



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 road, track and cyclocross racing.

Good luck with your racing!

2004 Election Calendar

- | | |
|------|--|
| 5/1 | Nomination notices published by this date |
| 6/1 | Nominations for Trustees sent to the Federation postmarked no later than this date |
| 8/15 | Ballots mailed to members and clubs and posted online at the USA Cycling website |
| 9/15 | Members to mail or fax ballots to the Ballot Clerk no later than this date |



This Rulebook is published by the USCF. Copies may be downloaded from the USAC website at www.usacycling.org. Officials are sent a hard copy. Other members may request a copy by sending a self-addressed mailing label and a note that says "rulebook" to the following address:

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Colorado Springs, CO 80909-5775

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USCF

Summary of Rule Changes for 2004

- 1A14 Cyclocross racing age defined
- 1A28 Elite rider defined based on age group, UCI team status, and participation in international events
- 1H4 Eligibility rules defined to prohibit elite riders from riding master's races
- 1J1(e) All bicycles must be UCI compliant by January 1, 2007
- 1J1(f) Recumbents are not allowed in USCF races unless there is a race specifically for them
- 1J3 Clarification of what types of bicycles are allowed in track races
- 1K1 Increases the fine for warming up without a helmet
- 1K3 Specifies that riders may not use radios in junior races or races not open to category 1 and 2 riders
- 2F4 Sprint distances changed to match UCI rules
- 2H2(a) Clarifies restart rules for Keirins
- 2J7 Reorganizes rounds of pursuit to follow World Cup formula that we now use for National Championships
- 2J9 Reduces the number of allowable restarts for mishaps in pursuits to match UCI rules
- 2K11(b) Reduces the number of allowable restarts in team pursuit to match UCI rules
- 2K12(b) Modifies rules for deciding when a team has caught another in team pursuit
- 2L4(b) Modifies mishap rules for team sprint
- 2M Modifies Points Race rules to match UCI: Riders get points for gaining a lap and no double point sprints
- 2N Modifies Madison rules to match UCI: Sprints occur every 20 laps and there are no double point sprints
- 3G1 Cyclocross courses may have only one set of artificial barriers
- 5B1(b) Only US citizens may enter national road and track championships for Junior 17-18s, Under 23s, and Elites

- 5B1(c) Only riders eligible to compete on the U.S. team may enter national championships that are direct qualifiers for World Championships and Olympic Games
- 5D1 Restricts juniors from riding up in age group at Junior road and track national championships
- 5E6 Under 23 Criterium National Championship added
- 5F1 Elite National Championships are only open to riders 17 and older who are US Citizens
- 5F7 Women's keirin, scratch race, and team sprint added to national track championships
- 5G7 Men's 55-59 and 60+ and Women's 45-49 and 50+ age groups added to cyclocross nationals
- 8.2.2 All licenses expire on December 31st

Schedule of Fees

1. Scope and Definitions.

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

2. Membership Fees

All add-on licenses will expire the same date as the primary license. A domestic add-on can only be added on to a domestic license.

TYPE OF LICENSE	ANNUAL FEE
International rider	\$125
Domestic rider	\$50
Domestic rider add-on	\$25
Domestic Junior rider	\$25
NCCA add-on to annual license	\$0*
Official	\$35
Mechanic	\$50
Coach	\$75
One-day rider license	\$5

*Subject to \$15 reissue fee if not purchased at time of primary license.

All licenses expire on December 31 of the year they are issued. After September 1st, licenses can be purchased for half price, and these licenses will expire at the end of the current year. After November 1st, full price licenses can be purchased that will expire on December 31st of the following year. The fee for foreign riders (non-U.S. citizens) at any time is \$150. The fee for replacing any Federation license (older than 30 days) is \$15. There is no refund for licenses.

3. Club Fees

The annual membership fee for un-sponsored or sponsored clubs is \$125. The membership fee for NCCA clubs is \$50. There is no refund for club membership fees.

4. Event Categories

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

Minimum Prize List of Class:

Category	Track	Single Road	Stage/Series
A	\$10,000	\$10,000	\$20,000
B	5,000	5,000	10,000
C	2,000	2,000	5,000
D	500	500	0
E	0	0	-

(a) National Championships and international races are category A races. Entry into Category A non-championship races is restricted to category 1, 2 elite men and members of UCI Trade Teams, and category 1, 2, and 3 elite women.

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

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

(d) State Championships are at least category D races.

Multiple-day races include stage races or other races conducted on consecutive days with cumulative results and are a minimum category D race.

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

5. Organizer Fees

Event Category	Highest Payout for any one Category	USCF Permit Fee
A	\$10,000 +	7% of total prize list
B	\$5,000 – 9,999	7% of total prize list
C	\$2,000 – 4,999	7% of total prize list
D	\$500 – 1,999	\$50 per day
E	\$0 – 499	\$25 per day
Collegiate only	N/A	\$25 per day
Collegiate + other USCF events	N/A	Pay standard USCF event fee

(a) Competitive Events. Promoters will first determine the event category. This is determined by the highest payout for one race category. If the event category is A, B or C, then the permit fee will equal 7% of total prize purse. The prize purse is determined by adding the total cash and retail value of merchandise prizes for the entire event (all categories). If the event category is D, then the permit fee equals \$50 per day, if the category is E, then the permit fee equals \$25 per day. All riders must sign waivers and a \$2.00 per rider per day insurance surcharge is applicable for all participants.

(b) Non-Competitive Events. These events include training rides, fun rides, clinics and camps. All Non-Competitive Events are \$15 for 1-3 days or \$50 for 4-30 days. Days need not be consecutive, but must be determined in advance and listed on the *"Non-Competitive Permit Application."* All riders must sign waivers and be listed on the *"Non-Competitive Event Roster."* \$1.00 per rider per day insurance surcharge is applicable for all participants of training rides, fun rides, clinics and camps. Promoters must submit insurance surcharges and copy of *"Non-Competitive Event Roster"* to USA Cycling within 14 days following their event. There is no accident medical insurance provided to participants without a USA Cycling license.

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

(d) Failure to comply. Post-event reporting and fees are due to the USA Cycling office within 14 days after the event. Failure to comply will result in additional mandatory fees: \$50 if within 15-30 days after the event, \$100 if within 31-60 days after the event, \$150 if within 61-90 days after the event. An organizer who fails to publish an official race announcement shall pay an additional 7% of the total prize list, or \$50, whichever is greater. Non-compliance or lack of full payment may face future cancellation of permits and/or suspension.

6. Race Entry Fees

Entry fees, late and/or post-entry surcharges go to the organizer except where noted otherwise.

(a) Free Market. Entry fees, late and/or post-entry surcharges may be set at the discretion of the organizer.

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

(1) USA Cycling provides event insurance to protect members. The cost for this insurance for 2004 is \$2 for each rider, per day.

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

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

(c) Current UCI World or U.S. National Champions who enter category A, B or C races (except National Championships) by the specified closing date shall be refunded their entry fee provided that they are eligible to

wear their championship jersey in the race, and do so (see Rule 1L5).

7. Deposits for Protests and Hearings

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

8. Officials' Fees

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

Race Category	Chief Referee	Chief Judge ¹	Other Officials
A	\$175	\$125	\$100
B	\$125	\$100	\$75
C-E	\$80	\$60	\$50

¹ Also starter and secretary in track events and chief timer in time trials. Commissaires that are part of the jury for international races who are not assigned by the UCI will receive \$125 per day.

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

For any race day lasting longer than 8 hours, the officials will receive an additional \$25. Officials who work at an event for a non-competition day, such as registration or team meetings, will receive one half of the daily fee.

(b) Site Visits. When deemed necessary by the USAC, a Regional Coordinator, or a Local Association, the organizer will pay the Chief Referee or another designated official \$25 for a pre-event venue inspection trip plus \$15 for each venue inspection report, in addition to travel expenses.

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

- (1) Round trip transportation from the official's home and during the race, or reimbursement for the transportation according to the published rates of the Federation;
- (2) In one-day races lasting five hours or more, either a meal or \$10 additional; for races of more than one day, either two meals a day or \$25 per day;
- (3) Basic housing when overnight lodging is necessary before, during, or after the race;
- (4) Reimbursement for any other expenses that are reasonable and necessary for the official's duties.

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

9. Hearing Panel Fees

Members of hearing panels shall be paid by the organizer at the same rate as "other officials," (Fee 8a) but are not paid as both an official and a juror for the same race event. The Federation shall pay hearing panels that meet at other times and places a \$50 per day fee (\$80 per day for the foreman), plus the cost of reasonable and necessary travel.

10. Travel Expenses

Individuals traveling on approved official business on behalf of the Federation shall be reimbursed normal and actual documented expenses. Transportation expenses shall be reimbursed at 36 cents per mile for travel by personal vehicle but shall not exceed the cost of the lowest practicable airfare. The Executive Director may specify a more restrictive arrangement.

Racing Rules

Changes in USCF regulations since last year are printed in italics to make them more visible.

1. General Racing Rules

1A. Definitions

The following special terms are used:

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

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

1A3. A **race series** is a sequence of race events of the same type (such as road, criterium, time trial, or track) conducted in a single state generally on a regular basis at the same location, time, and day of the week.

1A4. An **open race** is one in which members of UCI Men's Road or Track Trade Teams may compete. See also 1G7.

1A5. A **Professional** is a registered rider of a UCI Trade Team. *All trade team riders are elite riders regardless of age.*

1A6. An **invitational race** is one in which only riders who are invited by the organizer may compete.

1A7. An **event permit** is a non-exclusive authorization issued by the Federation to a member club or an organizer to conduct a race event of a specified type at certain location(s) on specified date(s).

1A8. A **youth race** is a race held only on a closed course that is open only to riders with racing ages below 10, or up to 15 if there is no junior race specifically for riders of that age.

1A9. A **club ride** is a training ride open only to members of bicycle clubs that are members of the Federation or a race that is open only to members of one such club and any participant who holds a Federation racing license must be licensed as a member of that club.

1A10. The **organizer** of a race is the person named as such in the race permit. This person is responsible to the Federation for the proper organization of the race event.

1A11. The **prize list** for a race consists of all prizes and prizes arranged for in advance by the organizer. The prize list for a race event is the sum of the prize lists for the individual races.

1A12. The **officials** are appointed by the Federation to oversee the conduct of the race and to ensure compliance with Federation regulations.

1A13. Licensees are persons holding Federation licenses, such as riders, officials, coaches, trainers, and mechanics.

1A14. A rider's **racing age** shall be his or her age on December 31 of the current year. All references to age of riders, race age groups, *or age class* shall be interpreted as referring to racing age. The following terms refer to specific age groups.

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

However, a rider's cyclocross racing age shall be his or her racing age on the first of January that is included in the same cyclocross season.

1A15. In order to be considered a **racing member** of a club, a rider must be a member in good standing of that club and it must be listed on the rider's Federation license. An **unattached rider** is one who is not a racing member of a club.

1A16. A **mixed team** is one in which at least half of the riders are women.

1A17. A **session** is a sequence of races with no major time breaks. Most championships are held with two or possibly three sessions per day.

1A18. 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.

1A19. 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.

1A20. 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.

1A21. International suspension is a penalty imposed under USA Cycling Policy IV in which a licensee is ineligible to participate in either international events or those of USA Cycling.

1A22. Domestic suspension is a penalty imposed under USCF Bylaw 10 in which a licensee is ineligible to participate in any Association event other than an international bicycle race whose participants are selected by national governing bodies to represent their countries, or a race that must be entered in order to qualify for such an international race.

1A23. A Protest is a formal request by a rider or team manager to have a race official review a decision or oversight. (See Racing Rule 1P)

1A24. A Hearing is a formal request for review by a hearing panel of a suspension or qualification to race.

