Downhill: A gravity time trial competition consisting of riders racing one at a time, against the clock, down a trail, jeep road, or fire road, or a combination of all three. Downhill races are generally technically challenging with courses often featuring a combination of high speeds, jumps, drop-offs, and other technical trail features.

6A7. Dual Slalom: A gated gravity competition where two competitors race head-to-head down two similar but separate courses. Following a qualification round, riders race against each other in an elimination format (heats) to determine a winner. Dual slalom courses often will feature bermed corners, jumps, and other technical trail features.

6A8. Endurance Events: A term used to describe the following types of events: Cross Country, point to point, hill climb, marathon, stage races, time trial, team time trial.

6A9. Gravity Events: Events that are gravity assisted, such as Downhill, Dual Slalom, Mountain Cross (4X), and Super D. The start line of Gravity Events is at a higher altitude than the finish line.

6A10. Marathon: Any mountain bike event between 37 and 62 miles (60-100 km).

6A11. Mountain Cross (also called Four Cross or 4X): A gated gravity competition where four competitors race together on a course which will often feature bermed corners, jumps, and other technical trail features. Following a qualification round, riders race against each other in an elimination format (heats) to determine a winner.

6A12. Observed trials: Mountain bike events conducted over an obstacle course including such natural hazards as mud, rocks, water, etc. composed of any number of sections. The riders attempt to negotiate each section without putting down a foot or hand.

6A13. Open class: All participants, regardless of license category, can compete in an open class.

6A14. Point to point: a cross-country event that is not contested on a circuit course but is either one long loop or the start and finish are in different places.

6A15. Pro: the highest ability category for both men and women in mountain bike racing. All MTB PRO racers must purchase an International License.

6A16. Short Track Cross Country (STXC): A shortened cross-country style race, designed to be spectator-friendly and easily televised.

6A17. Super D: A hybrid event combining aspects of the disciplines of Cross Country and Downhill racing. A competition which riders race on a course that has significantly more downhill than uphill sections. These courses are typically devoid of jumps and not as technical in nature as Downhill races; testing both a rider's endurance and bike handling skills.

6A18. 24 hour racing: a solo or team competition raced over a set period of time with the winner determined by the number of total laps completed. Formats include 6 hour, 12 hour, 18 hour, 24 hour etc.

6A19. Ultra-Endurance Events: A term used to describe the following types of events lasting more than 4 hours: Marathon, ultra-marathon, 6/ 12/ 24 (etc) hour racing.

6A20. Ultra-marathon: Any mountain bike event over 62 miles (100 km)

6B. Procedures common to all Mountain Bike Disciplines

6B1. Races for Junior, U23, or Elite riders that are National Championships or used to select riders for national teams or international competition shall use UCI rules. In all other events, these USA Cycling rules apply.

6B2. All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the start.

6B3. Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun, with the exception of 24-Hour races as explained in section 6E.

6B4. Except as noted in section 6D, all repairs during an event will be performed by the individual racer. No outside support is permitted. Riders whose bicycles are not functional will be allowed to continue to the finish line, where they may be asked to withdraw from the race by the Chief Referee.

6B5. Except as noted in section 6D, all spare parts and tools shall be carried by the individual racer, to be used only by that racer; cannibalizing other bikes is not permitted. A racer can only use spare parts or tools that he/she started with at the beginning of the race.

6B6. 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]

6B7. Short-cutting and/or cutting trail switchbacks or course is not permitted and may result in disqualification. A rider is required to stay on the designated trail that is marked and or specified as the race course. It is the rider's responsibility to know the designated race course. Lack of tape or barriers on the course, or misplaced signs will not constitute an excuse for cutting the course.

6B8. Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.

6B9. A rider may be suspended for damaging or destroying public or private property. A rider may be held liable for all cost associated with the damage or destruction.

6B10. Only riders officially entered in the event may practice or compete on the designated race course, and they must wear their number plates and numbers while practicing. No rider previewing the course may interfere with a race in progress.

6B11. Riders should be given the opportunity to walk the course and participate in practice runs whenever practical.

6B12. Intentionally removing obstacles deemed by Officials to be part of the character of the race course is prohibited.

6C. Course Markings

In the interest of consistency in mountain biking, the following course markings are used universally by USA Cycling, UCI, and other International governing bodies.

6C1. Arrows mark the entire length of the official course. The arrows will be of a contrasting color on a white background, on signs measuring a minimum of 1' x 2' (30 cm by 60 cm). The signs indicate the course to follow, curves, intersections and warn of situations which are challenging for the competitors. Signs are posted along the course at regular intervals to indicate to competitors that they are on course.

6C2. An arrow placed 30 meters before the intersection should mark each intersection. Another arrow is placed at the

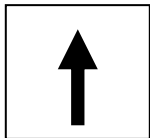
intersection. The direction of travel is then confirmed by another arrow located 30 meters further in the new direction.

6C3. In all hazardous situations, two or three arrows placed upside down must be located 30 meters before any obstacle on a circuit. A hazard on the circuit may be an obstacle, quality of the surface, or angle of the track, or any other condition not specifically addressed.

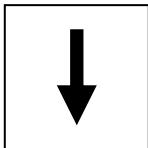
6C4. Directional arrows should always be placed on the right and at racing eye level, about three feet from the ground.

6C5. The course should also be marked every half-mile or 1 kilometer with signs indicating kilometers yet to be raced. There may be a sign indicating 1 kilometer to go.

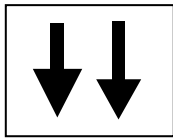
6C6. The signs that are to be used on a mountain bike circuit are shown below:



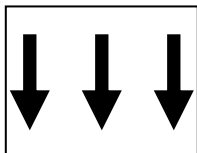
Straight ahead



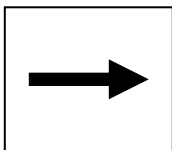
Slow, danger



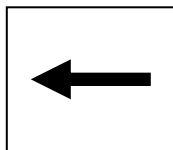
Slower, danger



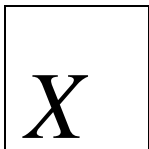
Slower, very
Dangerous



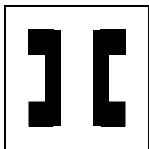
Course turns
Right



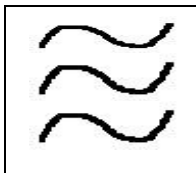
Course turns
Left



Wrong way



Bridge ahead



Water crossing

6D. Feeding and Technical Assistance

6D1. Feed/Technical Assistance Zones are permitted in the following events:

- Ultra-Endurance Events (Marathon, 6-hour, 12-hour, 24-hour events)
- UCI Cross Country (XCO) events (UCI classes only)
- Cross Country National Championships for the UCI classes (Pro men, Pro women, Junior 17-18 men, and Junior 17-18 women). Note that when the category 1 junior 15-16 year old juniors are on the course at the same time as the category 1 junior 17-18 riders, they will also have access to Technical Assistance Zones.

6D2. Authorized technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame and fork. Bike changes are not permitted and the rider must cross the finishing line with the same handlebar number plate that he had at the start.

6D3. Technical assistance and feeding shall normally only be given in the feed/technical assistance zones. Physical contact between the feeders/mechanics may only take place in these zones. However, technical assistance may be given between teammates outside of the technical assistance zones subject to the limitations of 6D2 above.

6D4. Each feed/technical assistance zone must be located on flat or uphill sections which are slow and wide enough for the purpose. The zones must be long enough and reasonably

evenly spaced around the course. Double feed/technical assistance zones are recommended.

6D5. For Olympic format cross-country events (XCO) 2 zones will be set up. For marathon format cross country events (XCM) at least 3 zones or opportunities for feeding/service will be set up.

6D6. Team staff working in the feed/technical assistance zones must wear team clothing identifiably similar to the clothing of the riders.

6D7. No rider may ride backwards on the course to reach a feeding/technical assistance zone. **Any rider doing so will be disqualified.**

6E. Endurance Events

6E1. Cross Country (XC)

A massed-start competition that is held on a circuit course comprising forest roads, forest or field trails, and unpaved dirt or gravel roads

(a) Water shall be available only in designated feed zone(s) as outlined by the Race Director. The Race Director will provide a neutral water zone with water for any race exceeding 90 minutes in length. Official water zones must be accessible and publicized before each race. Feeding (food handouts) may only be done in a designated feed zone. A handup to one rider must not cause other riders to slow down or veer off course.

(b) Racers riding bicycles have the right of way over racers pushing bicycles. When practical, racers pushing should stay on the least rideable portion of the path when being passed. A racer pushing or carrying his bicycle can overtake a racer riding his bicycle provided he does not interfere with the rider's progress. Lapped riders may be asked to withdraw at the Finish Line.

(c) Lapped riders must yield to overtaking riders from the same class and category. Riders should voice the command

"Track" when overtaking another. Lapped riders must yield to the passing rider on the first command.

(d) It is the responsibility of the passing rider from a different class and category to overtake safely. Riders should voice the command "Track" when overtaking another rider. Riders being passed must move over as quickly and efficiently as safely as possible.

(e) In the event two riders are vying for position, the leading rider does not have to yield his position to the challenging rider. However, a rider may not bodily interfere with the intent to impede another rider's progress. Traditional rules of racing apply: the leading rider owns the track.

6E2. Short Track Cross Country (STXC)

A shortened cross-country style race, designed to be spectator-friendly and easily televised. The course is 100 percent rideable regardless of terrain and weather conditions. It is a multiple lap race with lap times not less than 2 minutes for the fastest riders. Race duration is 25-30 minutes at the pro level. Spectator viewing and access are key.

6E3. Time Trial (TT)

A time trial competition involves individuals or teams who race against the clock.

(a) A start list shall be published no less than one hour before the start of the race. The order of start may be determined in various ways:

(i) Bib number sequence

(ii) Random start determined by the Race Director and/or Chief Referee

(iii) Seeding

(b) The Technical Guide shall specify the number of riders for a team time trial and the rider upon which the timing is determined.

(c) The Adult/Junior Time Trial is a two-person time trial where one rider must be a Junior (18 and under) and one must be an adult (19 and over). The timing shall be taken on the second rider to finish.

6E4. Stage Races (SR)

A mountain bike stage race is a series of races for which there are normally individual and team competitions. Individuals must complete each stage according to the specific procedures for the event to be eligible to start the next stage. A minimum number of riders on a team must complete each stage according to the specific procedures for the event to be eligible for overall team competition placings. A mountain bike stage race is held under the General Rules and Regulations of USA Cycling with the exception of these specific rules and regulations that apply to mountain bike stage racing.

(a) The Race Director, under the supervision of the Chief Referee or USA Cycling, shall prepare a complete set of race regulations (the Technical Guide) that specify how each stage will be conducted.

(b) Race Directors wanting to place a stage race on the UCI International Calendar must conform to the UCI Mountain Bike Stage Race Regulations available at www.uci.ch.

6E5. Marathon and Ultramarathon Cross Country (MT)

(a) Any event between 37 and 62 miles (60-100 km) is classified as a Marathon. A Race over 62 miles (100 km) is an ultramarathon.

(b) All USA Cycling Cross Country rules will apply.

(c) For National Championships, a Marathon course must be either a point to point, or a circuit disputed over one or two laps.

(d) The Race Director, under the supervision of USA Cycling or the Chief Referee, shall prepare a complete set of race regulations (the technical guide) that specify how each marathon or ultramarathon competition will be conducted.

6E6. Other Events

(a) Snow biking

(i) Snow biking is a USA Cycling permitted event that is held on snow. These competitions follow all USA Cycling rules and regulations. Any variation of the rules must be

communicated through race flier, communiqués, or rider meetings.

(ii) The following types of snow biking competitions are recognized:

Alpine Events

Downhill Cross Country

Super Giant Slalom

Giant Slalom

Dual Slalom

Biker Cross

Nordic Events

Point-to-Point

Criterium or Circuit

(b) Hill Climb

A Hill Climb is a competition of sustained climbing for which the finish line is located at a higher altitude than the start line. A Hill Climb may be a massed-start or an individual start event.

6E7. 24 Hour Racing

(a) A 24-hour mountain bike race is held under the General Rules and Regulations of USA Cycling.

(b) The Race Director, under the supervision of a USA Cycling Representative and/or the Chief Referee, shall prepare a complete set of race regulations (the race bible) that specify how each 24-hour competition will be conducted.

(c) Definitions for 24 Hour Racing

(i) Le Mans start -- a start where racers run to their bicycles. The run should not be more than 200 meters. It is not recommended for the run to go downhill.

(ii) Log Tent- Tent where racers log in and log out, hand the baton to the registrar, and cancel laps.

(iii) Transition area- area where riders completing a lap are exiting the course and riders starting a lap are entering the course. The Log Tent is located adjacent the transition area.

(iv) Team- a racing entity comprising of one or more racers

(d) Each team will designate a team captain and co-captain. Team captains will represent the team in all official correspondence and communications before, during and after the event. The co-captain may represent the team during the event when the captain is unavailable. Only team captains and co-captains may file protests. The team captain and/or co-captain must attend the pre-race meeting.