1A25. Race entry is the process of paying a fee and making a commitment to compete.

1A26. Race registration is the process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

1A27. An Administrator is a USAC Regional Coordinator or the person designated by the Local Association.

1A28. An Elite rider is any rider with a racing age of 23 to 29, or a member of a UCI trade team, or any rider with a racing age greater than 18 who has competed in elite UCI

World Cups, World Championships, Pan American Games, or Olympic Games within the current year.

1A29. An **Under 23** is a rider with a racing age of 19 through 22. A rider in this age range who is a member of a UCI trade team will be classified as an Elite.

1B. Rule Applications, Exceptions, and Additions

1B1. Scope for Olympic and other international events, and the activities of UCI Trade Teams, the applicable regulations of the organization that authorizes the event or team shall take precedence over USA Cycling and USCF regulations. These Racing Rules apply to all other races authorized by the Federation, including all national championships. *Optionally, National Championships can be run (either completely or in part) using UCI rules when those championships are direct qualifiers for international races and that notification is given to the membership sixty (60) days prior to the event.*

Whenever a specific rule is in conflict with a more general rule, the specific rule takes precedence. Exceptions to these rules may be made only with prior approval of the Executive Director for special circumstances in a particular race event. A request for exception should be made in writing to the Executive Director with a copy attached to the race permit application.

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

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

- (a)** These additional rules are not in conflict with the rules of the Federation;
- (b)** They are approved by the administrator or chief referee; and,
- (c)** They are made available in written form to the participants before the race.

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

1C. Violations of Rules

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

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

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

1C4. *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 USCF bylaw 10.2. Fines shall be used to fund junior development programs.*

1C5. *Category A and B road races shall use the current UCI schedule of fines and penalties [UCI article 12.1.040 "other events"]*

1D. Event Permits

1D1. Terms of Event Permits

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

(b) An event permit is invalid when consent for a bicycle race has been denied by the governmental or property authorities who have jurisdiction over the race venue. A

conditional permit may be issued if the authorities cannot give their consent unless the Federation has issued a permit.

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

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

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

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

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

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

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

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

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

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

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

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

1D3. Event Permits

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

Restrictions:

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

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

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

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

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

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

1D4. Race Titles

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

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

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

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

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

1D5. Invitational Races

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

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

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

1D6. International Races

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

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

- (1)** Appropriate measures will be taken for validation of records, if any are established during the competition;
- (2)** Due regard will be given to the requirements and rules of the UCI and the Federation applicable to the competition;
- (3)** The competition will be conducted by qualified officials;
- (4)** Proper medical supervision will be provided for athletes who participate in the competition;

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

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

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

(c) Date conflicts between an international race and the Under 23 or Elite National Championships, or between two proposed international races within the United States where the events are the same kind of competition (road or track), are generally not in the best interest of the sport. In such cases, the Federation may deny a race permit; however, the Federation must provide written reasons for such action in a timely manner.

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

1E. Race Announcements

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

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

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

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

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

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

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

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

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

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

1E3. For any **non-invitational race**, the official race announcement shall be distributed in any one or more of the following manners: to at least 50% of the licensed riders in the state where the race will occur at least two weeks in advance of the closing date for pre-entries (if one is specified) or else the final date when entries are to be accepted, or to at least 80% of the clubs in the state at least 30 days in advance of this date, or through electronic media 60 days

prior to the date of late registration [organizers who do not publish an official race announcement meeting the above requirements shall pay a permit surcharge as specified in the Schedule of Fees].

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

1F. Prizes and Payments

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

1F2. No Disincentives. No prizes or 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.

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

1F4. For each race with over **\$2,000 in prizes** there must be prizes to at least 20 places and the values for second and following places must be at least the following fractions of the first place prize: 1/2, 1/3, 1/4, 1/5, 1/6, etc. *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.)

1F5. Maximum Prize.

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

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

1G. Entry in Races

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

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

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

1G4. Acceptance of Risk.

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

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

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

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

1G7. Registration

(a) In order to compete in Federation races, riders must present a valid racing license from the Federation or from another national federation that is affiliated with the UCI. However, any USA Cycling *racing* license *is valid to* enter a cyclocross event. 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 Federation 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.

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

1G9. Withdrawal. After having entered a race, a rider may not withdraw and compete in another race on the same day

except with the written consent of the organizer of the race first entered by the rider [10 days suspension].

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

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

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

1H. Mixing of Classes and Categories

1H1. Eligibility. No rider may race in a category other than that which is stated on his or her license. **Masters** may compete in any races for their age or younger, but not races exclusively for **Under 23s** or **Juniors**. **Under 23** and **Junior** riders may compete in any races for their age or older, but not Masters races. Juniors with a racing age of 14 or younger may compete in youth races. UCI Trade Team members are not allowed to enter Masters Races. Generally, in combined races riders must declare which event they are riding and are eligible for only one prize unless the official race announcement states otherwise.

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

1H3. Mixing of Classes. An organizer may offer races for combined classifications and categories but the categories in a given race must be the same for all age groups. However,

youth races may include only one-day licensees younger than 10 and possibly juniors as specified in Rule 1H1. All riders shall race the same distance unless there is a distance handicapped start for separate groupings of riders.

1H4. Riders with a racing age of over 30 who are Elite riders may not compete in masters races, unless specifically permitted in the official race announcement. Masters riders who have competed in any of the following UCI Elite events; World Cups, World Championships, Pan American Games, or Olympic Games, will be considered Elite riders for the duration of the cycling season of their appearance in one of the aforementioned events. Riders with foreign elite licenses may not compete in masters races.

1H5. Registered riders of UCI Trade Team IIIs may enter any USCF Elite event that is open to category one riders, except as restricted for Championship events [see 5B, Championship Eligibility.]

11. Officials

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

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

113. Uniform. All officials shall wear gray or khaki slacks, skirt or shorts with either black and white striped shirt or a light blue shirt; a navy blue tie and blazer are optional. A "USCF Official" emblem shall be visible on the front of the uniform. *National Commissaires may wear the National*

Commissaire patch instead of the USCF Official patch. All officials at a given race should wear the uniform specified by the chief referee.

114. Chief Referee.

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

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

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

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

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

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

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

Administrator shall promptly forward a copy of this report, license forms, and results of Category A and B races to the Federation office.

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

115. Assistant Referees.

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

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

116. Starter.

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

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

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

117. Scorers.

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

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

118. Judges.

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

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

119. Timers.

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

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

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

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

failure in the primary automatic system, the time from the backup system shall be used, with the final resort being the hand times.

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

1111. Race Secretary (Track)

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

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

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

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

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

1J. Bicycles

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

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

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

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

(d) The **handlebar** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to

minimize danger without impairing steering. Handlebars used for steering with ends, *features, or attachments* that *extend forward or upward* or that provide support for *other than the* 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) As of January 1st, 2007, all bicycles and equipment used in Federation races must comply with the current UCI regulations.

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

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

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

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

1J3.

(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 races, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.

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

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

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

1K. Rider's Uniform in All Races

1K1. Helmets. At all times when participating in an event held under a USA Cycling event permit, including club rides, any rider on a bicycle or motorcycle shall wear a protective, securely fastened helmet that satisfies the standards specified in USA Cycling Policies. (See Policy I, Sections 1 and 2.) [disqualification *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.

1K2. Jerseys must be worn in all races and shall cover the shoulders. No additional equipment, whether worn over or under a rider's uniform, which has the effect of reducing wind resistance is permitted, except in the case of inclement weather, additional covering designed solely to protect against precipitation or cold may be worn. However, shoe covers are permitted in any conditions.

1K3. Non-handheld **radios** with only one earpiece may be worn or carried by the rider or bicycle only in road events that include category 1,2, or *professional riders*, except in *junior* races.

1K4. Racing numbers.

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

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

1L. Members' Uniform

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

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

1L2. Rider uniform advertising.

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

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

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

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

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

1L7. In **stage races** and **race series**, the race leader or those heading other categories *must* wear a special jersey *if it is* provided by the race organizer, but only for the duration of the race and as long as the leadership lasts. The jersey may bear only the name of the race, the special classification, and the organizer's sponsors on the upper two thirds of the front and back panel of the jersey. The lower third of the front and back panel shall be in a plain background available for the riders club or Trade Team.

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

1L9. Motorcycle helmets meeting U.S. Department of Transportation standards must be worn by all motorcycle drivers and passengers in races and club rides.

1M. Start of a Race

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

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

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

1M4. All competitors shall be **started in the same manner**, either all with holders, all with one foot on the ground, or all

with a rolling start. Holders may not step over the starting line at the start of a race.

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

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

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

1N. Finish of a Race

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

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

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

1N4. Dead Heats

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

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

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

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

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

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

10. Conduct

1O1. No rider shall benefit from his or her misconduct. Misconduct on the part of a team member or support person may result in penalties to any member of the team who places in the event [relegation or disqualification].

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

(a) Acts of theft, fraud or grossly unsportsmanlike conduct in conjunction with a sporting event;

(b) Entering competition under an assumed name;

(c) Offering, conspiring, or attempting to cause any race to result otherwise than on its merits.

103. 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].

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

105. Abuse.

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

(b) No rider or licensee may use foul or abusive language or conduct during a race event [disqualification and 15 days suspension].

(c) No licensee may assault (an unlawful attempt, coupled with the present ability, to commit a violent injury on the person of another) or do battery (any willful and unlawful use of force or violence upon the person of another) to anyone connected with any event (including but not limited to riders, officials, spectators, public officials, etc...) held under a USA Cycling permit. [disqualified & suspended for one (1) year]

106. 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].

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

108. 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].

109. 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.

1010. A licensee may be penalized for causing a crash or spill through **inadequate tightening or adjustment** of a bicycle component, including gluing of tires [disqualification and 10 days suspension].

1011. 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].

1012. No person with official responsibilities at a race (including, but not limited to, race officials, marshals and race announcers) shall consume alcoholic beverages while races are in progress and any such person who appears to be under the influence of alcohol or other substances shall be promptly relieved of responsibilities.

1P. Protests

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

1P2. All protests regarding the **qualification of riders** or machines or the regularity of entries or classifications should be lodged with the Chief Referee before the race.

1P3. Procedure. The above protests may be made verbally and no deposit is needed. All other protests must be in writing, signed by the protestor, and accompanied by a deposit as specified in the Schedule of Fees. Protests in stage races are covered in Rule 4F7. Protests in single events must be made within the following time limits:

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

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

1P4. Decision. Protests shall be heard and decided either by the Chief Referee or by a jury composed of an odd number of race officials that includes the Chief Referee. Such a jury shall conduct its deliberations in secret and shall reach decisions by a majority vote.

2. Track Racing

2A. Track Markings

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

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

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

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

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

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

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

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

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

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

2B. Rider Conduct

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

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

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

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

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

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

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

2C. Scratch Race

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

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

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

2D. Handicap Race

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

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

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

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

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

2E. Miss-and-Out

2E1. A miss-and-out (sometimes called "devil take the hindmost") is a massed start race in which the last rider over the line on designated laps is eliminated from the race.

Riders may be eliminated every lap, every other lap, or on whatever regular schedule is stipulated before the race.

Gaining a lap shall not prevent a rider from being pulled nor matter in the final placings. A rider shall be considered to have gained a lap upon reaching a position to take shelter behind the rearmost rider of the group.

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

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

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

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

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

2F. Sprint

2F1. Track Sprints involve a series of races, each with a small number of riders. The number and composition of the races is organized by the chief referee to meet the needs of the racing program for the number of riders. The sprint rounds may be preceded by a flying start 200 meter time trial to seed or select riders who will take part in the sprint heats. If two 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 must lead-off. Following the start the leader may not perform a standstill for more than 30 seconds. If he or she does, the official shall require the rider initiating the standstill to continue the race. If the rider fails to continue, the starter shall stop the race, *after a warning*, and declare the other rider the winner of the heat. *A rider may initiate any number of standstills during a heat.*

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

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

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

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

(2) Does a standstill on the blue band;

(3) Touches the track surface or the outside fence or railing.

(4) During a standstill touches an opponent or jumps his bike.

[The rider responsible shall lead the reride]

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

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

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

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

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

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

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

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

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

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

2F11. Blocking. In a sprint with **three or more contestants**, a rider who is hemmed in at the bottom by other riders may not force his way out of the box, nor may a rider block or interfere with another rider [relegation or

[disqualification]. No rider may deliberately cause a crash [disqualification]. Whenever such a situation is detected the race should be stopped, if not completed, and in any case shall be rerun without the rider responsible. In the case of an accidental collision before the sprint has begun, the race will be stopped by the starter and rerun with the original participants in the same starting positions.

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

2G. Tandem Sprint

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

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

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

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

Reference Data

Organization of Sprint Events

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

Sprint Table for 24 participants (standard chart)

Round 1

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

Repêchage—Round 1

Heat	Composition		Results	
			1st	2nd
1	12A2	1A2	1B	<i>Elim.</i>
2	11A2	2A2	2B	<i>Elim.</i>
3	10A2	3A2	3B	<i>Elim.</i>
4	9A2	4A2	4B	<i>Elim.</i>
5	8A2	5A2	5B	<i>Elim.</i>
6	7A2	6A2	6B	<i>Elim.</i>

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

Repêchage—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 repêchage 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 repêchage 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 repêchage rounds leading to a final race. Normally the pacer

rides a derny or motorized pacing bicycle; a tandem may be used when practicable.

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

(a) The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side on the pursuit line with the sprinters lane being left free. The riders shall be held but not pushed by assistants. The start shall be given when the pacer approaches the pursuit line in the sprinters lane. *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) 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.

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

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

21. Time Trial

211. 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.

212. 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.

213. Standing Start Events.

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

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

214. Restarts

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

(b) In the case of a recognized mishap the rider shall take a new start whenever possible (generally within ten [10] minutes or at the end of the same session).

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

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

216. 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 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.

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.

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** 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 4,000 meters.

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

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

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

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

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

2K9. The **equipment** used for team pursuit shall be the same as for individual pursuit.

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 four riders on the line with one meter between them or;

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

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

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

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

2K11. Mishaps.

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

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

(c) **Qualifying Round.** *During the first half-lap, if any team suffers a mishap (recognized or not), the race shall be stopped and restarted immediately. If a recognized 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. *In the case of a non-recognized mishap, the team must continue its ride with three riders.*

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

2K12. Finish.

(a) In the **qualifying round**, 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.

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

2L. Team Sprint

2L1. Team Sprint is a race run over three laps of a track by two teams of three riders, each of whom shall lead for one lap. The event shall be organized into qualifying heats leading to a final. The qualifying heats select the four best teams on the basis of their times. In the finals, the teams

with the two best times ride off for first and second and the others ride off for third and fourth. There may be four riders entered for each team but a racing team of no more than three riders may compete in a given *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 three riders) may not start.

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

2L3. Successive Pulls

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

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

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

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

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

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

2L4. Mishaps:

(a) Qualifying rounds:

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

(b) Finals:

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

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

2M. Points Race

2M1. A points race is a rolling start scratch race in which sprints for points are held on certain laps as designated by the organizer, usually every five laps, but every 2 km for Elite Championships. In each sprint, the first four riders shall normally be awarded points in order of finish as follows: 5 points, 3 points, 2 points, 1 point. *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) Free laps may not be taken in the final *5 laps* of the race.

(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 in the last *5 laps* shall *not return to the race, but 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 number of first places in sprints shall be used to break the tie. If still tied, then the number of second places in sprints shall decide. If still tied, then the order of finish in the final sprint shall be used.

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

2N. Madison

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

2N2. Sprints for points shall be held in the same manner as a points race. *In Championship Madisons, sprints will occur every 20 laps.* The organizer may specify different points allocations provided that he informs the officials in writing in advance of the race.

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

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

2N5. Relieving Partners.

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

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

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

(d) In relieving, the members of a team must not interfere with other competitors. The relieved rider must stay on the inside of the track or continue in a straight line from wherever

the exchange was made until all other riders in that group have passed safely. When the track is clear, the relieved rider may move up the track and proceed slowly until time for the next exchange. If there are special regulations on where the riders must stay, they must be explained clearly to the riders before the race.

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

2N7. Reteaming.

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

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

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

20. Omnium

201. An **omnium** is a set of races in which riders compete for points in each event and final placings are determined by total points in all events. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement. In National

Championship omniums, the points awarded in each event shall be 7-5-3-2-1 for first through fifth places.

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

(a) The most first place finishes or, if still tied, the most second place finishes, etc., or if still tied;

(b) The highest placing in the last race, or the race nearest the last race of the omnium in which at least one of the tied riders placed.

3. Road Racing

3A. Road Course

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

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

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

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

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

3A6. The **finish line** shall be perpendicular to the racecourse. For any championship event it shall be a black line of uniform width between 4 and 6 cm painted in the

middle of a 72 cm wide white stripe. Photofinish equipment must be aimed along the leading edge of the black line.

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

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

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

3B. Riding Conduct

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

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

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

3B4. The responsibility of **keeping on the prescribed course** rests with the rider. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official [disqualification].

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

3B6. Competitors who suffer a **mishap** may be assisted in remounting and may be pushed up to 10 meters [relegation or 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."*

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

3C. Individual Road Race

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

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

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

3C4. Caravan.

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

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

- (c) The organizer shall appoint a technical director to coordinate technical support and shall provide a sag wagon.
- (d) Drivers of support vehicles shall keep to the right of the road and shall follow the rules of the road. Should a support vehicle need to stop, it shall always pull off the road on the right side.
- (e) Riders may be assisted only at standstill at the rear of the group, regardless of the rider's position in the race. No rider may be assisted at the front of a group [relegation or disqualification].
- (f) Riders may accept help from third parties in effecting repairs and may also, should their bicycle be damaged by other than by a puncture, borrow the bicycle of any cyclist encountered provided that the borrowed bicycle meets Federation standards.
- (g) Caravan vehicles may pass a referee's vehicle only with the permission of the referee.
- (h) In the case of a breakaway, a support vehicle may drop in between the breakaway riders and the main group only with the permission of a referee.
- (i) Once the sign indicating the final 10 km has been passed, no support vehicle shall be permitted to pass the field or the breakaway riders. They may deal with legitimate mishaps, but may not move up to communicate with riders [relegation of rider(s)].

3C5. Feeding.

- (a) Riders may be supplied with food or drink in either of two ways, as planned jointly by the organizer and Chief Referee:
- (1) In specified feed zones by hand-ups from the organizer's staff or the rider's support staff;
 - (2) From support vehicles during the race.
- The first feed zone will normally be between 30 and 50 km from the start, depending on the nature of the course and the weather, and feeding shall be authorized thereafter except for the last 30 km.
- (b) Feeding from support vehicles may be done only after receiving permission from a referee and shall be effected by riders dropping to the back of the group to take supplies from the team's following vehicle, but the vehicle itself shall not

come closer than 20 meters behind the group. No supplies may be provided or sought from a vehicle during a hill climb or on dangerous bends or descents.

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

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

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

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

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

(d) Provide technical support vehicles with radio receivers.

(e) Provide rider feeding supplies for stage races.

3D. Criterium

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

3D2. Riders may only ride in a **forward direction** on the course but may dismount and run backward to a repair pit when it is safe to do so [*warning or free lap denied if a dangerous situation was created*].

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

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

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

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

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

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

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

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

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

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

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

3E. Individual Time Trial

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

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

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

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

3E5. Start.

(a) Each rider shall report to the starter at least three minutes before his or her scheduled starting time and shall start at the scheduled time. If a rider appears later than the

appointed starting time, the start will be allowed only if it does not interfere with the riders starting on schedule. If it does interfere, the rider may be further delayed. In case of a late start, the appointed time shall be used in computing the results.

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

3E6. Rider Conduct.

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

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

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

3E7. Support Vehicles.

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

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

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

3F. Team Time Trial

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

3F2. Course.

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

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

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

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

3F3. Only **road bicycles** shall be used.

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

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

3F6. Start.

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

late start, the appointed time shall be used in computing results.

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

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

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

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

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

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

3F12. Support Vehicles

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

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

3G. Cyclocross

3G1. Course and obstacles

(a) The course shall be held over varying terrain including roads, country or forest paths, and open terrain alternating in

such a way as to ensure changes in the pace of the race and allow the riders to recuperate after difficult sections.

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

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

(d) Over its full length, the course shall be a minimum of 3 meters wide and be well marked and protected. The use of dangerous elements, such as wires (barbed or not), and sharp or uncapped metal poles shall be forbidden.

Furthermore, the course shall not be placed near any object that could constitute a danger for riders (exceptions to the minimum width rule may be requested through the executive director or his designee).

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

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

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

(h) The starting and finishing stretches shall be free of obstacles.

(i) The course shall be comprised of a maximum of 4 obstacles (barriers or terrain) designed to oblige (not require) riders to dismount their bike. The length of an obstacle should not be longer than 80 meters.

(j) The course may have 1 set of artificial barriers. These artificial barriers shall consist of wooden planks or uniform material, placed no less than 4 meters apart. They must be 40 cm high and shall stretch the full width of the course.

(k) The course may cross bridges or footbridges provided that they are a minimum of 4 meters wide and that there is a guard rail on both sides. A non-slip surface (carpet, wire mesh, or special anti-slip paint) shall be used on bridges and footbridges. A separate footbridge shall be provided for spectators.

(l) No acrobatics on the part of the riders shall be required to overcome obstacles.

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

(n) For championship events-up to 4 races may be run per day over the same course.

3G2. Equipment pits

(a) 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.*

(b) Two equipment pits shall be located around the course, in agreement with the Chief Referee, in places where speeds are not high but not on stony, gravel, or downhill stretches. They shall be straight and free of artificial obstacles. If, during each lap, the course passes two points sufficiently close to each other, just one pit – known as a double pit – may be set up at that point.

(c) In the equipment pits, the race course and the pit lane shall be separated and distinctly marked out, by tape at the very least.

(d) The equipment pits shall be sign-posted and precisely marked by means of a yellow flag at the beginning and the end of where the course is divided between the race and pit lanes.

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

(f) In championship events, a supply of water for cleaning equipment shall be available in the immediate vicinity of the equipment pits. The water supply and connections for high-pressure cleaning equipment shall be made freely available.

(g) A rider may use the pit lane only to change a bicycle or wheel. Changing of equipment shall be done at the same

point with no advance in the rider's position. A rider passing the pit entrance and continuing beyond the pit exit (yellow flagged area) may not enter that pit, but must continue around the course to the next pit. A rider not passing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance.

(h) The exchanging of wheels or bicycles between riders shall be forbidden.

3G3. Starting Order

(a) The riders shall assemble in the roll-call zone a maximum of 10' before the start.

(b) For championships the call up order shall be listed on the race announcement, information pamphlet, or at registration.

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

3G5. Duration of races

(a) The length of the race may be specified by number of laps or by time.

(b) In events based on time, the number of laps to be ridden shall be determined on the basis of the time of the first rider to complete 2 full laps. From the 3rd lap on, the laps to go will be displayed at the finish line.

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

3G7. Finish

(a) Any rider lapped before the last lap shall leave the race (unless stated differently prior to the race). Lapped riders who are permitted to remain in the race will all finish on the same lap as the leader and will be placed according to the number of laps they are down and then their position at the finish.