(e) 24 hour races will designate an area for pits. This area may be the expo area, the camping grounds, the hotel area or any area that is large enough to accommodate all teams equally. Each team is permitted to have only one pit area. This pit area must be set up in the designated area for pits. In the team's pit area, a racer may accept support from anyone. Only team members and race workers are allowed in the Log Tent / Transition areas while the race is being conducted.

(f) On the course racers may only receive mechanical assistance from another registered racer. A rider providing assistance to another rider must have entered the course under their own power, either on foot or on a bicycle. Short-cutting the course is not allowed. Any rider who has entered the course in support of another may bring equipment and tools and may even swap bikes with the rider in need of support. The cannibalizing of bikes is permitted in 24 hour racing.

(g) Water and food (hand ups) may be supplied to a racer, by anyone, anywhere on the course. Both the racer and persons providing a hand up must stay well clear of the course during the hand up, so as not to impede another racer.

(h) Only officially registered racers, credentialed media and event staff may ride on the designated race course during the event.

(i) Any racer found intentionally littering the course will be disqualified.

(j) All solo competitors and the first racer for each team must log-in at the Log Tent at least 5 minutes prior to the start of the race. Batons will be handed out upon log-in. Starting

racers must have their bikes pre-positioned in the Start/Finish area. The event will use a Le-Mans style start.

Racers must display their official bike handlebar number plate whenever on course. In the case of a bike swap, racers must swap the bike number to the new bike prior to continuing the race

(k) Batons: The 24 hour National Championships will utilize a baton hand off between laps. Racers must log-in and log-out on each lap at the Log Tent. The team baton must be passed from the racer logging out to the Registrar, who records the log-out time. The log-out time of the first racer automatically becomes the log-in time of the next racer logging-in regardless of whether or not there is a racer ready to log-in.

(l) A racer may ride consecutive laps. To ride a consecutive lap, the racer must log-out from the first lap by passing the baton to the Registrar. After the Registrar has recorded the log-out time for the first lap, and the log-in time for the consecutive lap the racer will receive the baton back from the Registrar. If this procedure is not followed, only one lap will be counted. Solo racers must comply with this procedure to record each and every lap.

(m) Loss of the baton will result in a 5-minute time penalty which will be applied to the team's finish time on its last lap and will accrue to the racer finishing that final lap. The Registrar will issue a new baton.

(n) It is the team's responsibility to verify that each racer is logged-in and logged-out correctly.

(o) Drafting other vehicles or a non-registered rider is grounds for disqualification.

(p) Lighting: Racers entering the course two hours before sunset and up to one-half hour before sunrise must have both primary and secondary light sources installed and in good working order. The primary light source must have a minimum rated power of 10 watts. The secondary or backup light source may be in the form of a penlight, flashlight or other lighting system.

(q) Quiet hours will be imposed from midnight until 8 a.m. During this time, noise must be kept to a minimum.

(r) Once on course, a racer is expected to complete the lap. However, the team has the option of canceling a racer's lap and restarting the lap from the Log Tent with a substitute, should the first racer be unable to complete the lap for any reason, including injury. Any team member can cancel a racer's lap by notifying the team's Registrar at the Log Tent and initializing the log sheet next to the canceled lap. If a team cancels a racer's lap and is restarting with a new racer, a new baton will be issued without penalty. However, the team's original baton must be returned to the registrar. The new racer inherits the log-in time of the canceled racer's lap. Once a cancellation has been made, it cannot be rescinded. The canceled lap does not count as a completed lap.

(s) Every team member must complete one lap except in the case of a report of occurrence (confirmation of an injury)

(t) Each team's final placing will be determined by the number of laps the team has completed and the sequential order of finish within the team's last lap. The last racer for each team must be logged in before the end of the 24th hour in order for the lap to be counted. Teams electing to stop racing before the end of the 24th hour must inform the registrar of that decision. Once the registrar has been informed of a team's decision to retire from the race, no more laps will be recorded.

(u) In the case of catastrophic failure due to weather or another extenuating circumstance that prevents the ongoing scoring of the event or creates a racing environment that is deemed too dangerous for the participants, the race may be called as of a certain time. Final results will be calculated based on each team's placement at the call time as determined by that team's last completed lap. This rule is intended to be exercised as a last resort, only in the most dire of situations, when no other means is available to continue scoring the event or when the potential for serious harm or loss of life becomes imminent.

(v) In the event that a racer stops to assist in the care of a seriously injured fellow racer which requires an EMS response, Ghost Rider procedures will be implemented. The EMS personnel will radio to the Log Tent the name and number of the assisting racer. Race staff will then inform the team of the assisting racer to prepare the next rider on their team. That rider will be allowed to start his lap based on the assisting racer's "ghost rider" lap time which will be based on the fastest of either the assisting riders average lap time or the team's average lap time.

6E8. Team Relay (TR)

(a) The Team Relay is a race among teams of a number of riders determined by the Race Director and/or the Chief Referee. It is held on a circuit, with each team member riding one lap of the course. The riders on the course will pass an item (generally a baton or wristband) to the next rider to take the course. The first team to have all of its members complete the course is the winner.

(b) General Cross-Country regulations apply to this event.

(c) The Race Director, under the supervision of a USA Cycling Representative or the Chief Referee, shall prepare a complete set of race regulations (the technical guide) that specify how each Team Relay event will be conducted.

6F. Gravity Events

6F1. Downhill

A downhill competition consists of riders racing one at a time, against the clock. The rider with the fastest time wins or advances to the next round. Racers will start at regular, predetermined start times and compete against others in their class and category. Please note that there are other variations of downhill competitions.

(a) There shall be practice on courses for competitors.

(b) A start list shall be published no less than one hour before start of race. Order of start may be determined in various ways:

- (i) Fastest time from seeding run.
- (ii) Bib number sequence.
- (iii) Random start determined by the Race Director and/or Chief Referee.
- (c)** Regular start intervals of 1 minute or 30 seconds are recommended.
- (d)** A rider causing a false start shall receive a penalty, as determined by the Chief Referee. The rider's bicycle must be stationary at the moment of the start.
- (e)** A passing rider has the obligation to pass safely.
- (f)** If a rider leaves the course, the rider must re-enter the course at the same spot where the rider exited the course. If a rider is unable to re-enter at the point of exit, and gains no advantage, the Chief Referee will determine if the rider is assessed a penalty.
- (g)** In the event that a rider experiences an unavoidable delay, the rider must report immediately to the Chief Referee or designated official to request a re-run. The chief Referee will make the determination if a re-run is granted.
- (h)** A rider missing a start time may or may not be given a new start time at the discretion of the Chief Referee or an official designee. At the pre-race meeting, the chief Referee will give the re-start procedure if any is applicable.
- (i)** If a course hold is issued, any rider that was stopped or who missed the scheduled start time must report immediately to the Chief Referee or official designee. The Chief Referee will then determine a re-run order and new start times if applicable. Riders must request the new start time within 15 minutes of the announcement of the course hold.
- (j)** The course must be marked with directional arrows or course tape to notify rider of course direction or hazards. The course must be appropriately marked before the first training session.

6F2. Dual Slalom

These are dual slalom guidelines; there are other options for conducting a dual slalom. Consult the race entry form and attend the mandatory riders meeting for more information.

- (a) Everyone will have at least one run for qualifying.
- (b) The fastest qualifier will be seeded against the slowest, the next fastest with the next slowest, etc.
- (c) Racers will race head-to-head on each course. The rider with the faster combined time will advance to the next heat.
- (d) A rider causing a false start shall receive a penalty, as determined by the Chief Referee. The rider's bicycle must be stationary at the moment of the start.
- (e) Alternating left and right, racers must ride around (not over) each gate, with both tire tracks passing on the outside of the gate. Gate judges located along the course, whose decision is final, determine this. A missed gate will be cause for a 1.5-second penalty in the final rounds; disqualification in the qualifying rounds.
- (f) After the qualification runs, in the final heats, a rider may lose by no more than 1.5 seconds. This maximum differential applies to slow runs or penalties resulting from jump-starts, missed gates or other infractions. A rider who does not finish the run will be eliminated.
- (g) Ties in split times can be broken in the following ways: If overall times are recorded, the tie is broken by comparing the overall times on the course that both riders completed. If only split times are recorded the winner of the last run is the overall winner.

(h) Dual Slalom Penalties and Disqualifications:

Different events will handle these penalties differently. They will be assessed at the discretion of the Chief Referee.

False start: +1.5 seconds in Final rounds; DQ in Qualification rounds

Changing from one course to another: +1.5 seconds in Final rounds; DQ in Qualification round

Interfering with the other racer: +1.5 or DQ in Final rounds; DQ in Qualification round

Not passing both wheels around a gate: +1.5 seconds in Final rounds; DQ in Qualification round

Missing a gate and going beyond the next gate:

+1.5 seconds in Final rounds; DQ in Qualification round

Not finishing in possession of the bike: +1.5 seconds in Final rounds; DQ in Qualification round

Missing start time by more than two minutes after the final call: Disqualification

6F3. Super D

The rules for Super D are largely the same as the rules for the Downhill, with the following addition:

(a) If there is an uphill start, a massed-start or LeMans start is acceptable.

(b) a **LeMans start** is a start where standing, forward facing riders run to their bicycles. The start signal may be given anytime after the 5 second warning

6F4. 4X

These are 4X guidelines; there are other options for conducting a 4X competition.

(a) Riders will have one qualifying run to advance to the final bracket. Ties on time will require a second run among the tied riders.

(b) Start Procedure

(i) All riders will be required to start at the same point, as designated by the Starter. A rider causing a false start shall receive a penalty, as determined by the Chief Referee. The rider's bicycle must be stationary at the moment of the start.

(ii) The riders in each group may choose their starting position in order of their qualifying times. The fastest rider gets the first choice of lane.

(iii) Once the Starter begins the cadence, the race is considered underway and the cadence may not be discontinued.

(iv) If two riders fall before the apex of the first obstacle, the heat will be restarted.

(c) The lead rider can take any line available on the track. This relates to any rider ahead of any other rider. Strategy plays a big part in 4X and taking the line of another rider is a

strategic and legal move. However, if the lead rider intentionally moves over so as to initiate malicious contact with another rider, or to force a rider off the track, then a disqualification may result.

(d) During the course of a race, should a rider leave the track as a direct result of contact with another rider, that rider must re-enter the track at the closest place to the exit point that is safe to all riders. The exited riders shall not advance position or miss any gates. A rider re-entering the track in an improved position may delay him/herself to the last position and then continue racing from there and pass through any missed gates.

(e) Should a rider leave the track purely on his/her own accord that rider must make sure no obstacles or gates have been missed before returning to the track safely. (Hay bales, cones, chalk lines or other markers signifying the inside turn are also considered obstacles. These markers on a straightaway including the finish area are not obstacles but only guidelines.)

(f) The riders are required to pass through each gate without straddling it, the wheels of the bicycle must follow a path within the course.

(g) Competition protests must be initiated immediately after the run to the designated official. The decision of the Referee is final. No post-race action is available.

(h) The fastest qualifier will be seeded against the slowest and bracketed accordingly.

(i) For championship events the riders will be seeded as follows:

If starting with the round of 64:

1,32,33,64; 16,17,48,49; 9,24,41,56; 8,25,40,57;
5,28,37,60; 12,21,44,53; 13,20,45,52; 4,29,36,61;
3,30,35,62; 14,19,46,51; 11,22,43,54; 6,27,38,59;
7,26,39,58; 10,23,42,55; 15,18,47,50; 2,31,34,63

If starting with the round of 32:

1,16,17,32; 8,9,24,25; 5,12,21,28; 4,13,20,29;
3,14,19,30; 6,11,22,27; 7,10,23,26; 2,15,18,31

If starting with the round of 16:

1,8,9,16; 4,5,12,13; 3,6,11,14; 2,7,10,15

If starting with the round of 8:

1,4,5,8; 2,3,6,7

If there are more than 5 riders but less than 12, start with the round of 8

If there are more than 11 riders but less than 24, start with the round of 16

If there are more than 23 riders but less than 48, start with the round of 32

If there are more than 47 riders start with the round of 64

For Championship events, Pro Men will start no higher than the round of 64, and Pro Women will start no higher than the round of 32

(j) For non-championship events the riders will be seeded as follows:

If the number of qualifiers is greater than 32 but less than 48, the riders can be seeded as:

1,32,36; 16,17,33; 9,24,40; 8,25,41;
5,28,44; 12,21,37; 13,20,26; 4,29,45;
3,30,46; 14,19,35; 11,22,38; 6,27,43;
7,26,42; 10,23,39; 15,18,34; 2,31,47

If the number of qualifiers is greater than 16 but less than 24, the riders can be seeded as:

1,16; 8,9,17; 5,12,20; 4,13,21;
3,14,22; 6,11,19; 7,10,18; 2,15,23

If the number of qualifiers is greater than 8 but less than 12, the riders can be seeded as:

1,8; 4,5,9; 3,6,10; 2,7,11

(k) The Chief Referee may alter the starting grids when necessary to arrive at heats with approximately equal numbers of participants in each one.

(l) Riders will race head to head with the first two riders from each heat advancing to the next round.