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

3H. Track Events on the Road

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

TABLE 1. Time Penalties for Time Trials

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

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

4. Stage Racing

4A. Composition

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

4A2. **Teams** that start a stage race shall have equal numbers of riders except when prevented by unavoidable

circumstances. Only one team may be entered in a stage race by any given club.

4B. Duration and Distance

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

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

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

4C. Placings

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

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

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

4C2. Individual General Classification.

(a) Each rider's general classification shall be calculated by summing that rider's time in all individual stages, taking into account any time bonuses and penalties. In case two or more riders are tied in their final general classifications, their order shall be determined by adding their places obtained in each

stage. Should this not suffice to break the tie, their places in the final stage shall decide the order. Other methods for breaking ties may be used if specified in the race regulations.

(b) Any time bonuses may not exceed:

30 seconds for 1st place

20 seconds for 2nd place

10 seconds for 3rd place

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

4C3. Individual Points Classification.

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

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

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

4C4. Individual Climbing Classification.

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

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

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

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

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

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

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

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

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

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

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

4D. Equipment

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

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

4E. Special Procedures

4E1. Start.

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

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

4E2. Road Course.

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

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

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

4E3. Finish.

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

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

(c) Whenever a road race **finishes on a circuit** of 10 km or less, no more than one circuit should be ridden. On a circuit of 2 to 5 km, only technical support vehicles are permitted on the circuit. On a circuit of 2 km or less, the riders' times shall be taken at the entrance to the circuit and no vehicles will be permitted on the circuit except those of the referees.

Inasmuch as riders who finish in a group and are out of contention for prizes are considered equal, they need only take a lap of honor to be considered finished.

(d) Riders must finish each stage within a time limit equal to the winners time plus a percentage, as specified in the race regulations; if no percentage has been specified, 20% shall be used. However, if the number of riders beyond

this time cut exceeds 20% of those who started the stage, then the time cut may be extended if so decided by the Chief Referee after consultation with the organizer. Naturally, all riders finishing within the revised deadline shall qualify for the following stages without this setting a precedent for subsequent stages. Under no circumstances may the officials reinstate a rider who finishes after the time cut.

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

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

4E5. Individual Time Trial Stages.

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

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

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

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

4E7. Time adjustments in **criterium stages** shall be computed as follows, except that further adjustments may be

made at the discretion of the Chief Referee in unusual circumstances.

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

This adjusted time may be computed as follows:

- A = $F \times L / (L - D)$ where
A = adjusted finish time of the lapped rider
F = actual finish time of the lapped rider
L = total number of laps in race
D = number of laps this rider was behind the leaders at the finish.

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

- A = $W + W / (L - R)$ where
A = adjusted finish time of the withdrawn rider
W = finish time of the winner of the race
L = total number of laps in race
R = number of laps to go in the race at the time the rider was about to be lapped.

4F. Conduct of Participants

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

4F2. Registration.

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

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

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

4F4. The Team Manager shall:

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

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

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

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

4F5. Assistance.

(a) Riders may assist each other with minor services such as lending or exchanging food, drink, tools, glasses and accessories. The loan or exchange of tires, wheels, or bicycles is permitted only between members of the same team.

Assistance provided or accepted by riders from different teams shall be subject to disciplinary action [disqualification and 15 days suspension].

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

4F6. Withdrawal.

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

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

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

- (a)** Concerning placings: no later than the start of the next stage;
- (b)** Concerning an incident during the race: no later than one hour after the finish;
- (c)** Concerning the final general placings: up to 15 minutes after the official announcement;
- (d)** Concerning prizes owed to riders: up to one month after the official announcement.

4G. Race Commission

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

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

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

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

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

4G2. The Chief Timer shall determine the racing time of each rider in each stage.

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

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

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

4G3. The Starter shall call all the riders to the start, or have them called by an assistant but under the starter's responsibility, and shall sign the start checklist. Any participant not noted by the starter shall be deemed not to have ridden and shall not be included in the placings.

4G4. Assistant officials are responsible for noting irregularities or offenses and for reporting to the race commission thereon. They may follow the race, either in the support vehicles or on motorcycles provided by the organizer. They may not take any disciplinary measure against riders for incidents relating to the race but, on completion of each stage, they shall submit a signed report to the referees.

4H. Penalties

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

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

(b) Holding on to a motor vehicle;

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

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

- (e) Willfully removing helmet during the race;
- (f) Fraud or attempted fraud during the race;
- (g) Passing through a road closure;
- (h) Assaulting a competitor, an official or a third party;
- (i) Conspiracy to cause any race to result other than on its merits;
- (j) Engaging in grossly unsportsmanlike conduct;
- (k) Using prohibited drugs.

4H2. Scale of Penalties.

(a) The race commission shall take disciplinary measures in accordance with the scale of penalties, given below, which indicates the minimum penalty applicable [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.

4H3. Start

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

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

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

(c) Signing for another rider:

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

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

4H4. Equipment and Clothing

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

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

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

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

(c) Removal or incorrect wearing of helmet *during a race* or failure to secure chin-strap:

[Disqualification]

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

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

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

4H5. Misconduct on road

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

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

(b) Refusing to let an official car pass:

Rider:

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

Team Manager or assistant:

1st offense:	warning
subsequent offenses:	\$15

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

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

(d) Passing a road closure:
rider who initiates passing:

[disqualification]

all other riders:

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

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

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

(f) Foul riding in an intermediate sprint:
relegation and

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

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

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

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

fine of 50% of the prize money

4H6. Improperly advancing position

(a) Being towed or carried by a vehicle:

Rider:	disqualification
Team Manager:	\$30

(b) Pushing by persons in motor vehicles:

Pusher:

\$30 fine for each offense

Rider:

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

(c) Drafting a vehicle over a distance of at most 100 meters:

Team Manager or assistant:

\$15 on each occasion

Rider:

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

(d) Drafting a vehicle for more than 100 meters

Team Manager or assistant:

\$50 on each occasion

Rider:

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

(e) Repeated and pre-arranged pushing

Team Manager:

\$20 on each occasion]

Rider:

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

(f) Prolonged and repeated random pushing by persons on foot:

1st offense:	10 seconds penalty
2nd offense:	20 seconds penalty
3rd offense:	30 seconds penalty
4th offense:	1 minute penalty
5th offense:	disqualification

(g) Pushing among competitors before the final kilometer (applicable to both riders):

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

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

(h) Pushing off from a vehicle or another competitor:

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

(i) When the course is not closed to traffic, crossing the centerline to advance position or being a hazard to traffic:

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

4H7. Improper assistance

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

Rider:

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

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

(c) Assistance to riders on other teams:

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

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

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

4H8. Improperly advancing in time trials

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

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

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

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

4H9. Supplies

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

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

(b) Using glass containers during the race:

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

(c) Throwing of glass containers onto the road:

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

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

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

5. Championships

5A. Organization

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

5A2. Courses proposed for National Road Championships shall have the characteristics given in the Racing Rules for each event and in addition shall be in excellent repair and be closed to traffic except for vehicles authorized by the officials. In particular:

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

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

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

5A3. 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.

5A4. In all national championships other than cyclocross, phototiming shall be used in massed start and sprint events, and automatic timing shall be used in individual timed events.

5A5. All championships other than optional championships shall be conducted annually.

5B. Championship Eligibility

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

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

(b) National *Road and Track Championships for Junior 17-18, Under 23, and Elites* may be entered only by riders who are USA Citizens.

(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.*

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

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

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

5B5. *At track championships, all participants and rider support staff allowed on the infield of a velodrome must have a valid license issued by USA Cycling or from any other national Federation affiliated with the UCI. Such access may be further restricted as published in advance and approved by the Executive Director of USA Cycling. Exception: at junior championships only one parent or legal guardian per rider may be present without such a license during competition periods.*

5C. Awards

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

5C2. In all National Championships, awards shall consist of a first place jersey, medals to five places, and certificates for 6th to 8th places in sprint and pursuit, to 10th place in other track events and to 20th place in road events. National

championship jerseys for age groups 17-29 shall be a design that is distinct from those of other age groups.

5D. Junior Championships

5D1. Junior championships are open only to riders with racing ages in the specified ranges and who are USA citizens or permanent residents as shown on their licenses. *Only USA Citizens may compete in National Road and Track Championships that are exclusively for the ages of 17 and 18.*

5D2. State Road Race Championships

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

5D3. National Road Race Championships

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

(a) Individual Road Races

Men		Women	
10-12	10-20 km	10-12	10-20 km
13-14	20-40 km	13-14	20-30 km
15-16	45-80 km (Cat 1-3)	15-16	35-60 km
17-18	90-120 km (Cat 1-3)	17-18	70-85 km

5D4. State and National Time Trial Championships

Men & Women

10-12	8-12 km
13-14	8-12 km
15-16	16-24 km
17-18	16-24 km

5D5. National Criterium Championships

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

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

5D6. State or Regional and National Track

Championships may be conducted for each of the following classes where regions are defined by the Executive Director. Competition in classes under 17 shall be conducted as omniums. Medals to *five* places shall also be awarded in each individual event for riders in 17-18 national championships.

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

(a) 10-12 Men

500 m scratch race

1 km scratch race

2 km scratch race

(b) 10-12 Women

500 m scratch race

1 km scratch race

2 km scratch race

(c) 13-14 Men

500 m time trial

2 km scratch race

5 km scratch race

10 km points race

(d) 13-14 Women

500 m time trial

2 km scratch race

5 km scratch race

10 km points race

(e) 15 - 16 Men

500 m time trial

2 km scratch race

5 km scratch race

15 km points race

(f) 15-16 Women

500 m time trial

2 km scratch race

5 km scratch race

15 km points race

(g) 17-18 Men

sprint (*Cat 1-3*)

1 km time trial

3 km pursuit

10 km scratch race (*Cat 1-3*)

25 km points race (*Cat 1-3*)

(h) 17-18 Women

sprint

500 m time trial

2 km pursuit

7.5 km scratch race

15 km points race

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

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

(b) An Team Sprint Championship shall be conducted.

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

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

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

5E. Under 23 Championships

5E1. 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.*

5E2. National Road Race Championships

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

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

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

5E5. National Track Championships

MEN

Sprints (*Cat 1-2*)
Kilo
Pursuit 4k
Points Race 20-40km* (*Cat 1-2*)

WOMEN

Sprints (*Cat 1-3*)
500m TT
Pursuit 3k
Points Race 15-25km* (*Cat 1-3*)

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

As an option to separate events the disciplines may be conducted in conjunction with the same type event and awards are based on qualification time, finals, or overall results. [ex: kilo rides are group normally as an elite championship then Under 23 jersey/medals awarded]

5E6 National Criterium Championships

Men Cat 1-2 60 Km

Women Cat 1-3 35 Km

If the championship is conducted in conjunction with the Elite championship, the Under 23 placings will be taken from the finishers of the Elite event.

5F. Elite Championships

5F1. 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.

5F2. State Road Race Championships

Men Cat. 1-3 120-205 km

Men Cat. 4 60-100 km

Women 55-110 km

5F3. National Road Race Championships

Men Cat. 1 160-225 km

Women Cat. 1-2 90-130 km

5F4. State and National Time Trial Championships

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

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

5F5. National Criterium Championships

Men Cat. 1 80 km

Women Cat. 1-2 50 km

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

(a) Men

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

5F7. National Track Championships. The elite National Track Championships, including the awarding of medals, are open to UCI Trade Teams *and USCF riders, subject to the category restrictions shown with the events below.*

(a) Men

sprint (*Cat 1-2*)

keirin (*Cat 1-2*)

1 km time trial

4 km pursuit

30 km points race (*Cat 1-2*)

15 Km Scratch race (*Cat 1-2*)

(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*)

(c) National Track Team Events

4 km team pursuit

Team Sprint (*men and women*)*

40 km Madison

Tandem Sprint (if velodrome is suitable)

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

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

5G. Masters Championships

5G1. Masters championships are open only to riders with racing ages in the specified ranges who are USA citizens or permanent residents as shown on their licenses. *Riders who have been given Elite status as specified in rule 1H4 may not enter Masters Championships.* The "+" notation means that riders are qualified if their racing age is the one given or older. *USA Cycling reserves the right to combine categories in Road Races, Criteriums, and Points Races if the field size is less than 6 riders in any one category. Medals will awarded to the finishers of all categories (up to five places) in their respective finishing order.*

5G2. State Road Race Championships

Men

30+ 85-110 km

35+ 55-100 km

45+ 40-90 km

55+ 40-80 km

60+ 40-80 km

Women

35+ 30-80 km

45+ 30-80

5G3. National Road Race Championships

(a) Individual Road Races

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

Men

30-34 85-110 km

35-39 70-100 km

40-44 60-90 km

45-49 55-90 km

50-54 55-80 km

55-59 55-80 km

60-64 45-60 km

65-69 45-60 km

70+ 45-60 km

Women

30-34 45-80 km

35-39 45-80 km

40-44 45-80 km

45-49 45-80 km

50-54 45-60 km

55-59 30-40 km

60+ 30-40 km

(b) Tandem Road Races

Shall be conducted 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)

Men 70+ 60-90km Women 70+ 60-90km

Men 90+ 60-90km Mixed 70+ 60-90km

5G4. Time Trial Championships

(a) State and National Individual Championships

Shall be conducted for men and women age 30 and older in each five year age groups *over the following distances:*

30-34 20-40km

35-39 20-40km

40-44 20-40km

45-49 20-40km

50-54 20-40km

30-34 20-40km

35-39 20-40km

40-44 20-40km

45-49 20-40km

50-54 20-40km

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

(b) State and National Tandem Time Trial Championships

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

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

5G5. National Criterium Championships

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

	Men	Women	
30-34	60 km	30-34	40 km
35-39	50 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		

5G6. National Track Championships

(a) Men

- Sprint **(up to 65+)**
- 500 m TT **(50 up to 65+)**
- 1 km TT **(under age 50)**
- 2 km TT **(50 up to 65+)**
- 3 km TT **(under age 50)**

(b) Women

- Sprint **(up to 40+)**
- 500 m TT **(up to 50+)**
- 2 km TT **(up to 50+)**

(c) Points Race

Shall be conducted for each of the following classes over the specified distance. Only riders in categories 1-3 may enter for categories younger than age 54.

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

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

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

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

5G7. National Cyclocross Championships shall be conducted for men 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, and 60+, which may be run concurrently; and for women 30-34, 35-39, 40-44, 45-49, and 50+ which may be run concurrently.

5H. Paralympic National Championships

5H1. *US Paralympics, a division of the USOC, governs Paralympic sport in the United States. Paralympic National Championships and other Paralympic-specific events, whether conducted by the U.S. Paralympics or the USCF, will be conducted in accordance with International Paralympic Committee (IPC) adaptations to published UCI rules. These regulations can be found at www.paralympic.org and www.uci.ch*

5I. Optional State Championships

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

6. Records

6A. Qualifications

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

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

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

6B. Course Measurement

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

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

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

6C. Timing Rules

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

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

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

6D. Distances Recognized

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

(a) All time trial events in which Federation National Championships are currently conducted, including those that are part of an omnium. Master riders may hold records for their own or **Elite** age group. Junior riders may hold records for their own or older junior age groups or for **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.

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

Attempting Records

Attempting USCF National Records

- (1) Obtain the necessary forms from the Federation:
 - (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 drug control expenses imposed by the USOC.
- (3) The course must be certified by a surveyor and measured to one part in 10,000 in accuracy. The rider is responsible for this expense unless this course has been previously certified (see Rule 6B).
- (4) For National Championships, individuals will not have to provide the above – they will be arranged by the USCF and event organizer.

Attempting World Records

- (1) Must complete steps 1 through 3 above.
- (2) The UCI will appoint the chief commissaire. UCI requires 60 days advance notice from the USCF for making this appointment.

US Velodromes (Contact information)

Hellyer Park Velodrome
985 Hellyer Ave
San Jose, CA 95111
Contact: Matt Martinez
408-924-1134

Encino Velodrome
17031 Oxnard St.
Encino, CA 91415
Contact: Joe Holmes
818-881-7441

San Diego Velodrome
Balboa Park
2221 Morley Field Dr.
San Diego, CA 92104
Contact: Tony Olsen
858-860-6400 x1186

7-11 Olympic Velodrome
Memorial Park
250 Union Blvd.
Colorado Springs, CO 80909
Contact: Mark Tyson
719-634-8356

Brian Piccolo Velodrome
9501 Sheridan St.
Cooper City, FL 33024
Contact: Kerry Runyan
954-437-2600 ext. 227

Dick Lane Velodrome
Lexington Ave.
East Point, GA 30344
Contact: Peter Antonvich
404-627-3392

Edward Rudolph Velodrome
1730 Pfingsten Rd.
Northbrook, IL 60062
Contact: Peter Janunas
773-279-9697

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

Baton Rouge Velodrome
7122 Perkins Road
Baton Rouge, LA 70895
Contact: Debbie Spica
225-767-4003

National Sports Center Velodrome
1700 105th Ave., NE
Blaine, MN 55449
Contact: Bob Williams
763-785-5614

Kissena Velodrome
Parsons Blvd. & Booth Memorial Ave.
Queens, NY
Contact: Donald Winston
212-597-1217

Alpenrose Velodrome
6149 SW Shattuck Road
Portland, OR
Contact: Mike Murray
503-661-5874

Lehigh Valley Velodrome
217 Main St.
Emmaus, PA 18049
Contact: Pat McDonough
610-967-8372

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

Frisco Superdrome
9700 Wade Blvd.
Frisco, TX 75035
Contact: Ryan Crissey
214-336-6211

Marymoor Velodrome
King County Marymoor Park
Redmond, WA
Contact: Dave Mann
206-621-8868

Washington Park Bowl
22nd Ave & Washington Road
Kenosha, WI 53141
Contact: Tim Kemen
262-947-5604

Velodrome at Bloomer Park
375 John R Road
Rochester Hills, MI 48307
Contact: Dale Hughes
248-650-1062

2003 USCF National Champions

2003 USCF National Champions are shown in the following section. Earlier Rulebooks should be consulted for championships prior to 2003, or contact the USCF office.

ELITE/Under 23 TRACK CYCLING NATIONAL CHAMPIONS Trexlerstown, PA

Sprint

Men's

Women

Stephen Alfred

Christine Witty

Kilometer Time Trial

Men Bobby Lea

500 Meter Time Trial

Women Christine Witty

Individual Pursuit

Men (4000 m) Adham Sbeih

Women (3000m) Sarah Uhl

Keirin

Men's Marty Nothstein

Women's Sarah Uhl

Scratch Race

Men's Colby Pearce

Women's Sarah Hammer

4000m Team Pursuit

Men Mariano Friedick

Tyler Farrar

Kenny Williams

Adham Sbeih

Points Race

Men Jonas Carney

Women Erin Mirabella

Madison

Jackson Stewart

Erik Saunders

Team Sprint

Giddeon Massie

Marty Nothstein

Andy Lakatosh

Christian Stahl

Under 23 Sprint

Men's Giddeon Massie

Women Sarah Hammer

Under 23 Kilometer Time Trial

Men Bobby Lea

Under 23 500 Meter Time Trial

Women Nicole Raspa

Under 23 Individual Pursuit

Men (4000 m) Bobby Lea

Women (3000m) Sarah Hammer

Under 23 Points Race

Men

Bobby Lea

Women

Ashley Kimmett

ELITE ROAD CYCLING NATIONAL CHAMPIONS

Seven Springs Mountain Resort, PA

Road Race

Elite Men

Mike Voigt

Elite Women

Amber Neben

Under 23 Women

Megan Ellitot

Individual Time Trial

Elite Men

Chris Baldwin

Elite Women

Kimberly Bruckner

Under 23 Women

Magen Long

Tandem Time Trial

Men

George Yoder

Jason Zimmerman

Women

Michelle Costello

Margaret Thompson

Mixed

Kevin Noone

Jane Vanne-Noone

Under 23/JUNIOR NATIONAL ROAD CYCLING CHAMPIONS College Station, TX

Under 23 Men

Individual Time Trial

Michael Creed

Road Race

Jonathan Erdely

Junior Men Road

10-12 Criterium

Njisane Phillip

13-14 Criterium

Alejandro Garcia

15-16 Criterium

Chris Stockburger

17-18 Criterium

Zak Grabowski

10-12 RR

Njisane Phillip

13-14 RR

Ricky Cruz

15-16 RR	Chris Stockburger
17-18 RR	Zak Grabowski
10-12 TT	Jeremy Shirock
13-14 TT	Shane Kline
15-16 TT	Christopher Stockburger
17-18 TT	Zach Taylor

Junior Women Road

10-12 Criterium	Mandy Marquardt
13-14 Criterium	Lauren Shirock
15-16 Criterium	Kimberly Geist
17-18 Criterium	Karen Amundson
10-12 RR	Jacqueline Kurth
13-14 RR	Keely Shannon
15-16 RR	Shannon Koch
17-18 RR	Karen Amundson
10-12 TT	Jacqueline Kurth
13-14 TT	Danielle Haulman
15-16 TT	Kimberly Geist
17-18 TT	Karen Amundson

JUNIOR NATIONAL TRACK CYCLING CHAMPIONS Houston, TX

Junior Men

10-12 Omnium	Njisane Phillip
13-14 Omnium	Shane Kline
15-16 Omnium	Chris Ruhl
17-18 Sprints	Andy Lakatosh
17-18 Kilo TT	Aaron Kacala
17-18 Pursuit	Zac Grabowski
17-18 Points Race	Christopher Remaly
17-18 Scratch Race	Christopher Remaly
Keirin	Andy Lakatosh
Team Pursuit	Zak Grabowski
	Adam Southerland
	David Fleishhauer
	Ryan Luttrell

Team Sprint

Rocco Mazzei
Andy Lakatosh
Michael Blatchford
Marty Cahill
Adam Southerland

Madison

Junior Women

10-12 Omnium
13-14 Omnium
15-16 Omnium
17-18 Sprints
17-18 500m TT
17-18 Pursuit
17-18 Points Race
Scratch Race

Mary Costello
Lauren Shirock
Kimberly Geist
Rachel Herring
Rachel Herring
Larssyn Staley
Larssyn Staley
Rachel Herring

ELITE CRITERIUM NATIONAL CHAMPIONS

Downers Grove, Ill.