6G. Observed Trials

Observed Trials events are conducted over an obstacle course, consisting of any number of sections that include such natural or man-made obstacles as mud, rocks, water, logs, walls, pallets, spools, etc. The riders attempt to negotiate each section without putting down a foot or hand (dab). The regulations for Observed Trials can be found on the USA Cycling Website

6H. High School Racing

6H1. Introduction

(a) High school & middle school mountain bike racing is an individual sport with a team aspect. Riders will compete for individual championships while earning points for their teams, based on their finish places. Teams are divided into four categories:

High school male
Middle school male

High school female
Middle school female

(b) USA Cycling rules and regulations apply for high school/middle school mountain bike racing, unless otherwise specified in the race information.

6H2. Course Length and Difficulty

The ideal high school team XC course should be short enough to require multiple loops and composed of terrain that can be completed by Beginner riders. The length should be based on the ability of riders to complete the course within specific time frames. For High School riders, the time should be between 45 and 75 minutes. For Middle School riders, the time should be between 30 and 45 minutes.

6H3. Categories, Age Limit, Eligibility

High school categories are grades 9-12, and can be subdivided if there are enough competitors: Varsity, (grades 11-12), and Junior varsity, (grades 9-10). Middle school categories are grades 5-8. Riders competing in high school team racing shall not exceed 19 years of age at the time of competition. Graduating Seniors are eligible to compete for their team until July 31st of their graduating year. All other state and local rules regarding eligibility shall apply.

6H4. Team Definition and Scoring

A boy's team shall consist of five or more males from the same school. A girl's team shall consist of three or more females from the same school. Scoring is based on individual results that combine to produce team results. If a team does not have enough riders to satisfy these requirements, scoring defaults to the next highest number of team members. Home or alternative schooled riders should default to local and state rules regarding joining a team outside of their schools.

Chapter 7

Collegiate Racing

7. Collegiate Racing

7A. Collegiate Cycling Mission Statement

7A1. Collegiate Cycling is team-oriented bicycle racing for women and men of all abilities. It focuses on:

- (a)** Providing new riders with a welcoming introduction to the Collegiate Cycling family;
- (b)** Enabling elite riders to pursue an education while benefiting from development opportunities that integrate with amateur and professional teams and national development programs;
- (c)** Creating personal growth and leadership development opportunities for scholar athletes both on and off the bike;
- (d)** Ensuring that the sport we love is low cost and accessible to any student who wants to race a bike.

7B. *Administration*

7B1. The Rules

(a) These are the rules of Collegiate Cycling (the "Rules"). Each rule contained in the Rules may be followed by a range of penalties for non-compliance indicated in "[]"s. In the absence of such a specifically identified set of penalties, one or more of the following set of penalties may be enforced against Rider(s) and/or their Team(s) for violation of these Rules:

- (i) Penalties considered appropriate pursuant to the rules of USA Cycling-Road or USA Cycling-Mountain, to the extent those rules also govern the behavior of Rider(s) and/or their Teams;
- (ii) Forfeiture of points earned by the Rider and/or Team in a Collegiate Cycling Race or Event (and moving up of lower placed Riders and Teams);
- (iii) Forfeiture of placings earned by the Rider and/or Team in a Collegiate Cycling Race or Event (and moving up of lower placed Riders and Teams);
- (iv) Disqualification of Rider and/or Team from a Race and/or Event (and moving up of lower Riders and Teams);

- (v) Fines payable by the Rider and/or Team to USA Cycling;
- (vi) Forfeiture of Rider and/or Team eligibility;
- (vii) Notification to School of Rider and/or Team of rules violations;
- (viii) Rider and/or Team suspension.

7B2. Definitions. Capitalized terms used but not defined elsewhere in these Rules have the following definitions:

(a) Academic Year means a year beginning on August 1 of one calendar year and ending on July 31 of the following calendar year.

(b) Combined Division Race means a Race in which Riders from both Divisions compete.

(c) Discipline means one of the disciplines in which Collegiate Cycling offers a national championship.

(d) Endurance Race means one of the following mountain bike race formats: cross country; short track.

(e) Event means all Races under a single race permit, or all Races in a single National Championship, as the context requires.

(f) Gravity Race means one of the following mountain bike race formats: Collegiate Slalom, dual slalom, dual, mountain cross, downhill and super-D.

(g) Introduction to Bicycle Racing Category: The Introduction to Bicycle Racing Category ("Intro Category") is designed for new riders to give them a safe and fun introduction to collegiate cycling. The points and distances for the intro category in each conference shall match those of the lowest category offered for each gender.

(h) IPEDS means the "Integrated Postsecondary Education Data System" database published annually by the U.S. Department of Education at <http://nces.ed.gov/ipeds/pas/> or such other location as the Collegiate Cycling Manager may determine.

(i) Massed-start Road Race means any road Discipline Race other than an individual time trial or team time trial.

(j) Order of Call-Up means: the order of the previous year's team omnium from the national championship in

question. Teams that did not attend the previous year's event shall be called up after all other teams have been called up in a random order set at the close of registration.

(k) Order of Finish means Rider placings at the finish of a single Race.

(l) Race means a single Team scoring opportunity for all eligible Riders on a Team (e.g. a conference criterium, a short-track mountain bike Race, a Collegiate Cycling National Championship Women's 2 Kilometer Individual Pursuit).

(m) Rider means a member of a Team who is eligible pursuant to these Rules to participate in a Collegiate Cycling Race.

(n) School means a degree-granting institution as defined by IPEDS.

(o) Season is defined as a group of Races and Events in a Conference during a period of calendar time that is tracked and considered as a logical series of events, as determined by the Conference Director.

(p) Single Division Race means a Race in which Riders from only one Division compete.

(q) Team means a cycling club or team affiliated with and representing a School that is eligible pursuant to these Rules to participate in a Collegiate Cycling Race.

(r) Varsity Cycling Team means any USA Cycling Collegiate member club in good standing, having submitted the appropriate Varsity application to USA Cycling proving that the Team employs or is advised by at least one USAC-licensed coach, and also meets any 3 of the following 4 requirements: (i) The Team is recognized as holding varsity status by the school with which it is affiliated. (ii) The Team disburses at least \$10,000 in scholarships to its athletes annually. (iii) The Team attended any two of the four USA Cycling Collegiate National Championships in the previous calendar year. (iv) The Team pays for Riders' entry into Collegiate Cycling Races, so long as the funding is not derived from team dues of any kind. Teams will be required to submit a new Varsity

application every two years in order to maintain their status with USA Cycling.

7C. Code of Conduct

7C1. Collegiate Cycling is dependent on the goodwill of the volunteers, communities, sponsors, Schools and other stakeholders that support it. Membership in Collegiate Cycling, by Riders and Teams, is a privilege. Consequently, *USA Cycling* will penalize Riders, Teams and others who violate the *USA Cycling Code of Conduct*.

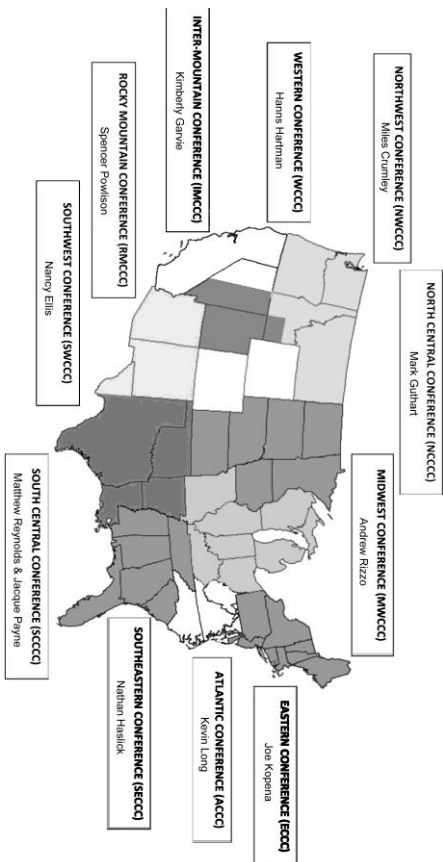
7C2. In all cases, such punishment may include official notification from the appropriate Conference Director *or USA Cycling* to:

- (a)** representatives of the Schools whose affiliates are determined to have violated the Codes of Conduct, and
- (b)** law enforcement.

7D. Collegiate Cycling Conferences and Conference Directors

7D1. Collegiate Cycling is divided into eleven geographic conferences (each a “Conference”) for ease of administration of Collegiate Cycling. The name and location of each Conference is depicted in the following map:

Collegiate Cycling Conferences & Directors



7D2. Generally, each Team must belong to the Conference in which its School is geographically located. A Team may

petition for an exception to this requirement by submitting a petition to **USA Cycling**. Any exception approved by **USA Cycling** will be valid until either the Team petitions to return to, or until **USA Cycling** chooses to return the Team to, the Conference in which its School is geographically located.

7D3. Each Conference is administered by a conference director (each a "Conference Director") who is appointed by and reports to the Collegiate Cycling Manager. Each Conference Director may appoint one or more assistants to administer to specific Conference issues. A Conference Director or their appropriate assistant should be a Rider's and a Team's primary point of contact for all issues relating to Collegiate Cycling.

7D4. The Rules are set as a minimum for Conferences. Conference rules may not establish lower standards. Individual Conferences may enact rules that supersede the Rules only if such superseding rules are approved by **USA Cycling**. No such rules may supersede the rules of USA Cycling.

7D5. Each Conference Director shall conduct a Conference meeting at least annually to discuss the issues of their Conference, as well as to schedule the upcoming race season. Three weeks' written notice should be given to each Team in the Conference prior to the meeting. Teams should request agenda items no later than two weeks prior to the meeting. The agenda should be distributed to all Team contacts one week prior to the meeting.

7D6. Each Conference is governed by the vote of the Teams racing in that Conference. On each issue brought to a vote at a Conference meeting, each Team shall receive one vote.

7D7. A Conference Director shall vote only in case of a tie.

7D8. Minutes from a Conference meeting should be sent out to all Team contacts and to the Collegiate Cycling Manager not later than ten days after that Conference meeting.

7D9. Additional information on the proper administration of Conferences and the role of Conference Directors can be obtained from the Collegiate Cycling Manager.

7E. Teams

7E1. To participate in Collegiate Cycling Races, a team must be:

(a) Officially recognized by its School.

(b) A USA Cycling member club in good standing, having submitted the appropriate club application and having paid the appropriate club license fee to USA Cycling.

(c) A member in good standing of its Conference.

[Disqualification of Team and its Riders and forfeiture of Team and Rider points and places at the Race in question]

7E2. Schools that have more than one geographically separate campus, each of which granting a separate degree or having a separate and distinct athletic department, must develop a separate Team for each such campus location. *Only one Team is allowed per campus location.*

7E3. For purposes of USA Cycling record-keeping, each Team's name will be the name of the Team's School, as recorded in IPEDS and as may be modified by the Collegiate Cycling Manager. It is the responsibility of each Rider to ensure that they are registered under the appropriate Team name.

7F. Divisions

7F1. There are two divisions in Collegiate Cycling: Division I and Division II. Any Team at a School (or in the event of the applicability of Section 7E2 of the Rules, at a campus) with a Full-Time Enrollment of more than 15,000 students must compete in Division I. Any Team at a School (or in the event of the applicability of Section 7E2, at a campus) with a Full-Time Enrollment of 15,000 or fewer students is, by default, a Division II Team.

7F2. A Team that meets the Division II criteria may *petition USA Cycling to compete in Division I*. That Team's Division I status will take effect on the first September 1 following *the approval of its petition*, will apply to all Disciplines, and will

remain in effect until the first September 1 following the *approval of the* Team's *petition to* return to Division II status.

7F3. For purposes of this Section, "Full-Time Enrollment" is the number of students recorded in the "Full-Time Enrollment" field in the most recently published IPEDS database, or such other number as the Collegiate Cycling Manager determines.

7G. Riders

7G1. To participate in any Collegiate Cycling Race, a Rider must:

- (a)** Be a full-time student in good standing at the School that will grant their degree, as defined by the bursar or registrar at that School;
- (b)** Be a member in good standing of the Team at the School at which they are a full-time student;
- (c)** Be a member in good standing of Collegiate Cycling, having completed the appropriate USA Cycling license application and having paid the appropriate license fees to USA Cycling; and
- (d)** Present a valid Collegiate Cycling license at race registration or purchase a one-day license at race registration. One-day licenses will *only be accepted for entry into the lowest available category above "Intro," where offered, and will not be accepted for entry into category A races*. One-day licenses will not be accepted at any Collegiate Cycling National Championship.

[Disqualification of Rider and forfeiture of Rider points and places at the Race in question]

7G2. No School or Team may develop eligibility requirements that unduly hamper or deny any student at such School from participating as a Rider for such Team when the student otherwise satisfies the eligibility requirements of these Rules.

7G3. Current and former professional cyclists, who otherwise satisfy the eligibility requirements of these Rules, are allowed to compete in Collegiate Cycling Races.

7G4. International students, who otherwise satisfy the eligibility requirements of these Rules, are allowed to compete in Collegiate Cycling Races, including National Championships.