Elite Men

Keith Norris

Elite Women

Tina Mayolo-Pic

MASTERS ROAD CYCLING NATIONAL

CHAMPIONS

Louisville, KY

Road Race

Men

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

Eddy Hilger
Stephen Spanbauer
Radisa Cubric
Randy Parker
Gordon Paulson
Richard Raspet
Daniel Wulbert
Franz Hammer
Raymond Kellner

Women

30-34
35-39

Renee Eastman
Andrea Ratkovic

40-44	Louise Barriss
45-49	Ann Marie Miller
50-54	Elizabeth Tyrell
55-59	Patricia Roberts
60+	Beatrice Burns

Time Trial

Men

30-34	Chris Harkey
35-39	Douglas Loveday
40-44	Thurlow Rogers
45-49	Glenn Bunselmeyer
50-54	Kent Bostick
55-59	Jim Winter
60-64	Daniel Wulbert
65-69	William Meyers
70-74	Larry Reade
75-79	Detrich Lamprecht
80-84	Francis Underwood
85+	John Sinibaldi

Women

30-34	Giana Roberge
35-39	Suzie Weldon
40-44	Catherine Bearce
45-49	Ann Marie Miller
50-54	Elizabeth Tyrell
55-59	Elaine Miller
60-64	Beatrice Burns
65+	Marianne Kron
70+	Margaret Paulos

Tandem

M 70+ Road Race	William Crecelius Steve Spanbauer
M 70+ Time Trial	Mike Morrill Louis Amelburu
M 90+ Road Race	Glenn Bunselmeyer Lawrence Shannon
M 90+ Time Trial	Glenn Bunselmeyer Lawrence Shannon

M 110+ Road Race	Kenneth Stamm John Howard
M 110+ Time Trial	Carl Moler Richard Flanders
W 90+ Road Race	Julie Kaplan Jill Gass
W 90+ Time Trial	Julie Kaplan Jill Gass
Mixed 70+ Road Race	David Beirne Alicia Heiserer
Mixed 70+ Time Trial	Jeff McLane Kristin McLane
Mixed 90+ Road Race	Mark Norton Sherri Norton
Mixed 90+ Time Trial	Leslie Mittendorf Rick Lilleberg
Mixed 110+ Road Race	Gary DeVoss Adrienne Brian
Mixed 110+ Time Trial	Gary DeVoss Adrienne Brian

criterium Champions

Men

30-34	Nima Ebrahimnehad
35-39	Mark Scott
40-44	Evan Teske
45-49	Paul Curley
50-54	David LeDuc
55-59	James Miller
60-64	Charles Moll
65-69	Franz Hammer
70+	Antoon Huyghe

Women

30-34	Frances Elliot
35-39	Sherri Stedje
40-44	Catherine Bearce
45-49	Ann Marie Miller
50-54	Julie Kaplan

55-59
60+

Elaine Miller
Jeanette Thomas

MASTERS TRACK CYCLING NATIONAL CHAMPIONS Kenosha, WI

Masters Men

Sprint

30-34	Tony Johnson
35-39	Kenny Williams
40-44	Wilhelmus Zegers
45-49	Gilbert Hatton
50-54	Patrick Gellineau
55-59	Mark Rodamaker
60-64	Earl Henry
65+	Luigi Fabbri

1 Km TT

30-34	Stathy Touloumis
35-39	Kenny Williams
40-44	Wilhelmus Zegers
45-49	Jeffrey Fillerup

500 m TT

50-54	Bill Ziegler
55-59	Mark Rodamaker
60-64	Victor Copeland
65+	Luigi Fabbri

3 km TT

30-34	Curtis Gunn
35-39	Kenny Williams
40-44	Victor Williams
45-49	Glenn Bunselmeyer

2 km TT

50-54	Clive Dawson
55-59	Lawrence Bosch
60-64	Victor Copeland
65+	John Nieman

Points Race

30-34

Curtis Gunn

35-39

Kenny Williams

40-44

Curtis Tolson

45-49

Harold Lew

50-54

Clive Dawson

55-59

Mark Rodamaker

60-64

Victor Copeland

65+

Andy Werth

Team Pursuit

30+

John Simmons

David McCook

Gary Brown

Tom Fahey

Scott Porter

Tom Bain

Doug Regester

Roger Parenteau

Brian Abers

Kenny Williams

Chris Henderson

Mark Rodamaker

Jeffrey Fillerup

Wilhelmus Zegers

Curtis Tolson

Kenny Williams

Men Team Sprint

100-134

Men Team Sprint

135+

Madison 70+

Masters Women

Sprint

30-34

Elizabeth Reap

35-39

Laura Pasciznyk

40+

Annette Hanson

500M TT

30-34

Elizabeth Reap

35-39

Laura Pasicznyk

40-44

Annette Hanson

40-45

Anne Marie Love

50+

Dee Dee Scadron

2 km TT

30-34

Josephine Babin

35-39

Carla Koehler

40-44

Annette Hanson

45-49

Lisa Tonello

50+

Terry Ann Roach

Team Sprint

100+

Cecilia Altamirano

Jen Coler

Kelly Bartholomew

Points Race

30-34

Elizabeth Reap

35-39

Nancy Daigler

40+

Annette Hanson

Team Pursuit

Norrene Godfrey

Annette Hanson

Terry Roach

Carla Koehler

**2002 CYCLO-CROSS NATIONAL CHAMPIONS
Portland, OR****Elite**

Men

Jonathan Page

Women

Alison Dunlap

Under 23

Men

Anthony Jesse

Women

Alice Pennington

Collegiate

Men

Barry Wicks

Women

Megan Monroe

Junior

Men 10-12

Luciano Worl

Men 13-14

Alex Coelho

Men 15-16

Tejay Vangardenen

Men 17-18

Jamey Driscoll

Women 10-14

Stephanie White

Women 15-18

Larssyn Staley

Masters

Men 30-34	Richard Feldman
Men 35-39	James Coats
Men 40-44	Mark King
Men 45-49	Karl Kiester
Men 50-54	Dan Norton
Men 55+	Doug Squires
Women 30-34	Marianne Stover
Women 35-39	Lori Cox
Women 40-44	Maryann Martinez
Women 45+	Lisa Given

UCI World Cycling Records

Men

Flying Start

200 m	9.865	Curt Harnett (CAN), 9/28/95
Bogota, (COL), 500 m	25.850	Arnaud Doble (FRA), 10/10/01

Standing Start

1 km	58.875	Arnaud Tournant (FRA), 10/10/01
La Paz, (BOL), 4 km	4:11.114	Chris Boardman (GBR), 8/29/96
Manchester (GBR), 4km team	3:59.170	Germany (Fulst, Bartko, Becke, Lehmann) 9/19/00
Sydney (AUS) 1 hour	49.441 km	Chris Boardman (GBR), 10/29/00

Women

Flying Start

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

Standing Start

500 m 34.010
Bordeaux (FRA),
3 km 3:30.816
Sydney (AUS),
1 hour 46.065 km

Mexico City (MEX),

Felicia Ballanger (FRA),
8/29/98
Leontien Zijlaard (NED),
9/17/00
**Leontien Zijlaard-Van
Moorsel** (NED),
10/2/03

Junior Men

Flying Start

200 m 10.236
(URS), Moscow-Olympic Velo.,
500 m 26.969
(URS), Moscow-Olympic Velo.,

Standing Start

1 km 1:02.594
Mexico,
3 km 3:19.878
Melbourne (AUS),
4 km team 4:10.103

Melburne (AUS),

Viatcheslav Dolguinov
8/1/89
Alexandre Khromikhe
8/9/90

Theo Bos (NED),
8/10/01
Bradley McGee (AUS),
3/7/94
L.Kuss, T.Lyons,
M.Meaney, L. Roberts
(AUS),
12/30/95

Junior Women

Flying Start

200 m 11.291
Quito (ECU),
500 m 30.230
(URS), Moscow (URS),

Standing Start

500 m 35.550
Mexico,
2 km 2:25.279
Athens (GRE),

Ina Heinemann (GER),
7/26/94
Svetlana Potemkina
10/27/91

Valentina Alessio (ITA),
8/12/01
Hanka Kupfernagel (ALL),
9/14/92

USA Cycling Records Elite Men

Track Time Trial - Flying Start

200 m	10.062	Jeffrey LaBauve, Moscow, 6/1/02
500 m	26.496	Marty Nothstein, Blaine, MN, 8/12/98

Track Time Trial - Standing Start

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

Road Time Trials

Individual

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

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

Track Time Trial - Flying Start

200m	10.976	Tammy Thomas, Colo. Springs, CO 8/6/02
500 m	30.642	Rebecca Twigg, Colo. Springs, CO, 8/16/98

Track Time Trial - Standing Start

500 m	35.236	Tanya Lindenmuth, Colo. Springs, CO, 8/26/00
1 km	1:12.298	Janie Eickhoff, Trexlerstown, PA, 6/14/91
3 km	3:36.08	Rebecca Twigg, Bogota, Colombia 9/30/95

1 hour	44.028km	Carolyn Donnelly,
Colo. Springs, CO,		10/29/90

Road Time Trials

Individual

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

Tandem

40 km	52:00.55	Carolyn Donnelly, Paula
		Higgins,
Moriarty, NM		9/3/95

Elite Mixed Tandem

Road Time Trials

40 km	47:17.84	Kent Bostick, Carol Anne
		Bostick,
Moriarty, NM,		9/2/96

Junior Men

Track Time Trial - Flying Start

200 meters

14-	11.575	Andy Lakatosh,
Trexlerstown, PA,		8/12/99

16-	10.654	Andy Lakatosh,
Colo. Springs, CO		8/24/00

18-	10.499	William Clay,
Colo. Springs, CO,		7/91

Track Time Trial - Standing Start

500 meters

14-	35.419	Andy Lakatosh,
Indianapolis, IN,		6/30/99

16-	33.961	Andy Lakatosh,
Ft. Lauderdale, FL,		8/10/01

1 km

18-	1:05.446	Shawn Washburn,
Quito, Ecuador,		7/25/94

3 km

18-	3:26.73	Mariano Friedick,
Perth, Australia,		9/28/93

4 km Team Time Trial

18-	4:23.33	Mike Creed, Will Frischkorn, Devon Hoff- Weekes, Jon Retseck,
Athens, Greece,		8/5/99

Road Time Trials**10 km**

12-	14.22.30	Alex Coelho,
Moriarty, NM		9/1/02
14-	13:11.73	Chris Stockburger,
Moriarty, NM,		9/2/01

20 km

16-	25:08.48	Blake Caldwell,
Moriarty, NM,		9/4/00
18-	24:13.00	Heath Sandall,
Quito, Ecuador,		7/24/94

Junior Women**Track Time Trial - Flying Start****200 meters**

18-	11.47	Missy Thompson,
Colo. Springs, CO,		6/19/96

Track Time Trial - Standing Start**500 meters**

14-	38.58	Cindy Lakatos,
Colo. Springs, CO		7/4/02
16-	38.229	Ryan Kelly,
Redmond, WA		7/31/94
18-	37.280	Missy Thompson,
Colo. Springs, CO,		9/14/96

2 km

14-	2:51.67	Lauren Shirock,
Trexlerstown, PA		8/26/03

16-	2: 40.40	Sarah Hammer,
Carson, CA,		6/6/99
18-	2: 27.92	Jessica Grieco,
Colo. Springs, CO,		7/16/91
4 km Team Pursuit		
18-	5: 15.66	Katie Compton, Amber
		Holt, Ryan Kelly, Sara
		Willhoit,
		7/9/95

Houston, TX,

Road Time Trials

10 km

12-	16: 41.62	Jeanne Eriksson,
Moriarty, NM,		9/5/99
14-	19: 41.10	Megan Corn,
Moriarty, NM		9/1/02

20 km

16-	29: 48.61	Ryan Kelly,
St. Louis, MO,		7/7/94
18-	29: 41.97	Jessica Grieco,
Borrego Springs, CA,		8/10/90

Masters Men

Track Time Trial - Flying Start

200 m

30+	10.333	Stephen Alfred,
Colo. Springs, CO		8/6/02
35+	10.885	Tim Goodwin,
Colo. Springs, CO		8/6/02
40+	10.939	Don Langley,
Colo. Springs, CO	8/6/02	
45+	11.06	Nick Chenowith, Colo.
Springs, CO,	9/20/01	
50+	11.140	Butch Stinton, Colo.
Springs, CO,	8/6/02	
55+	11.435	Victor Copeland, Colo.
Springs, CO,	8/26/01	
60+	11.473	Victor Copeland, Colo.
Springs, CO,	8/6/02	