7H. Categories

7H1. Riders may *only enter Races open to the collegiate category shown on their license for the discipline in question. [(i) If the Race has not yet commenced, a prohibition on the Rider starting the Race; (ii) if the race has commenced, disqualification of the Rider from the Race and forfeiture of Rider points and places at the Race]*

(a) For Road and Track categories, Riders are required to have the following USA Cycling-Road *and USA Cycling-Track* categories, *respectively*, or their equivalent *Upgrade Points*:

<u>Road and Track Categories</u>	
A	Pro, Cat. 1, 2 or 3
B	Cat. 3 or 4
C	Cat. 4 or 5
D	Cat. 5 <i>(men) or 4 (women)</i>
E	Cat. 5 (men) or 4 (women)

(b) For Cyclo-cross *categories*, Riders are required to have the following USA Cycling cyclo-cross categories or their equivalent *Upgrade Points*:

<u>Cyclo-cross Category</u>	
A	Pro, Cat. 1, 2 or 3
B	Cat. 3 or 4
C	Cat. 4
D	Cat. 4
E	Cat. 4

(c) For Mountain Bike *Endurance, Dual Slalom/Mountain Cross, Downhill, and Observed Trials categories*, riders are required to have the following USA Cycling-Mountain *Endurance, Dual Slalom/Mountain Cross, Downhill, and Observed Trials* categories, *respectively*, or their equivalent *Upgrade Points*:

Mountain Bike Categories	
A	Pro or Cat 1
B	Cat 1 or Cat 2
C	Cat 2 or Cat 3
D	Cat 3
E	Cat 3

(d) The Collegiate Cycling Manager and Conference Directors are responsible for the monitoring, upgrading and downgrading of Riders. The Collegiate Cycling Manager and Conference Directors are responsible for resolving disputes regarding categories.

(e) Riders are not allowed to downgrade at their conference championships.

7H2. Riders in a Collegiate Cycling Race are eligible for USA Cycling upgrade points, as appropriate, so long as that Race meets all upgrade requirements, including field size and distance, specified by USA Cycling. It is the responsibility of each Rider to request upgrades through their online USA Cycling account and to provide proof of category at registration. Results from categories of Collegiate Cycling Races count toward USA Cycling-Road and USA Cycling-Mountain upgrades as follows:

<u>Collegiate Category</u>	<u>Road, Cyclo-cross and Track Upgrades</u>	<u>Mountain Upgrade</u>
A	Cat. 3 to Cat. 2	n/a
B	Cat. 4 to Cat. 3	Cat 2 to Cat 1
C	Cat. 5 to Cat. 4	Cat 3 to Cat 2
D	Cat. 5 to Cat. 4	Cat 3 to Cat 2
E	None	None

7I. Clothing

7I1. At each Race, all Riders for a Team must wear identifiably similar

(a) team jerseys or

(b) blank jerseys with the School's name or abbreviation prominently displayed.

[(i) If the Race has not yet commenced, a prohibition on the Rider starting the Race; (ii) if the Race has commenced, a \$20 fine administered to the Rider at the Race, and at a Collegiate Cycling National Championship or at the option of the Chief Official, disqualification of the Rider from the Race and forfeiture of Rider points and places at the Race]

7I2. The School's name, nickname or initials must appear on the Team's jersey and must be the largest and most prominent image on the front and back of the jersey.

Sponsors' logos may appear in addition, provided they are smaller than the School name, nickname or initials. Jersey designs must be submitted to the Conference Directors and Conference Directors may disapprove jersey designs.

7I3. In Collegiate Cycling Races, Riders may only wear shorts **(a)** of their Team or

(b) shorts that are effectively blank.

[\$20 fine administered to the Rider at the Race]

7I4. Collegiate Cycling national champions are permitted to wear their national championship jersey only in Collegiate Cycling Races of the same format that they won (e.g. criterium, downhill). National championship jerseys may not be worn in a National Championship Race.

7J. Equipment

7J1. Bicycles

(a) Bicycles used in competition in all Collegiate Road and Time Trial Events must conform with the current UCI and USAC regulations for mass-start legal bicycles.

(b) No handlebar extensions, including "aero bars" or other forms of bars offering forearm support, shall be allowed.

7J2. Wheels

(a) Wheels used in competition in all Collegiate Road and Time Trial Events must conform with UCI mass-start legal

regulations. The UCI maintains a website with the information of approved wheels.

7K. Events

7K1. General

(a) Unless otherwise stated in the Rules, Collegiate Cycling Races follow the racing rules and regulations of USA Cycling for the discipline in question. It is each Rider's responsibility to understand USA Cycling Rules and Collegiate-specific rules.

(b) No cash prizes are allowed at Collegiate Cycling Races or Events. Other prizes may be awarded only to Teams, and not to Riders.

(c) Conference seasons are determined by each Conference.

(d) Each Conference may determine appropriate entry fees, including Conference surcharges and late fees. It is suggested that conference directors collect a deposit from race Race Directors upon confirmation of hosting an upcoming race.

(e) Use of race radios and mobile telephones by Riders in Collegiate Cycling Races is prohibited. [(i) If the Race has not yet commenced, a prohibition on the Rider starting the Race; (ii) if the Race has commenced, disqualification of the Rider from the Race and forfeiture of Rider points and places at the Race]

(f) At each conference race there shall be a minimum of two separate races for each gender under the A and Intro Categories. The Intro Category corresponds to the lowest category for that gender in that conference and shall be advertised as "Introduction to Bicycle Racing" or "Intro" category on all event flyers e.g.: Women's B/Intro OR Women's Intro OR Women's Introduction to Bicycle Racing.

7K2. Conference Events

(a) Conference Events are organized into four seasons.

(i) Road Season takes place in the spring. Standard race formats include road race, criterium, team time trial, and individual time trial.

(ii) Track Season takes place in the summer *and/or early fall*.

(iii) Mountain Season takes place in the fall. Standard race formats include short track, cross country, downhill, mountain cross, dual slalom, super D and mountain bike team relay.

(iv) Cyclo-cross season takes place in the winter.

(b) Conferences may organize and score Races not otherwise specified in the Rules (e.g. 24-hour mountain bike races, mountain bike team relay races, track races, BMX races)

(c) Suggested minimum race distances and durations for Massed-start Road Races and mountain bike Endurance Races are as follows:

	<u>Road Race</u>	<u>Criterium</u>	<u>Cross Country</u>	<u>Short Track</u>
Women's A	40 mi	45 min/15 miles	90 min	30 min
Women's B	25 mi	30 min	40 min	20 min
Women's C	10 mi	20 min	40 min	10 min
Women's D	10 mi	20 min	40 min	10 min
Men's A	60 mi	60 min/20 mi	90 min	30 min
Men's B	40 mi	45 min	75 min	25 min
Men's C	30 mi	30 min	60 min	20 min
Men's D	20 mi	20 min	40 min	15 min
Men's E	10 mi	20 min	40 min	10 min

(d) In Conference races, teams for team time trials in the "A" category consist of at least three and up to four Riders. The time of the team is taken when the front wheel of the third Rider crosses the finish line. Team sizes for team time trials in categories B-D consist of at least two and up to four Riders, and the time is taken on the front wheel of the second rider.

(e) Collegiate Mountain Bike Team Relay may be defined by each Conference within the following parameters:

- (i) Each team shall consist of at least one woman and one man
- (ii) The suggested maximum number of riders per team is four.

(iii) The suggested race format is a circuit with lap times of at least 3 minutes or if lap times are shorter a minimum of two laps required between rider exchanges.

(f) Collegiate Super D may be classified as endurance or gravity at the discretion of each conference director. In Super D races, riders may race in either their gravity or endurance category. Super D races do not count as qualifying races for gravity races at mountain bike nationals.

(g) Collegiate Slalom is a Gravity Race with the following characteristics:

(i) Definitions

Cadence means the count-down sequence for the start.

Course means both Lanes of the slalom course. The Course shall be organized in such a manner that it takes a Rider approximately the same amount of time to complete a Run on either Lane.

Gate means a pole or marker on the slalom course the purpose of which is to define the boundaries of a Lane.

Heat means the completion of a best-out-of-three Run series between two riders.

Lane means a single track of the slalom course; typically referred to as "Right or Left" or "Red or Blue."

Run means a single trip down the slalom course.

(ii) Qualifying

(A) All Riders will have one timed Run for qualifying and seeding.

(B) All Riders in a single category will qualify on the same Lane. Different categories may qualify on the other Lane.

(C) Ties on time will require a second Run among the tied Riders.

(iii) Seeding and Brackets

(A) If there are between 5 and 11 Riders (inclusive) in a category, then that category's competition will start with a round of 8.

(B) If there are between 12 and 23 Riders (inclusive) in a category, then that category's competition will start with a round of 16.

(C) If there are 24 or more Riders in a category, then that category's competition will start with a round of 32.

(D) In the event there are fewer Riders in a category than there are slots in the appropriate starting round, those Riders that do not have opponents in the appropriate starting round as a result of seeding pursuant to subsection (E) will receive byes into the next round.

(E) The Riders in each category will be ranked according to their qualifying times. (1) The fastest qualifying Rider will be seeded against the slowest Rider admitted to the bracket (or, in the event that there is one unfilled start slot in the starting round, will receive a bye); the second fastest against the second slowest (or, in the event that there are two unfilled start slots in the starting round, will receive a bye), and so on, and (2) the brackets will be created so that, if, in each round, the Rider with the faster qualifying time defeats the rider with the slower qualifying time, in the next round the seeding requirement of clause (1) of this subsection is satisfied. Refer to Appendix 5 for charts depicting the brackets for seeding rounds of 8, 16 and 32.

(F) In each Heat, pairs of Riders will race head-to-head on the Course with the Rider crossing the finish line first being declared the winner of that Run. The first Rider to win two Runs in the Heat will advance to the next round.

(G) In each Heat, the Rider with the faster qualifying time will be given Lane choice for the first (and third, if necessary) Run. Riders will switch Lanes for the second Run.

(H) Riders automatically lose a Run in which they do not ride within the bounds of their assigned Lane. "Within the bounds of their assigned Lane" includes but is not limited to both wheels of a Rider's passing on the in-bounds side of all Gates. In the event that both Riders violate this rule in the same Run, that Run will be re-contested. Lane judges located along the course, whose decision is final, will enforce this rule.

(I) A Rider who does not finish a Run will be eliminated.

(J) All Riders are required to start at the same point, as designated by the Starter. A Rider causing a false start shall

receive a penalty, as determined by the Chief Referee. The rider's bicycle must be stationary at the moment of the start. (K) Once the Starter begins the Cadence, the heat is considered underway and the Cadence may not be discontinued.

(L) Field-of-play-related protests must be initiated immediately after a Run to the designated official and will be resolved prior to the next Run and must be resolved prior to the next Run in which one or both of the Riders must compete. The decision of the Referee is final. No post-race protest of field of play issues or decisions is permitted.

(iv) Rankings and Placings

(A) Riders that do not qualify for the starting round of competition will be ranked and placed according to qualifying time.

(B) Riders in places 3 and 4 will contest a consolation Heat to determine 3rd and 4th places.

(C) All other Riders that qualified for the starting round of competition will be ranked and placed ahead of all Riders who were eliminated in an earlier round of competition and will be ranked and placed according to qualifying time relative to all other Riders who were eliminated in the same round of competition (i.e. 5th-8th, 9th-16th, 17th-32nd).

(v) Penalties and Disqualifications

(A) Penalties may be handled differently at each Race, at the discretion of the Chief Referee. Suggested infractions and their penalties are as follows:

(B) False start [Rider warned for first offense and awarded a loss for that Run for all following offenses in the Race]

(C) Changing from one Course to another [Rider awarded loss for that Run]

(D) Interfering with the other Racer [Rider awarded loss for that Run]

(E) Not passing both wheels on the in-bounds side of a Gate [Rider awarded loss for that Run]

(F) Not finishing in possession of the bike [Rider awarded loss for that Run]

(G) Missing start time by more than two minutes after the final call [Rider awarded loss for that Run and disqualified for all following offenses in the Race]

(H) Each Race in a Conference's season must have the same categories as every other Race of that Conference in that season. Combined categories are allowed, subject to the approval of the Chief Referee and Conference Director. Categories that race combined races must be scored separately (i.e. the first Rider in each category gets first place points for that category).

(I) The field limit for Conference Races shall be set by the Race Director with the participation of the Conference Director and the approval of the chief referee. If no field limit is specified, it shall be 100.

7K3. Scoring

(a) The scoring for Collegiate Cycling Conference Races is as follows. Riders score the following points in road races, circuit races, individual time trials, all mountain bike races and cyclo-cross races:

Place	A	B	C	D	E
1	80	48	32	21	12
2	70	41	24	16	7
3	63	35	18	11	5
4	57	30	15	8	3
5	51	26	12	5	1
6	45	22	9	4	
7	40	18	7	3	
8	35	15	5	2	
9	30	12	4	1	
10	26	9	3		
11	22	7	2		
12	18	5	1		
13	15	3			
14	12	2			

15	9	1			
16	7				
17	5				
18	3				
19	2				
20	1				

Riders score the following points in criteriums:

<u>Place</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>Primes</u>
1	70	40	23	12	7	5
2	64	34	17	9	5	3
3	58	29	13	7	3	2
4	52	24	10	6	2	1
5	46	20	8	5	1	
6	41	17	7	4		
7	36	15	6	3		
8	31	13	5	2		
9	27	11	4	1		
10	23	9	3			
11	19	7	2			
12	15	5	1			
13	12	3				
14	9	2				
15	7	1				
16	5					
17	4					
18	3					
19	2					
20	1					

The number of primes per category for criteriums is as follows:

<u>Category</u>	<u>Primes</u>
A	6
B	4
C	3
D	2
E	0

Teams score the following points in the team time trial, mountain bike team relay, team-based enduro mountain bike race and similar races in which Riders do not earn individual results:

<u>Place</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
1	110	65	42	27	15
2	92	52	33	20	11
3	79	43	25	14	7
4	68	36	18	10	
5	58	30	14		
6	49	24			
7	42	19			
8	36	16			
9	31				
10	26				

(b) The team time trial points count only toward the Team standings.