65+ 13.056 Bob Kaye, Manchester,
England 9/19/02

Track Time Trial - Standing Start

500 m

50+ 34.834 Roy Simonson, Colo.
Springs, CO 8/6/02

55+ 35.508 Stanley Gregg,
Manchester, England,
10/9/01

60+ 36.614 Jim Kloss,
Frisco, TX,
6/15/99

65+ 39.268 Jack Hartman,
Colo. Springs, CO
8/6/02

1 km

30+ 1:04.271 Jeff Solt,
Colo. Springs, CO,
7/13/93

35+ 1:05.063 Roy Simonson,
Colo. Springs, CO
8/24/00

40+ 1:05.063 Roy Simonson,
Colo. Springs, CO
8/24/00

45+ 1:07.85 Vic Copeland,
Colo. Springs, CO,
8/21/93

2km

50+ 2:25.852 Clive Dawson,
Colo. Springs, CO
8/8/02

55+ 2:26.075 Mike Williams,
Manchester, England,
9/25/98

60+ 2:27.257 Victor Copeland,
Colo. Springs, CO
8/8/02

65+ 2:34.229 Bob Kaye,
Manchester, England,
9/20/02

3 km

30+ 3:23.31 Chris Carlson,
Manchester, England,
8/26/95

35+ 3:24.60 Kent Bostick,
Colo. Springs, CO,
10/16/93

40+ 3:24.60 Kent Bostick,
Colo. Springs, CO,
10/16/93

45+ 3:21.06 Kent Bostick,
Manchester, GBR,
9/23/99

4 km team time trial

30+ 4:31.87

Kent Bostick, Dave Spangler, Carl Sundquist, Chris Carlson, 7/16/93

Colo. Springs, CO,

45+ 4:50.683

Glen Winkel, Vic Copeland, Butch Stinton, Clive Dawson, 8/10/02

Colo. Springs, CO

Road Time Trials

20 km

65+ 27:21.72

William Meyers, 9/2/02

Moriarty, NM

70+ 28:52.95

Herman Ponder, 9/3/00

Moriarty, NM,

75+ 30:53.45

Herman Ponder 8/31/03

Moriarty, NM

80+ 33:59.62

Gordy Shields, 4/10/98

Mission Bay, CA,

85+ 35:10.81

Gordon Shields, 8/31/03

Moriarty, NM,

40 km

30+ 47:35.37

John Frey, 9/2/90

Moriarty, NM,

35+ 47:48.69

Kent Bostick, 9/2/90

Moriarty, NM,

40+ 48:25.48

Kent Bostick, 9/1/96

Moriarty, NM,

45+ 49:57.98

Kent Bostick, 6/6/99

Dunlap, TN,

50+ 50:35.33

Scott Hennessy, 9/5/99

Moriarty, NM,

55+ 51:56.30

Scott Tucker, 8/31/97

Moriarty, NM

60+ 52:42.65

Scott Tucker, 9/5/99

Moriarty, NM

85+ 57:06.89

Jack Pardee 8/31/03

Moriarty, NM

40 km Tandem

70+	45:56.47	John Frey, Jim Warsa,
Moriarty, NM,		9/1/96
90+	47:52.48	Arnie Baker, Phillip
		Coates,
Moriarty, NM		9/1/02
110+	48:56.06	David Spangler, Vic
		Copeland,
Moriarty, NM,		8/31/97

Masters Women

Track Time Trial - Flying Start

200 m

30+	10.976	Tammy Thomas,
Colo. Springs, CO		8/6/02
35+	11.426	Jill Gianettoni,
Colo. Springs, CO,		8/12/96
40+	12.149	Annette Hanson,
Colo. Springs, CO		8/6/02
45+	12.466	Linelle Betts,
Colo. Springs, CO,		8/6/02
50+	12.995	Charlotte Miller,
Colo. Springs, CO		8/6/02

Track Time Trial - Standing Start

500 m

30+	35.400	Jill Gianettoni,
Colo. Springs, CO		8/12/96
35+	35.400	Jill Gianettoni,
Colo. Springs, CO		8/12/96
40+	38:339	Cynthia Goodman,
Frisco, TX,		6/15/99
45+	39:068	Terry Roach,
Colo. Springs, CO,		8/7/98
50+	40.202	Linda Miller,
Colo. Springs, CO		8/6/02

1 km

30+	1:13.287	Rebecca Twigg,
Indianapolis, IN		8/9/95
35+	1:14.278	Carol Ann Bostick,

Colo. Springs, CO,
40+ 1:17.935
Colo. Springs, CO,
45+ 1:18.435
Manchester, GBR,

2km

30+ 2:34.941
Colo. Springs, CO
35+ 2:34.941
Colo. Springs, CO
40+ 2:34.941
Colo. Springs, CO
45+ 2:36.441
Colo. Springs, CO
50+ 2:36.441
Colo. Springs, CO

4 km team time trial

30+ 5:18.81

San Diego, CA

Road Time Trials

20 km

55+ 30:57.07
St. Johann, Austria,
60+ 33:10.69
Moriarty, NM
65+ 33:10.69
Moriarty, NM
70+ 35:04.05
Moriarty, NM,
75+ 43:03.58
Moriarty, NM
80+ 44:24.88
Moriarty, NM

40 km

30+ 52:50.23
Dunlap, TN

7/13/93
Betsy King,
7/13/93
Terry Roach,
9/25/98

Annette Hanson,
8/9/02
Annette Hanson,
8/9/02
Annette Hanson,
8/9/02
Terry Ann Roach,
8/9/02
Terry Ann Roach,
8/9/02

Wendy Boglioli, Rebecca
Everling, Robin Nordberg,
Cristine Smith,
7/12/96

Elaine Miller,
8/27/03
Eleanor Hamre,
9/1/02
Eleanor Hamre,
9/1/02
Margaret Nolan,
9/6/98
Martha Hanson,
9/3/95
Martha Hanson,
9/3/00

Phyllis Hines,
6/11/95

35+	53:01.99	Vickie Marlatt, 8/31/97
Moriarty, NM, 40+	53:01.99	Vickie Marlatt, 8/31/97
Moriarty, NM, 45+	57:01.43	Julie Kaplan, 9/6/98
Moriarty, NM, 50+	59:01.12	Irene Asher, 9/3/95
Moriarty, NM, 40 km Tandem 70+	53:01.95	Carolyn Donnelly; Paula Higgins, 9/1/97
Moriarty, NM 90+	52:41.76	Elizabeth Benshin, Julie Kaplan, 9/1/02
Moriarty, NM		

Masters Mixed

40 km Tandem 70+	47:17.84	Kent Bostick, Carol Ann Bostick, 9/2/96
Moriarty, NM 90+	48:47.77	Carol Ann Bostick, David Spangler, 9/3/95
Moriarty, NM 110+	51:59.27	Elaine Miller, Jim Miller 9/4/01
Moriarty, NM 130+	57:42.37	Eleanor Hamre, Bradley Snyder 8/31/03
Moriarty, NM		

US Paralympic

For the most current version of US Paralympic National Records, please refer to www.usparalympics.org

Bylaws of the United States Cycling Federation

§1. Name, Purpose and Affiliations

1.1 The name of this organization is United States Cycling Federation (the Federation), and is an Association of USA Cycling and operates under USA Cycling regulations.

1.2 The emblem of the Federation shall be determined by the Executive Director. No person or organization may use the name or emblem of the Federation in advertising, soliciting goods or services, or promoting without the written consent of the Federation.

1.3 The purpose of the Federation is to conduct bicycle programs in all aspects of track, road, and cyclocross racing in consonance with the overall goals of USA Cycling.

1.4 The Federation is affiliated through USA Cycling to certain other national and international organizations.

1.5 *The CEO of USA Cycling is the Executive Director of the Federation mentioned throughout these bylaws and racing rules.*

§2. Government

The direction of affairs of the Federation shall be committed to a Board of Trustees, which shall explain, define, and interpret any provision of Federation regulations, subject to direction from the USA Cycling Board of Directors, and promulgate Racing Rules.

2.2 The Executive Director or a person designated by the Executive Director shall, with the advice of the Trustees, interpret the Racing Rules in periods between meetings of the Board of Trustees.

2.3 The term Federation regulations means these Bylaws, Racing Rules, Board of Trustees resolutions, and any other regulation established by the Federation which pertains only to this Association.

2.4 The Federation shall operate in accordance with written USA Cycling regulations, including its own Federation regulations, which, in case of conflict, shall have precedence over one another in the following order: these Bylaws, Racing Rules, and Board of Trustees resolutions. All meetings of the Federation, its Board of Trustees and Committees shall be governed by the current edition of Robert's Rules of Order Newly Revised in all cases in which it applies and in which it is not inconsistent with USA Cycling regulations.

2.5 The geographical structure of the Federation shall be based upon three sections: Central, East, and West. In years evenly divisible by four, sectional compositions shall be adjusted based on registration data at the end of the preceding year so as to have approximately equal numbers of licensees and be geographically coherent. The sections are given below.

2.5.1 Central Section.

Alabama, Arkansas, Colorado, Illinois, Iowa, Indiana, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, West Virginia, Wisconsin.

2.5.2 Eastern Section.

Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia.

2.5.3 Western Section.

Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming.

2.5.4 Throughout these Federation Regulations the term "state" shall be interpreted as referring to one of the above states other than California, Maryland, Nevada or one of the following, where the numbers in parentheses represent the first three digits of U.S. Postal Zip Codes:

California-Nevada/ North (893-898, 936-961)

§3. Elections

3.1 Election of Trustees. The Board of Trustees shall be composed of three classes of Trustees, as follows. The dates of nominations and elections shall be as specified in USA Cycling Bylaws.

3.1.1 Sectional Trustees.

3.1.1.1 Sectional Trustee candidates may be nominated by affiliated clubs, by petition of five members of the Federation, or by a nominating committee of the Board of Trustees.

3.1.1.2 One Trustee shall be elected from each Section each year and shall serve a three year term.

3.1.2 NCCA Representative Trustee. One person shall be elected as NCCA Representative Trustee by the NCCA Board of Governors in even-numbered years and shall serve a two year term.

3.1.3 Athlete Trustees. The Federation's Athlete Director shall also serve as an Athlete Trustee. In addition, one woman and one man, shall be elected as Athlete Trustees in years that are evenly divisible by four and shall serve a four year term. Candidates must be qualified to serve as Athlete Trustees under USA Cycling Bylaws. Only members who are Eligible Athletes by virtue of membership in this Federation may nominate candidates or vote in Athlete Trustee elections and electors may vote only for candidates of their own sex.

3.2 Sectional and Athlete Trustee Election Schedule.

3.2.1 Nomination notices shall be published no later than May 1 of each year. All nomination petitions and signed acceptances thereof must be sent to Federation headquarters no later than June 1.

3.2.2 No later than August 15, ballots and proxy forms shall be mailed by Federation headquarters to Federation members who were members on August 1. *Ballots, proxy forms, and candidate statements will also be posted on the USA Cycling website by August 15th.* Proxies must be sent to

the Ballot Clerk no later than September 15 in order to be exercised at the appropriate annual meeting of members.

3.2.3 Trustees shall take office at the first meeting of the Board following the USCF annual meeting.

§4. Board of Trustees

4.1 Officers.

4.1.1 The **Board of Trustees Chair** must be a Trustee and shall preside at all meetings of the Board of Trustees. In periods between meetings of the Board of Trustees, the Chair may interpret the Federation Bylaws with the advice of Trustees.

4.1.2 The Secretary of the Board of Trustees shall act as secretary at all meetings of the Board of Trustees. In the absence of the Secretary, the presiding officer may appoint any person to act as secretary of the meeting. The Secretary shall maintain the Federation Governance Policy and a register of active resolutions of the Board of Trustees and their expiration dates and shall provide current copies to Trustees and the Executive Director.