(c) Primes will be scored according to USA Cycling rule 3D7. Any primes for prizes must be contested on the same laps as primes for points. Any prime prizes must be awarded to the Team of the Rider who wins the prime and not the individual Rider.

(d) Conferences may determine how many Races and/or Events count toward Team and Rider omnium for the regular season championship.

(e) A maximum of 4 Riders per Team per category may score points towards the Team total in each Race. Other Riders from that Team displace other competitors; they retain

any individual points they may earn but their points are not included in the determination of their Team's total.

(f) *A Team may enter as many Team Time Trial teams in a Conference Race as they wish, but only the top placing team scores points; the remaining Team Time Trial teams displace other competitors but do not score points.*

(g) A Conference, or an individual Race Director with the approval of the Conference Director, may determine scoring opportunities other than finish placings and prime sprints (e.g., queen of the mountain) for Races and how those points will be awarded to Teams and Riders.

(h) A Rider may compete in a Collegiate Cycling Race outside their Team's Conference, but may not score either Rider or Team points in that Race (the points that otherwise would be scored by that Rider will be awarded to the next highest placing Rider in that Race whose Team belongs to the hosting Conference) unless it is specified as a dual conference Race.

(i) In the case of a tie on total points among Riders or among Teams, whether at a particular Event or over the course of the Conference season, the tie will be broken in favor of the Rider or Team that has:

(i) The most first place A finishes; or, if still tied, the most second place A finishes; or, if still tied, the most 3rd place A finishes, or if still tied;

(ii) The most first place B finishes; or, if still tied, the most second place B finishes; or, if still tied, the most 3rd place B finishes, or if still tied;

(iii) The most first place C finishes; or, if still tied, the most second place C finishes; or, if still tied, the most 3rd place C finishes, or if still tied;

(iv) The most first place D finishes; or, if still tied, the most second place D finishes; or, if still tied, the most 3rd place D finishes, or if still tied;

(v) The best finish in the last Race of the Event or season, as appropriate.

7K4. Conference Championships

- (a)** Each Conference is required to hold Conference championships for road and mountain bike Disciplines, and may hold Conference championships for other Disciplines.
- (b)** Conference road championships must consist of a road race and a criterium and should include a team time trial.
- (c)** Conference mountain bike championships must include a cross-country Race and at least one Gravity Race and should include a short track Race and a second Gravity Race.
- (d)** To facilitate providing quality Races to its Riders and Teams, a Conference may split its Conference championship between different venues and/or between different dates (e.g. mountain bike Endurance Races on one weekend at one location, mountain bike Gravity Races on the following weekend at another location).
- (e)** A Conference may choose to allow bonuses at Conference championships such as double or triple points, and may set standards for earning those points.

7L. National Championships

7L1. Eligibility

- (a)** The following eligibility requirements apply to all Riders and Teams at each Collegiate Cycling National Championship:
 - (i)** Each Rider and each Team must satisfy all other applicable eligibility requirements contained in the Rules.
 - (ii)** Each Rider must submit proof of eligibility in the form of a properly completed "Collegiate Cycling Championship Eligibility Verification Form" at registration. This form is available from the USA Cycling website, the Collegiate Cycling Manager and Conference Directors.
 - (iii)** Each Rider must be enrolled as a full-time student, as defined by their School, and must be in good standing financially, academically and

disciplinarily, during the following relevant
Championship Eligibility Period:

<u>Championship:</u>	<u>Championship Eligibility Period</u>
<i>BMX</i>	<i>Spring session of the same calendar year</i>
Road	Spring session of the same calendar year
Mountain	Fall session of the same calendar year
Track	Summer or Fall session of the same calendar year
Cyclo-cross	Fall session <i>of the previous</i> or spring of the same calendar year

(*) Or if the rider is eligible *for the majority of Events* during the conference season, then they are eligible for Nationals.

(b) In the event a National Championship commences prior to the Championship Eligibility Period, a Rider wishing to compete in that National Championship may satisfy the requirements of this Section by providing written evidence that they have made the appropriate tuition payment for the Championship Eligibility Period.

(c) Teams may bring no more than 8 men and 8 women to any single National Championship Event.

7L2. Qualification

(a) For each division, Conferences qualify for start spots in a National Championship Race as follows:

(i) first the host Team (if any) qualifies the number of Riders a Team may enter in that Race, so long as this Team and its Riders otherwise meet the eligibility requirements contained in the Rules; then

(ii) each Conference qualifies the number of Riders a Team may enter in that Race; then

(iii) each Conference qualifies a single Rider; then

(iv) each Conference qualifies a total number of Riders equal to (A) the percentage of the total number of category A Riders in that division in that discipline that are recorded in USA Cycling's membership files on November 30 of the previous year as being members of Teams that are members

of that Conference, multiplied by (B) the field limit of such Race reduced by the number of Riders qualified pursuant to subsections (i)-(iii) of this Section.

(v) Conferences shall be notified of their rider allocations for a National Championship no less than two months before the Championship.

(b) Only points from Category A Conference Events from a Discipline count toward a Team's and a Rider's qualification for that Discipline's National Championship.

(c) Subject to the other requirements of the Rules, each Conference Director may decide how to allocate start spots in a National Championship Race among Teams and individual Riders from their Conference.

(d) *If a Conference will not use all of its allocated start spots, the remainder shall be put back into a pool and redistributed to conferences proportionally based on of the total number of category A Riders in that division in that discipline that are recorded in USA Cycling's membership files on November 30 of the previous year.*

7L3. Administration

(a) Start lists for each National Championship will be posted prior to the start of the first Race of such National Championship.

(b) Staging for Massed-start Races at a National Championship proceeds as follows:

(i) Previous year's national champion for the current Race; then

(ii) Conference omnium champion or conference champion for that Race format (e.g. criterium or cross country), as determined by each Conference Director (in a randomly determined order); then

(iii) One Rider per Team, called one Team at a time in the Order of Call-Up (for the first wave, to the extent not already staged pursuant to subsections (i) and (ii) of this paragraph); then

(iv) Step (iii) is repeated until all Riders have been staged.

(c) Subject to additional requirements contained elsewhere in these Rules, for each division and gender,

- (i) a national championship jersey will be awarded to individual first place at a National Championship Race and
- (ii) gold, silver, bronze, bronze and bronze medals will be awarded to first through fifth places, respectively.

(d) Subject to additional requirements contained elsewhere in these Rules, for each division and gender, (a) a national championship jersey will be awarded to first place Rider in a National Championship omnium and (b) gold, silver, bronze, bronze and bronze medals will be awarded to first through fifth places, respectively.

(e) Subject to additional requirements contained elsewhere in these Rules, for each division,

- (i) national championship jerseys will be awarded to the first place Team at a National Championship and
- (ii) gold, silver, bronze, bronze and bronze medals will be awarded to the first through fifth place Teams, respectively.

(f) The points scoring for all Collegiate Cycling National Championship Races is set forth in Appendix 4.

7L4. Individual Omnium Scoring

(a) For any Combined Division Race, the Rider placings, Order of Finish and points will be absolute, i.e. Riders will be ordered and ranked relative to all other Riders in that Combined Division Race and will not be separated by Division and ranked relative to other Riders in their Division.

(b) Subject to additional requirements for particular National Championships contained elsewhere in these Rules, the individual omnium in a National Championship is determined for each division (except in the case of Combined Division Races) and gender as follows:

- (i) All the Riders in each Race are placed according to the Order of Finish in that Race.
- (ii) For each Race, each Rider is (A) assigned Individual Omnium Points according to their place in the Order of Finish based on the Individual Omnium Points Table of the appropriate discipline in Appendix 4 and any prime points

they scored in that Race and then (B) ranked according to the total Individual Omnium Points they scored.

(iii) For each Race, the result is the "Rider Race Results," which include, for each Rider, rank, Rider name, license number, Team name and Individual Omnium Points.

(iv) The Individual Omnium Points scored by each Rider in all applicable Races are totaled and the Riders are ranked by this final total.

(c) In the case of a tie on total Individual Omnium Points among Riders, the tie will be broken in the favor of the Rider who has:

- (i) the most first place finishes or, if still tied,
- (ii) the most second place finishes, or, if still tied,
- (iii) the most third place finishes, or, if still tied,
- (iv) the most fourth place finishes, or, if still tied,
- (v) the most fifth place finishes, or if still tied,
- (vi) the highest placing in the Event, or if still tied,
- (vii) the highest placing in (A) the last Race, or (B) the Race in which at least one of the tied Riders placed, nearest in time to the last Race of the Event.

7L5. Team Omnium Scoring

(a) For any Combined Division Race, the Team placings and results will be relative to the other Teams in their Division, i.e. Teams will not be ordered and ranked relative to all other Teams in that Combined Division Race but instead will be separated by Division and then re-ordered or ranked relative to other Teams in their Division.

(b) Subject to additional requirements contained elsewhere in these Rules, the Team omnium in a National Championship is determined for each Division as follows:

(i) Determine Team Race Results for Each Race for Each Division

For each Race and each Gender (e.g. "Women's Division II Road Race" or "Men's Track Sprint Tournament"):

(A) For each team that has riders scoring points in that Race, the Individual Omnium Points of the top three points scoring riders on that team (including their prime points) are

summed.

(B) The Teams are ranked in descending order based on the sum of countable Individual Omnium Points.

(C) The result is the "Team Race Sums," which include, for each Team, rank, Team name, Individual Omnium Points awarded to each Rider whose points may be counted, and sum of all Individual Omnium Points awarded to all Riders whose points may be counted.

(D) Any ties that exist among Teams based on the sum of all Individual Omnium Points awarded to those Teams' Riders whose points may be counted are broken according to Section 7L4(c).

(E) Team Omnium Points are assigned to each Team according to the Team Omnium Points Table in Appendix 4.

(F) The result is the "Team Race Results," which include, for each Team, rank, Team name, Team Race Sum and Team Omnium Points.

(ii) **Determine Team Omnium Results for an Event**

(A) The Team Race Results are determined for all Races and both genders (e.g., for the Collegiate Cycling Road National Championship, the Team Race Results are determined for each Division based on that Division's Women's Team Time Trial, Men's Team Time Trial, Women's Road Race, Men's Road Race, Women's Criterium and Men's Criterium).

(B) The Team Omnium Points earned by each Team in each Race of the Event (and recorded on the Team Race Results for each Race) are summed and the Teams are ranked in descending order based on this sum.

(C) Any ties that exist among teams based on the sum of all Team Omnium Points awarded are broken according to Section 7K5(d).

(D) The result is the "Team Omnium Results," which include, for each Team, rank, Team name, Team Omnium Points for each Race and sum of all Team Omnium Points.

(c) In the case of a tie on total points among Teams in a Race, the tie will be broken in the favor of the Team that has the highest placed Rider in that Race.

(d) In the case of a tie among Teams based on total Team Omnium Points, the tie will be broken in the favor of the Team that has:

- (i) the most first place Rider finishes or, if still tied,
- (ii) the most second place Rider finishes, or, if still tied,
- (iii) the most third place Rider finishes, or, if still tied,
- (iv) the most fourth place Rider finishes, or, if still tied,
- (v) the most fifth place Rider finishes, or if still tied,
- (vi) the highest Rider placing in the Event, or if still tied,
- (vii) the highest placing in (A) the last Race, or (B) the Race, in which at least one of the tied Teams placed a Rider, nearest in time to the last Race of the Event.

(e) Interim Rider and Team omnium scoring, including Team Race Results, will be posted as soon as practicable, and protests of interim Rider and Team omnium scoring must be filed in the same manner as protests of race results,

(i) In the case of interim results posted other than on the last day of the National Championship, thirty minutes before the start of the first Race on the day following their posting (or by such other later time as the Collegiate Cycling Manager determines); and

(ii) In the case of interim results posted on the last day of the National Championship, within thirty minutes of their posting (or by such other later time as the Collegiate Cycling Manager determines).

(f) Final Rider and Team omnium scoring will be posted as soon as practicable, and protests of final Rider and Team omnium scoring must be filed, in the same manner as protests of race results, within thirty minutes of their posting (or by such other later time as the Collegiate Cycling Manager determines).

(g) If, upon review of an appropriately filed omnium scoring protest, USA Cycling determines that an error in scoring has occurred, USA Cycling may correct the error and adjust results and allocations of awards.

7L6. BMX National Championship

(a) Collegiate BMX National Championships are held in conjunction with USA Cycling BMX National Championships, and all rules of the event apply to the collegiate category. Additional rules and eligibility/qualification requirements of the event may be published on the event webpage at www.usacycling.org.

(b) Division I and Division II Teams are scored together, and Team Omnium results will be determined without regard for division.

(c) Men's and women's individual Race winners will be determined without regard for Division.

7L7. Road National Championship

(a) The following are the suggested distances for the Races for the road National Championship.

	<u>Road Race</u>	<u>Criterium</u>	<u>Team Time Trial</u>
Women	80-115 km	45-60 min	20-35 km
Men	100-160 km	60-90 min	20-35 km

(b) Altitude, course layout, and weather should be taken into consideration when deciding on courses and field limits for the national road championships. USA Cycling Events staff reserves the right to alter the distances and field limits at the time of the Race based on these considerations.

(c) Separate road races and criterium races will be held for Division I and Division II at the National Championships.

(d) To compete in a Massed-start Road Race at a National Championship, a Rider must have *a category A Collegiate Road license and have competed as a category A Rider in at least three Massed-start Road Discipline Races during the current season. If the Conference Road Season would otherwise prohibit all riders from qualifying, the Conference Director may set alternative minimum requirements for participation in Road National Championships, so long as those requirements are first submitted to and approved by USA Cycling.*

- (e) To compete in a time trial, riders must have raced at least two A races in the season in any road race discipline.
- (f) Each Team may enter up to six Riders in the road race and up to four Riders in the criterium as follows: until the field limit of the Race is met or the Team has entered six Riders in the case of the road race or four Riders in the case of the criterium, each Team may enter (in the Order of Call-Up) one Rider at a time.
- (g) The suggested minimum field limit for the criterium is 127 Riders.
- (h) The suggested minimum field limit for the road race is 169 Riders.
- (i) Six points primes occur in the criterium, with a points scale of 7, 5, 3, 2, 1, for first through fifth place. These points are Individual Omnium Points (and therefore are included directly in the determination of the individual Rider omnium and indirectly in the determination of the Team omnium).
- (j) Teams for the team time trials shall consist of a minimum of three Riders and a maximum of four Riders. Teams will be timed on the leading wheel of the third Rider. Riders must be of the same gender and from the same Team; no composite teams are allowed.
- (k) To be eligible for the individual omnium, a Rider must score points in both the road race and the criterium.

7L8. Track National Championships

(a) To compete at Collegiate Track National Championships, a Rider must produce documented evidence of completion of one USAC track race. To race in the points *or scratch* races a rider must hold a Collegiate Cycling License and be at least a Track Category 3 or a Collegiate Track Category A. Additionally, *if a Rider's Conference holds a Track Season, the Conference Director may require participation in that Season for Riders to qualify for the National Championships.*

(b) In the Points Race, up to four Riders per Team may compete.

(c) A Rider may compete in all individual Races, not including team Races. However, only his or her top 3 scores

from those races will count toward the individual omnium. *Any additional placings* will be included in the determination of the Team omnium, pursuant to section 7L5b.i.A.

(d) The following individual Races shall count toward the men's omnium: Match Sprints (Championship format), 4 Kilometer Individual Pursuit, 30 Kilometer Points Race, *12 Kilometer Scratch Race*, and Kilometer Time Trial. To be included in the men's individual omnium standings, a Rider must score individual points in at least (i) one of the Match Sprints, *12 Kilometer Scratch Race*, and Kilometer Time Trial and (ii) one of the 4 Kilometer Individual Pursuit, *12 Kilometer Scratch Race*, and 30 Kilometer Points Race.

(e) The following individual Races shall count toward the women's omnium: Match Sprints (Championship format), 3 Kilometer Individual Pursuit, 20 Kilometer Points Race, *8 Kilometer Scratch Race*, and 500 Meter Time Trial. To be included in the women's individual omnium standings, a Rider must score individual points in at least (i) one of the Match Sprints, *8 Kilometer Scratch Race*, and 500 Meter Time Trial and (ii) one of the 3 Kilometer Individual Pursuit, *8 Kilometer Scratch Race*, and 20 Kilometer Points Race.

(f) The following team Races are to be held: Collegiate Coed Team Sprint, Women's Team Pursuit and Men's Team Pursuit.

(g) The Women's Team Pursuit is 3 kilometers *and Men's Team Pursuit is 4 kilometers*. Teams for the Women's and Men's Team Pursuit shall consist of a minimum of three Riders and a maximum of four Riders. Teams will be timed on the leading wheel of the third Rider. Riders must be of the same gender and from the same Team; no composite teams are allowed.

(h) The Collegiate Coed Team Sprint is a six-lap race that follows the Team Sprint (2L) format, with the following exceptions:

(i) Each Team must field a minimum of two and a maximum of six riders with at least one woman and no more than four men per team.

(ii) The women must lead the team for a minimum of two laps.

(iii) Teams will be timed on the leading wheel of the first Rider to cross the finish line.

(iv) There shall be only one team on the track at a time.

(v) Only standard drop handlebars are allowed in the Collegiate Coed Team Sprint.

(vi) If a rider leads multiple laps, those laps must be consecutive.

(i) For team competitions, Teams are limited to one entry per Race.

(j) Division I and Division II Teams are scored together.

(k) For purposes of allocating Team points toward Team omnium results, Division I and Division II Teams will be ranked separately.

(l) Men's and women's individual Race winners and Team Race winners will be determined without regard for Division.

(m) Men's and women's individual omnium results will be determined without regard for Division.

(n) Team omnium results will be determined by Division.

7L9. Mountain Bike National Championships

(a) The cross-country, short track, downhill and one other Gravity Race must be conducted at a Collegiate Cycling Mountain Bike National Championship.

(b) The following are the suggested times for the Races for the Collegiate Cycling Mountain Bike National Championship.

<u>Cross Country</u>	<u>Short Track</u>
1.75-2 hours	20 minutes + 3 laps

(c) Altitude, course layout, and weather should be taken into consideration when deciding on courses and field limits for the Mountain Bike National Championship. USA Cycling Events staff reserves the right to alter the distances and field limits at the time of the Race based on these considerations. *In the cross-country Race, all riders shall finish on the final lap of the race winner.*

(d) To enter any Race at Collegiate Mountain Bike National Championships, Riders must hold a Category A Collegiate license in that discipline.

(e) Separate Races will be held for Division I and Division II at National Championship.

(f) The suggested minimum field limit for the short track race is 127 Riders.

(g) The suggested minimum field limit for the cross country race is 169 Riders.

(h) Each Team may enter six Riders in each Race at the Collegiate Cycling Mountain Bike National Championship as follows: until the field limit of the Race is met or the Team has entered six Riders, each Team may enter (in the Order of Call-Up) one Rider at a time.

(i) To compete in the Endurance Races at a mountain bike National Championship, a Rider must have competed as a category A Rider in three conference Massed-start Endurance Races during the current season.

(j) To compete in the 4X or Dual Slalom Race at a mountain bike National Championship, a Rider must have competed as a category A Rider in three conference Gravity Races during the current season.

(k) To compete in the Downhill Race at a mountain bike National Championship, a Rider must have competed as a category A Rider in three conference Gravity Races during the current season, where at least two of those Races must be Downhill Races.

***(l)** If the Conference Mountain Bike Season would otherwise prohibit all riders from qualifying for a given Race, the Conference Director may set alternative minimum requirements for participation in Mountain Bike National Championships, so long as those requirements are first submitted to and approved by USA Cycling.*

(m) To be included in individual omnium standings, a Rider must have scored individual points in at least one Endurance Race and one Gravity Race.

7L10. Cyclo-cross National Championships

- (a)** To compete at Collegiate Cyclo-cross National Championships, a Rider must hold a Collegiate Cycling License and be at least USAC Cyclo-cross Category 3 or Collegiate Cyclo-cross Category A. Additionally, *if a Rider's Conference holds a Cyclo-cross Season, the Conference Director may require participation in that Season for Riders to qualify for the National Championships.*
- (b)** The Collegiate Cycling Race is *recommended to be 50* minutes for men and *40* minutes for women.
- (c)** The minimum field limit for the Collegiate Cycling Cyclo-cross National Championship is 169 Riders.
- (d)** Each Team may enter up to eight Riders in the Cyclo-cross Race at the Collegiate Cycling Cyclo-cross National Championship as follows: until the field limit of the Race is met or the Team has entered eight Riders, each Team may enter (in the Order of Call-Up) one Rider at a time.
- (e)** Division I and Division II Teams and Riders are raced and scored separately. Any races that are run concurrently will have separately started fields.

7M. Collegiate National Team Rankings

7M1. Each Division's Teams' national rankings for each Academic Year are determined on an interim and on a final basis by, for *Road, Track, Mountain Bike, and Cyclo-cross* National Championships, allocating points to the top 30 Teams *that earn points at that National Championship* in each Division according to the following table:

<u>Place</u>	<u>Points</u>
1	100
2	89
3	79
4	70
5	63

6	56
7	50
8	44
9	39
10	35
11	31
12	28
13	25
14	22
15	19
16	17
17	15
18	13
19	12
20	11
21	10
22	9
23	8
24	7
25	6
26	5
27	4
28	3
29	2
30	1

7M2. Each Team is ranked based on the sum of that Team's points allocations for each National Championship occurring in that Academic Year.

7M3. *Teams do not earn national ranking points at BMX National Championships.*

7M4. In the case of a tie among Teams, the tie will be broken in the favor of the Team that has:

- (a)** the most first place Team omnium finishes at National Championships or, if still tied,
- (b)** the most second place Team omnium finishes at National

- Championships, or, if still tied,
(c) the most third place Team omnium finishes at National Championships, or, if still tied,
(d) the most fourth place Team omnium finishes at National Championships, or, if still tied,
(e) the most fifth place Team omnium finishes at National Championships, or if still tied,
(f) the highest placing at a National Championships, or if still tied,
(g) the highest place in the Team omnium in the last National Championship of the Academic Year in which one of the tied Teams has competed.

7M5. The final Collegiate National Team Rankings for the year are determined immediately following the Collegiate Cycling Road National Championship.

Chapter 8

Road, Track, and Cyclo-cross Championships

8. Road, Track & Cyclo-cross Championships

8A. Organization

8A1. The rights to organize National Championships may be awarded to local Race Directors 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) Kriteriums 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, 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.

(d) In National Championships, women may not enter men's events; in state championships, women are not eligible for medals in men's events.

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)
International-style omnium
(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
International-style omnium

*Event restricted to Massed-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 junior men ages 16-18, and for junior women aged 15-18. For both races the following restrictions shall apply: riders must have a track category of 1-3; a minimum of five eligible teams must compete in order for a National Championship to be awarded.

(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 Cyclo-cross 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	150-180 km
Women	Cat 1-3	100-140 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 Cyclo-cross Championships shall be conducted for men and women.

8E5. 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	100-140 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

40 km points race (Cat 1-2)

15 Km Scratch race (Cat 1-2)

International-style omnium (see rule 203) for men (Cat 1-2)* and women (Cat 1-3)*

(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)*

Men's 50 km Madison (cat 1-2)**

Women's 25 km Madison (cat 1-3)**

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

** A minimum of six eligible teams must compete in order to hold the event.

8F8. National Cyclo-cross Championships shall be conducted for Elite men (cat 1-2), Elite women (cat 1-3), Single Speed Elite men and Single Speed Elite women.

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 1A7, may not enter Masters Championships.

8G2. Masters National Championships are held for riders in five-year age brackets beginning with 30 *or 35* years of age, *depending on discipline*. 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

30+	30-80 km
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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

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

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 five year age groups over the following distances:

Men

35-64*	20-40km
65+	15-20km

Women

35-54*	20-40km
55+	15-20km

* *Local Associations may include 30-34 for State Championships at their discretion.*

(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
Mixed 70+	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	
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, *beginning at 35*. The format to be used for various sized fields shall be published in advance of the competition.

(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 (35-49)

2 km TT (50+)

3 km TT (35-49)

Women

500 m TT (35+)

2 km TT (35+)

(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

35-39 25km

40-44 25km

45-49 20km

50-54 20km

55-59 10km

60-64 10km

65+ 10km

Women

35-39 10km

40-44 10km

45-49 10km

50-54 10km

55+ 10km

(d) Scratch 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 **each** group will be determined by their relative results within the event.

Men

35-49 10km

50-59 7.5km

60+ 5km

Women

35+ 5km

(e) Madison shall be held for teams of 2 riders each in the following age groups: men 35+ and men 45+, and only riders in categories 1-3 may enter. Each rider may enter at most one Madison event

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

men 35+ and men 45+: 4 riders/4km;

men 55+ and men 65+: 4 riders/3km;

women 35+ and women 45+: 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.

(g) Team Sprint of 3 laps for three men 35+, men 45+, men 55+ and men 65+ and of two laps for two women 35+, 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 Cyclo-cross 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. Only riders in categories 1-3

are eligible for men's age classes through 54 and for women's age classes

through 44. 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. Para-cycling National Championships

8H1. Para-cycling National Championships for cyclists with disabilities may be held in conjunction with other national championships. Classifications of para-cycling riders and

regulations of competition will follow the Functional Classification System outlined by the UCI.

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 9

Mountain Bike Championships

9. Mountain Bike Championships

9A. Titles

9A1. National Champions

The USA Cycling National Mountain Bike Championships determine the National Mountain Bike Champions in Junior, Senior/Elite, and Master Age Classes, U23 (men and women cross-country only), and Pro in the following disciplines:

Endurance: cross-country, short track, single speed, marathon, and 24 Hour.

Gravity: downhill, 4X, dual slalom, super D

Observed Trials: trials/modified bike, stock bike

9A2. National Competition

Category 2 and 3 riders in certain age classes will not be awarded National Champion titles, but will be competing in the National Competition Disciplines.

9A3. There will be no minimum field size to award a National Championship title.

9A4. Pros must compete in the pro class, regardless of their age, and may not compete in masters age class races.

9B. National Championship Disciplines, Categories, Classes

The following are the disciplines, classes and categories for the National Champion's Jerseys

9B1. Endurance Events

(a) Cross-country (XC)

Male

Pro, U23

Category 1 Juniors: 15-16, 17-18

Category 1 Seniors: 19-24, 25-29

Category 1 Masters: 30-34, 35-39, 40-44, 45-49, 50-54

Junior Class: 10 & under, 11-12, 13-14

Master Class (all categories): 55-59, 60-64, 65-69, 70+

Female

Pro, U23

Category 1 Juniors: 15-16, 17-18

Category 1 Seniors: 19-24, 25-29

Category 1 Masters: 30-34, 35-39, 40-44, 45-49

Junior Class: 10 & under, 11-12, 13-14

Master Class (all categories): ~~45-49~~, 50-54, 55-59, 60+

(b) Short Track (STXC)*

Male

Pro

Category 1: 18 & under, 19-29, 30+

Female

Pro

Category 1: All ages

* There will be a 50-rider field limit per category/class. If more than 50 riders enter in a category/class, then qualifying heats will be conducted.

(c) Single Speed

Male: Open

Female: Open

(d) Marathon (60-100K)

Male

Pro/Open 19+

19-29, 30-34, 35-39, 40-49, 50-59, 60+

Single Speed

Female

Pro/Open 19+

19-29, 30-39, 40-49, 50+

Single Speed

The course will be either point to point, or a circuit disputed over one or two laps.

For UCI and US Team qualifications the open class is the only one used.

(e) 24-Hour

Male

Solo*, Duo, open 4-person team, Junior 4-person team, Master 35+ 4-person team, 45+ 4-person team, solo single-speed

Female

Solo*, Duo, open 4-person team, Junior 4-person team, Master 35+ 4-person team, 45+ 4-person team, solo single speed

Mixed

Duo

* The minimum age to race the solo class is 18 years.

For the 24-Hour National Championship, the event shall be organized so that it ends at the 24 hour mark (i.e. if the event starts at noon, it ends at noon the following day.) This should be accomplished by not allowing a rider to go out for another lap if (s)he will not finish prior to the planned time for the event to end.

9B2. Gravity Events

(a) Downhill (DH)

Male

Pro

Category 1 Juniors: 15-16, 17-18

Category 1 Seniors: 19-24, 25-29

Category 1 Masters: 30-34, 35-39, 40-44, 45-49, 50+

Junior Class: 10 & under, 11-12, 13-14

Female

Pro

Category 1 Juniors: 15-16, 17-18

Category 1 Seniors: 19-29

Category 1 Masters: 30-39, 40+

Junior Class: 10 & under, 11-12, 13-14

(b) 4X or Dual Slalom

Male

Pro

Category 1: 15-18, 19-29, 30-39, 40+

Junior: 14 and under

Female

Pro

Category 1,2,3: all ages

Seeding for Dual Slalom at the USA Cycling National Championships will be based on a competitor's time of one run on the right side and one run on the left side of the course.

Brackets for Dual Slalom are designated in Appendix 5.

(c) Super D

Male

Pro/Open

Junior Class: 18 & under

19-29, 30-39, 40-49, 50+

Female

Pro/Open

Junior Class: 18 & under

19-29, 30-39, 40+

9B3. Observed Trials

Male

Modified, Stock

Female

Modified, Stock

9C. National Competition Disciplines, Categories, Classes

9C1. Endurance Events

(a) Cross Country (XC)

Male

Category 2: 15-18, 19-29, 30-34, 35-39, 40-44, 45-49, 50-

54

Category 3: 15-18, 19-29, 30-39, 40-49, 50-54

Female

Category 2: 15-18, 19-29, 30-39, 40-49

Category 3: 15-18, 19-29, 30-39, 40-49

9C2. Gravity Events

(a) Downhill (DH)

Male

Category 2: 15-18, 19-24, 25-29, 30-34, 35-39, 40-49, 50+

Category 3: 15-18, 19-29, 30-39, 40+

Female

Category 2: 15-18, 19-29, 30-39, 40+

Category 3: 15-18, 19-29, 30+

(b) 4X or Dual Slalom

Male

Category 2/3: 18 & under, 19-29, 30-39, 40+

9D. Qualifying Disciplines

Pro riders are not required to qualify in order to compete at the 2012 USA Cycling National Mountain Bike Championships. For the following events, all other riders must qualify through specific qualifying races in order to compete at the National Championships:

Cross Country
Downhill
4X/Dual Slalom

Riders who qualify in 4X are eligible to compete in Dual Slalom and vice versa. At a given National Championship, either Dual or 4X will be offered, but not both.

9E. Qualification Requirements for National Championships

Riders may compete if they meet all of the following criteria, with the exception of # 3 if the discipline does not require a rider to qualify prior to the USA Cycling National Mountain Bike Championships:

1. They meet the following citizenship/residency requirements:
 - For junior 17-18, U23, or pro men and women, riders must be US Citizens (riders may be asked to show proof of citizenship at race registration). A birth certificate or passport are the only acceptable forms of proof of citizenship.
 - For Juniors under the age of 17, non-pro elite/senior men and women, and masters,

riders must be US Citizens or permanent resident aliens (green card).

2. They are current annual USA Cycling members
3. They have qualified through a USA Cycling State or Regional MTB Championship, an AMBC event, the USA Cycling MTB National Calendar events, a USA Cycling Junior Development Regional Mountain Bike Camp, Alison Dunlap Junior Olympic Mountain Bike calendar event or they are defending USA Cycling National Champions in the class, category, and discipline in being contested at the 2012 National Championship competition.

9F. Qualifying Events

9F1. There are seven possible ways for riders to qualify and compete in the United States National Mountain Bike Championships, which are outlined below:

(a)USA Cycling State or Regional MTB Championship Series or USA Cycling State or Regional Championship Event (one-day).

The **top-15** overall riders in each discipline, class, and category offered at the USAC-MTB National Championship and offered at a USAC-MTB State or Regional Championship event (whether a one-day or series event) will be eligible to compete at the 2012 National Mountain Bike Championship. If the USAC-MTB State or Regional Championship series is not finalized by the qualification deadline, the overall (first place) USAC-MTB State or Regional Champions will automatically be qualified to compete in the 2012 USA Cycling National Mountain Bike Championships.

(b)American Mountain Bike Challenge (AMBC) events

The top-10 riders in each discipline, class, and category offered at the USAC National Mountain Bike Championships and offered at any AMBC event will be eligible to compete in the 2012 USAC National Mountain Bike Championship. Riders who compete at AMBC events held after the qualification

deadline and/or after 2012 US National MTB Championships will be eligible to compete in the 2013 US National MTB Championships if they place in the top-ten in their respective discipline, class, and category.

(c) USA Cycling MTB National Calendar events

The top-10 riders in each discipline, class, and category offered at any USA Cycling MTB National Calendar event will be eligible to compete in the 2012 US National Mountain Bike Championship.

(d) Defending United States National Mountain Bike Championships

All defending United States Mountain Bike Champions are automatically qualified to compete at the 2012 US National MTB Championships in their respective discipline and category.

(e) Alison Dunlap Junior Mountain Bike Events (ADJMTB)

The ADJMTB is open to junior racers aged 18 years old and younger as of December 31 of the current year. Riders who qualify for the US National MTB Championships in an older junior age group than their official racing age, will still be qualified, but they will compete at the US National MTB Championship in their age group as of their age on December 31 of the current year (racing age).

(f) USA Cycling Junior Development Regional Mountain Bike Camps

The top-six riders from each of the USA Cycling Junior Development Regional Mountain Bike Camps will be extended invitations to compete at the US National Mountain Bike Championships.

(g) Collegiate Cycling Conference Championships

The top five finishers from each of the 2012 conference championship races in the respective Collegiate categories (A,B,C, and D) will be eligible to compete at the 2012 USA Cycling National Mountain Bike Championships. Riders must have a current annual USAC MTB license in order to compete.

Riders will compete in the category indicated on their USAC MTB annual license.

9F2. Qualification Guidelines

(a) Riders are to qualify and compete in their respective age group based on their racing age determined as of December 31 of the current year.

(b) Category 2 and 3 riders who have met the upgrading requirements (as defined in the 2012 USA Cycling Rulebook), but have qualified to compete in one of these categories at the 2012 US National MTB Championships, may do so for only this event. After the US National MTB Championships, the Category 2 and 3 riders must immediately upgrade to the next higher category in the discipline in which they met the upgrade requirement and qualified.

(c) Riders who finish in the top-five in the Category 2 and 3 categories at the US National MTB Championships must move up to the next higher category for the remainder of the current season and following season. Category 1 riders who place in the top-three in the 19-24, 25-29, and 30-34 age groups will automatically be eligible to upgrade to Pro for the remainder of the current season and following season. Riders must verify that they wish to upgrade to Pro by submitting an upgrade request through their USA Cycling online membership account.

(d) Any racer, aged 19-22, who has qualified for the United States National Mountain Bike Championship in cross-country, has the option of competing in the U23 Championship race or their respective category. Racers in the U23 Championship race will be competing on the Pro-level course and distance.

(e) Master Pro riders may not 'race-down' to category 1 in order to win an age-group title. Riders are to compete in the category in which they are categorized, qualified, and licensed.

(f) Riders shall compete in the highest ability category for each respective discipline in which they have qualified for the 2012 USAC National MTB Championships. Masters riders who qualify in a younger age-group in the same ability category,

will be able to qualify, but will compete in their official racing age-group at the USAC MTB National Championships

(g) Qualified riders for the 2012 US National MTB Championships will be posted to the USA Cycling website as they are determined. If there is a discrepancy in the qualifier list, the rider must contact USA Cycling National Events Director, Kelli Lusk at klusk@usacycling.org

(h) A qualified rider format example will be distributed to USA Cycling State/Regional Championship Race Directors. The State/Regional Championship Race Director is to submit the list of qualified riders as of the qualification deadline to their respective USA Cycling Regional Coordinator at the conclusion of the USA Cycling State/Regional Championship or by the qualification events will be required to submit race results in electronic format to the USA Cycling office within seven (7) business days of their event. Qualified riders will automatically be generated from the race results submitted to the USA Cycling office from these events.

(i) An email will be sent to riders who have qualified for the 2012 USAC National MTB Championships. Entry forms may be included after they have been printed (these may not be available for the early-season qualifying races, but contact information for race registration will be provided).

(j) The qualification period *opens the first Saturday after the 2011 National Championship in the respective discipline. The qualification deadline is the last Sunday before each respective National Championship.*

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 Race Director.

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/forms/records.pdf).

Current UCI records can be found on the UCI website (www.uci.ch)

Chapter 11

Gran Fondo

Chapter 11 – Gran Fondo Regulations

11A. Participation

11A1. Gran Fondo events are timed events open to all riders. Riders holding a USA Cycling annual racing license, a USA Cycling Gran Fondo one-day license, or a valid license issued by a UCI-affiliated cycling federation will receive preferential staging at the start.

11A2. If necessary, the rider's age shall be calculated by subtracting the year of the rider's birth from the year the Gran Fondo event takes place.

11A3. Riders belonging to a UCI Protour team or UCI professional continental team may not take part in Gran Fondo events without an exception granted by the UCI. However, a rider may participate without this exception in one event per year that bears his name.

11A4. Riders belonging to a UCI continental team may participate in 3 Gran Fondos per year.

11B. Entry and Rider Obligations

11B1. Riders shall register for the event per the guidelines of the organization, which may include advance registration, whether online or by other means, or day of event registration.

11B2. The organizer shall provide each entrant with at least one body number. The organizer may also provide frame numbers and/or timing chips. The organizer may require a deposit for timing chips.

11B3. By entering the event, the participant agrees to respect the regulations of the UCI, USA Cycling, and the particular regulations of the event.

11B4. The participant agrees to accept the directions of the event organizers and all public authorities and emergency service personnel.

11B5. Each participant agrees that he is participating at his own risk and accepts the risks inherent in the sport. These risks include, but are not limited to sickness, injuries from falls, accidents, and risks related to road traffic and weather conditions.

11B6. It is each rider's responsibility to ensure that he is physically capable and healthy enough to participate in the event being entered.

11B7. Each participant must sign a USA Cycling event waiver acknowledging that he accepts the risks mentioned above.

11C. Conduct of Participants

11C1. Participants must respect the relevant traffic laws at all times. These laws may include:

- (a)** Staying on the right side of the road unless currently inside of a rolling enclosure'
- (b)** Stopping for all stop signs and traffic lights unless waived through by a marshal or police officer.

11C2. Participants must demonstrate good sportsmanship at all times.

11C3. Participants must behave in a way that respects the environment. Littering or any similar behavior will not be tolerated.

11D. Organization of Events

11D1. The organizer must provide detailed information to participants, including a technical guide providing the following:

- (a)** Full contact details for the organizer
- (b)** The special regulations for the event
- (c)** The number of times the event has been run previously
- (d)** The number of riders that participated in the previous event.

(e) The number of riders expected and any applicable limits on field size

(f) The type of event

(g) A detailed description of the course(s) with profile, distance, feed zones, first aid posts and technical assistance posts.

(h) A description of the services provided for riders.

11D2. The organizer must take all appropriate measures for the protection of the environment. The organizer must restore the course and its surroundings to its original condition immediately after the event has finished.

11D3. Course and rider safety shall be the primary concern and responsibility of the organizer.

11E. Event Fees and Surcharges

11E1. The permit fee for a Gran Fondo is specified in the "schedule of fees."

11E2. The organizer shall pay USA Cycling an insurance surcharge per rider per day as specified in the "schedule of fees."

11F. Courses and Safety

11F1. Directions

(a) The course must be clearly marked using arrows and signs and by the placement of marshals.

(b) Where an event uses multiple courses, these must be clearly identified. The points at which the different courses separate must be marked at least 500 meter beforehand.

11F2. Marshals

(a) The organizer shall deploy a sufficient number of marshals in order to ensure rider safety and control traffic.

- (b)** Moto marshals will be used as necessary for course safety.
- (c)** A marshal or law enforcement officer must be stationed at all major junctions and at junctions where riders do not have priority under the normal rules of the road.
- (d)** The marshals must be readily identifiable by a distinctive sign or uniform.
- (e)** The marshals shall be provided with a flag and/or a whistle. The marshals must be clearly informed about their role and provided with a list of emergency contacts.

11F3. Lead and Follow vehicles

- (a)** The organizer's official vehicles must be marked with a distinctive sign.
- (b)** All Gran Fondo events will be run with at least one lead vehicle for the lead/main group of riders.
- (c)** The number of following vehicles will be appropriate for the number of participants.
- (d)** There will be at least one sag vehicle
- (e)** Personal following vehicles are forbidden. If necessary, the rider will be disqualified by the organizer.

11F4. First Aid

- (a)** The organizer must provide at least one first aid post and additional first aid posts as appropriate for the length and layout of the course.
- (b)** At least one doctor and an adequate number of qualified paramedics must be ready to intervene rapidly, at any time and at any point on the course.
- (c)** The members of the first aid services shall be stationed at fixed posts and mobile units, as appropriate to the length and configuration of the course. The principal first aid post must be readily identifiable and situated close to the finishing line.
- (d)** The members of the first aid service must be readily identifiable by a sign or uniform which they alone may wear.

- (e) The organizer must take all the measures required to allow the treatment and rapid evacuation of the injured at any point on the course.
- (f) A briefing with the organizer, the person in charge of the first aid services and the marshals shall be held before the event.

11F5. Feeding

- (a) The feed zones must be well-located on the course. Their number will be appropriate to the length of the course. The feed zones must be marked with signs.
- (b) A panel shall indicate the presence of the next feed zone at least 500 meters beforehand.
- (c) The feed zones must be located far enough off the road that they do not hinder traffic and allow riders who wish to do so to pass without stopping.
- (d) The feed zones must be large enough to accommodate substantial numbers of riders.

11F6. Communications

A suitable communications system must be set up between the members of the organization team and the safety and first aid services.

11F7. Technical Assistance

Neutral technical assistance will be provided.

11G. Classifications and Prizes

11G1. The timing shall be used to produce rankings for the men's and women's categories and age groups. Additional categories may be permitted at the discretion of the organizer.

11G2. When chip timing is used, the rider's start time shall be calculated based upon when the rider crossed the start line. If no chip timing is used, then the start time will be based on a whistle or pistol shot for the event or the wave, as appropriate.

11G3. No awards based on relative performance are allowed. No cash awards may be given, but raffles and participation awards, such as t-shirts, ribbons, and certificates are allowed.

11H. Event Start

11H1. Riders shall present themselves at the staging area at the time required by the specific event regulations, in general no later than 15 minutes before the start.

11H2. Riders will start in waves or all together per the instructions of the organizer.

11H3. Riders will be staged in the following order (from front to back based on the rider's USA Cycling license):

(a) Professional racers

(b) Category 1 racers

(c) Category 2 racer

(d) Category 3 racers

(e) Category 4 racers

(f) Category 5 racers

(g) Gran Fondo one-day licensees

11H4. Riders must respect the staging order and/or start in the correct wave.

11I. Event finish

Each Gran Fondo may have specific rules regarding time limits. Riders finishing outside those time limits will not be eligible for prizes. In extreme circumstances, a rider may be called off the course if too far behind.

11J. Equipment

11J1. Bicycles used in a Gran Fondo 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 must have at least 12 spokes. No wheel may contain special mechanisms to store and release energy. Disc wheels are not allowed.

(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 not permitted.

11J2. If tandems, recumbents, or hand cycles are allowed, they must be staged separately behind the standard bicycles and given a separate start time.

11J3. At all times during the event, riders must wear a securely fastened helmet the laboratory testing standards of the U.S. Consumer Product Safety Commission.

11J4. Riders must comply with other specific equipment regulations given in the technical manual, such as carrying a pump and spare or starting the event with a specified number of full water bottles.

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 the U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets.

Helmets with the European CEN certification may be worn by riders only while participating in a race inscribed on the UCI calendar

Riders shall show documentary proof of this, such as a manufacturer's label, upon request by event officials.

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

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, and organizations affiliated with USA Cycling. 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

New and amended policies for grievances and discipline can be found on the USA Cycling website at:

<http://www.usacycling.org/news/user/story.php?id=172>

Policy IV. Officials Assignments

A new policy regarding officials' assignments can be found on the USA Cycling website at:

<http://www.usacycling.org/news/user/story.php?id=172>

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

<u>Placing</u>	<u>RR/CX/MTB/Track</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

BMX Race Individual Scoring

<u>Placing</u>	<u>Points</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

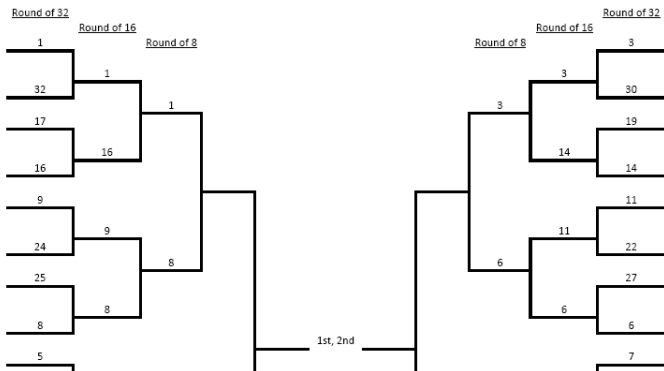
Team Scoring for All Disciplines

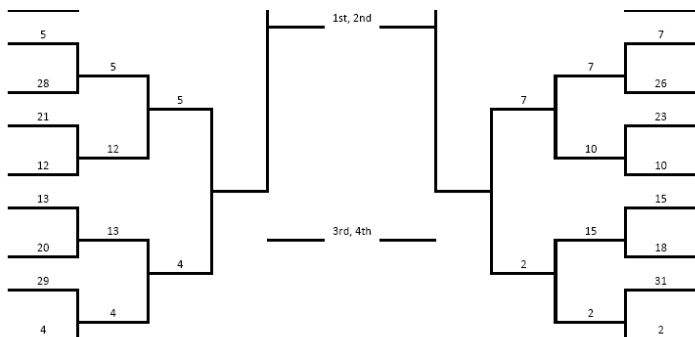
<u>Place</u>	<u>Team</u>
1	94
2	83
3	73

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

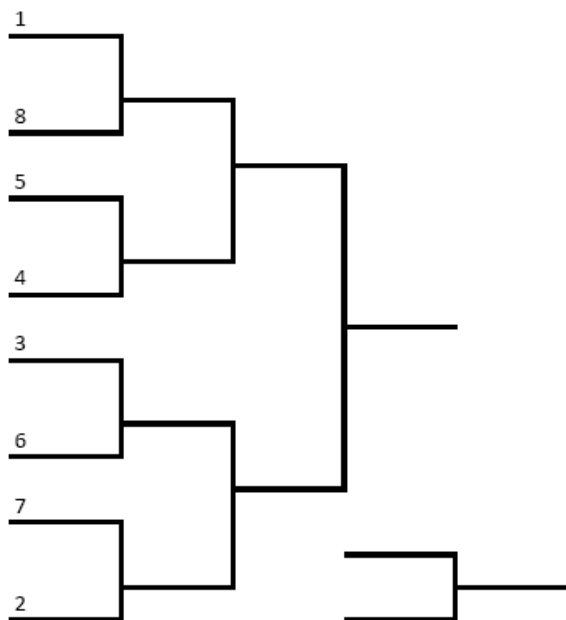
Appendix 5

Slalom Brackets Examples

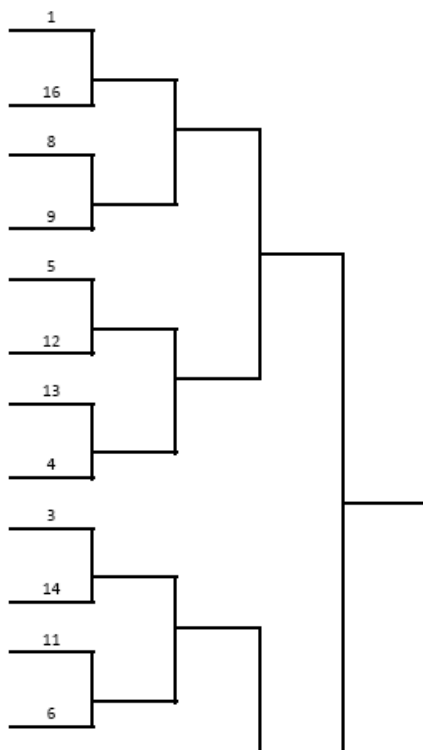


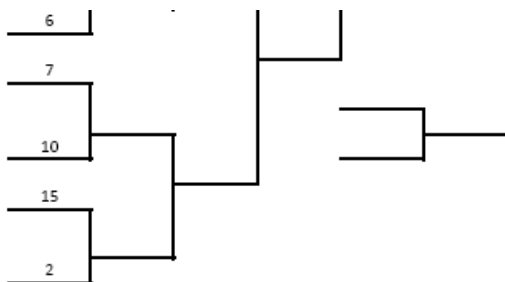


Bracket of 8 Riders



Bracket of 21 Riders





Results based on qualifying times

17th

18th

19th

20th

21st

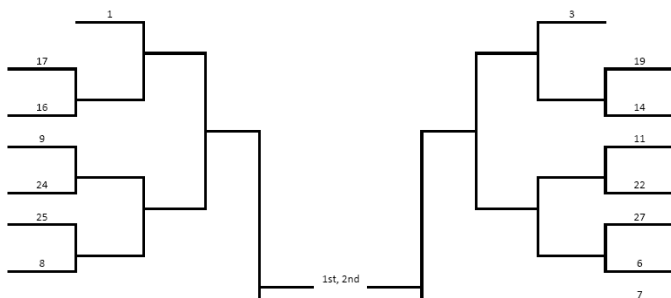
Bracket of 27 Riders

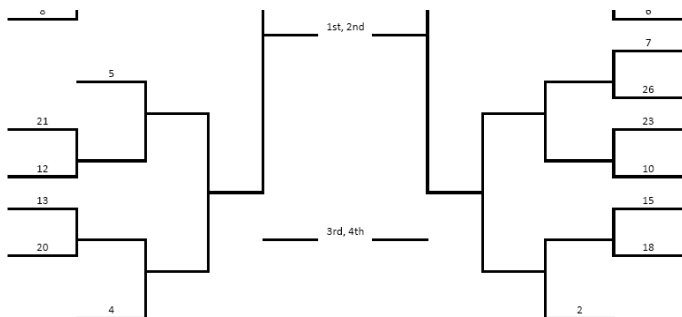
Round of 32

Round of 16

Round of 16

Round of 32





Appendix 6

USA Cycling Staff

President and CEO	Steve Johnson
Chief Operating Officer	Sean Petty
Chief Financial Officer	Todd Sowl
Managing Director of Membership	Gordon Weldon
Vice President of Athletics	Jim Miller
Human Resources Director	Debbie Hendrix
Managing Director of National Events	Micah Rice
National Events Director	Kelli Lusk
Communications Director	Andrea Smith
Technical Director	Shawn Farrell
National Events Manager	Tony Leko
Results and Rankings Manager	Tom Mahoney
Collegiate and High School Program Manager	Jeffrey Hansen
Local Association Program Manager	Frederike Blattspieler

USA Cycling Membership Service 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 – sdiller@usacycling.org

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

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

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

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USA Cycling Regional Coordinators

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

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

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18507 Rustling Ridge
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WESTERN REGION – AK, CA, HI, ID, NV, OR, WA

Jan-Luke Hamasaki, (719) 571-0994, jluke@usacycling.org
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San Marcos, CA, 92078

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course, rider responsibility to familiarize self with 61 **cyclo-cross races**

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