4.1.3 In the absence of the Chair, the Vice Chairs, in the order determined by the Board of Trustees, shall perform the duties of the Chair.

4.1.4 Officers elections shall be conducted at the first meeting of the Board of Trustees after Trustee elections in even-numbered years and officers shall normally serve two-year terms. The Chair, Secretary, and Vice Chairs must be different persons.

4.2 Resolutions of the Board of Trustees shall expire 24 months after adoption unless a different expiration date is specified by the Board of Trustees. Resolutions of committees appointed by the Board of Trustees shall expire at the next meeting of the Board of Trustees.

4.3 Federation Directors shall, to the best of their ability, represent the interests of the USCF Board of Trustees and members when participating in meetings of the USA Cycling Board of Directors.

§5. House of Delegates

5.1 Meetings of the House of Delegates shall be called at the same time and place as meetings of members, as specified in USA Cycling Bylaws and ballots mailings shall meet the same deadlines as for those meeting. As specified in USA Cycling Articles of Incorporations IV, Section 3, a quorum is 10% of the votes that could be cast at the meeting.

5.2 Club Representation. Clubs may affiliate with the Federation upon meeting obligations specified in Bylaw 7 and the Schedule of Fees.

5.2.1 Every affiliated club may appoint and file with the Executive Director the name of a delegate and one alternate to represent the club prior to each meeting of the House of Delegates. Representation by acceptable proxy of any member of the Federation may be made in writing to the Executive Director.

5.2.2 The voting strength of an affiliated club in any meeting of the House of Delegates shall be determined on the first day of the month that is at least 10 days before the prescribed mailing of ballots to clubs but otherwise as late as possible. Every club which has at least five eligible members on this date is entitled to one vote plus one vote for each additional 10 eligible licensees to a maximum of six votes. Within this bylaw, "eligible member" means an individual who is licensed by the Federation as belonging to the affiliated club.

§6. Amendments

6.1 Amendments to Federation Bylaws and other Federation regulations may be made either by the House of Delegates or by the Board of Trustees. All amendments to Federation Bylaws or Federation regulations must be approved by at least two-thirds of the total votes cast, abstentions not being counted, or by a quorum, whichever is greater, except that the Federation's Governance Policy may be amended on a majority vote.

6.2 Amendments proposed for consideration by the Board of Trustees must be submitted by Trustees.

6.3 Amendments proposed for consideration by the House of Delegates must be submitted either by a Trustee, by an affiliated club, or by petition of five Federation members, and must be sent in writing to the Federation office not later than June 15 of the year in which they are to be considered. The Board of Trustees may subsequently submit additional proposals.

6.4 No amendments to Federation regulations other than those on the agenda may be considered at the House of Delegates.

6.5 All amendments that are adopted by November 17 shall take effect on January 1 of the following year, except that amendments adopted as emergency measures with the approval of three-fourths of the voters may take effect whenever specified but not sooner than 30 days, subject to any requirement of notice to the Board of Directors established in USA Cycling Bylaws.

§7. Affiliated Clubs

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

7.2 Club Name. Clubs and teams are prohibited from using names, inscriptions, or publicity that may tend to confuse the distinction between them and National Teams of the Federation. Terms such as "National" and "USA" generally lead to such confusion. Only sponsored clubs may be named after a commercial organization.

7.3 Suspension. Any affiliated club that is in violation of the Federation regulations may be suspended by the Executive Director. Such suspensions may be appealed. Licensees of suspended clubs are considered to be "unattached" and are subject to unattached surcharges. Such

riders may change clubs without obtaining a release from the suspended club.

7.4 Sponsorship. Any affiliated club in good standing which has promoted a race open to members of other clubs in the current or previous calendar year shall be eligible for sponsorship.

7.5 Sponsored teams consisting of riders who are members of different clubs may be organized by an affiliated club to compete either in a single event or in events throughout the calendar year. The club of which each rider is a member must provide written approval before its members may participate and may, in exchange for the permission, receive a fee from the team sponsor to support development of club riders. All members of the sponsored team must compete in identical uniforms either of the organizing club or of a new sponsorship design.

§8. Rider Licensing

8.1 Eligibility. Annual rider licensing is open to applicants who will be at least 10 years old on December 31 of the current year. However, a rider who becomes a member of a UCI Men's Road or Track Trade Team must immediately give up his USCF license and is not eligible for a USCF license in the same year. Applicants must submit a completed registration form, proof of age, and the specified licensing fee. Each rider may receive a copy of the Racing Rules as specified in the schedule of fees.

8.1.1 Any person may be issued a USA Cycling *International* license on a calendar year basis. Such a license may be used in international competition and in all events that are held under USA Cycling regulations, subject to eligibility requirement of those Regulations.

8.1.2 Alternatively, applicants may be issued a Domestic USCF license, which is valid for *Federation events*.

8.1.3 Others may be issued one-day licenses and be permitted to enter races open to men's category 5 or (for women) women's category 4, but do not become members and may not enter championship

events. Riders younger than 10 may enter only Youth Races.

8.2 A Federation license is an identity document that is the property of the Federation and that indicates its holder has voluntarily agreed to abide by the regulations and decisions of the Federation. It permits the licensee to enter any event for which the licensee is qualified and for which a permit has been issued by the Federation.

8.2.1 A racing license indicates the affiliated club, if any, of which the rider is a racing member, the state in which the rider is a resident, the rider's age, sex, and the rider's road and track racing categories. A rider may be a racing member of only one club at any time.

8.2.2 *All annual domestic and international licenses expire on Dec. 31st for the year they are issued and the color must be the same as designated by the UCI for that year.*

Consequently, all licenses will expire on December 31st no matter what the date of issue. However, licenses purchased after a certain point in the season, as determined by the Executive Director, will expire on December 31st of the following year.

8.2.3 **Changes** to a racing license may be made only by an Administrator or the Executive Director. An address change to a different state may be made only by the Executive Director. Anyone making an unauthorized alteration of a license or causing such a change to be made shall be subject to suspension.

8.3 **Liability Release.** All persons applying for a Federation license may be required, as a condition of issuance of the license, to read, agree to, and sign an agreement and release of liability in a form approved by the Federation.

8.3.1 All persons who are under the age of 18 years, or who are minors under the laws of their home state at the time they apply for a Federation license, must also have their parent or guardian read, agree to, and sign an agreement and release of liability in a form approved by the Federation. A parent or guardian of a minor may revoke that minor's license by written notice to the Federation's central office, and such revocation shall become effective 30 days after receipt by the Federation of the written notice of revocation.

8.3.2 No license shall be valid unless signed by the applicant.

8.4 Each rider's racing class shall be determined by the rider's sex, racing age, and category.

8.5 Categories of Riders.

8.5.1 All riders shall be assigned to one of the following categories for road racing and for track racing: 5, 4, 3, 2 and 1 for men and 4, 3, 2, and 1 for women, with smaller numbers representing increasing rider proficiency and ability.

8.5.1.1 Rider categories may be assigned by any administrator based on a rider's experience and performance and are subject to a *hearing*. *Upgrading decisions will be based on the Categorization Guidelines found at the back of this book*. Category 5 for men or category 4 for women is assigned unless a higher category has been earned.

8.5.1.2 Categories indicate cycling abilities relative to riders of the same sex without regard to age.

8.5.2 Upgrading and Downgrading criteria for rider categorizing will be specified by Executive Director and communicated to the licensees.

8.5.3 Race organizers may organize races with arbitrary rider categories (e.g., A, B, C) to which riders voluntarily assign themselves. Such races may be considered for upgrading of a rider's Federation category based on experience but may not be used for upgrading by performance.

8.6 Membership in Clubs.

8.6.1 Club-rider Contracts. A club and rider may enter into written agreements describing the obligations of each to the other provided that such agreements do not conflict with Federation regulations.

§9. Officials, Coaches, and Mechanics

9.1 Coaches may be licensed upon completion of the training program established by the Executive Director.

9.2 Licensing and Appointment of Officials.

9.2.1 Officials are licensed and categorized according to the positions of responsibility to which they may be

appointed. Categories *C* through *A* represent increasing proficiency, with separate categories for *Federation disciplines*. *The Executive Director shall establish and make known to all licensees a set of policies and procedures for the licensing, appointment, and management of officials in accordance with these bylaws.*

9.2.2 Appointment of Officials.

9.2.2.1 The minimum recommended category for an appointment to a race event depends upon the highest race category in the event and the officiating position:

Race Category	Chief Referee	Chief Judge*	Other Officials
A	A	A	B
B	A	B	B
C	B	B	C
D	B	B	C
E	B	C	C

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

9.2.2.2 Whenever practicable, the assignment of duties shall be rotated between equally qualified officials. Officials from outside the vicinity of the event may be selected whenever the appointing authority deems it is in the interest of the *Federation*.

9.2.3 Maintaining Officials' Licenses.

9.2.3.1 Any licensed official, in order to remain in good standing as an official of the *Federation*, must pay any license fees.

9.2.3.2 For selection, nomination and evaluation of officials, the primary characteristics to be considered include but are not limited to an individual's abilities to apply *Federation* regulations impartially, decisively, and correctly, and to effectively and reliably manage cycling competitions in a manner that fosters respect for the sport of cycling.

9.2.4 International Race Officials.

9.2.4.1 Only Category *A* officials are eligible to apply for nomination by the *Federation* whenever seminars and examinations for training of National Commissaires are

offered. *Only National Commissaires are eligible to apply for nomination by the Federation to UCI International Commissaire courses.*

9.2.4.2 Appointments to international races are reserved, in order of priority, to UCI International Commissaires, National Commissaires, Category A officials, and Category B officials.

9.3 Mechanics may be licensed to the end of the calendar year upon certification and payment of the specified fee.

9.4 Liability Release. Any applicant for an official's, coach's, or mechanic's license from the Federation may be required, as a condition of issuance of such license, to read, agree to, and sign an agreement and release of liability in a form approved by the Federation.

§10. Discipline

10.1 All *Federation* members who participate in an event held under a Federation permit, in any Federation administrative hearing or other official function of the Federation are subject to disciplinary action for misconduct. This bylaw defines domestic suspension procedures, which are a limited form of the international suspension procedures specified in USA Cycling Policy IV. Either form of suspension or both may be applied in a given situation.

10.2 Offenses

The following offenses shall be subject to domestic suspension or lesser penalties:

- (a) Flagrant or persistent violation of any USA Cycling Regulations that seriously damages the good name of USA Cycling, any of its associations or the sport of bicycle racing;
- (b) Any member who acknowledges in writing any published rules of conduct for the use of a training, housing or racing site obtained by the Federation and who subsequently violates those rules;
- (c) Members who fail to make good on invalid checks presented as payment to USA Cycling or as an entry fee at an event that was issued a race permit by the Federation, or who

fail to promptly pay any fine or other financial obligation due USA Cycling.

10.3 Investigation

10.3.1 An Investigator authorized by the Executive Director shall attempt to hear all sides of a dispute and will personally assess the evidence before making a decision to suspend a member.

10.3.2 For misconduct in any given race event, the investigator may domestically suspend a member for up to 30 days, or under Bylaw 10.2, paragraph c, until the obligation is fulfilled.

10.3.3 A notice of suspension shall be communicated to the member in writing and shall state the acts that led to the imposition of domestic suspension and the rules that were violated. A copy of this notice shall be sent to the Executive Director.

10.3.4 If the member mails a request for a hearing to the investigator within 10 days from the date of notice to the member (date mailed), the suspension shall be stayed pending the decision of the Hearing Panel. If the member does not request a hearing within the prescribed period, even if the member does not receive the notice, suspension shall begin 11 days from the date of notice to the member unless the investigator specifies a later starting date in the notice.

10.3.5 If the domestic suspension is referred to a hearing panel, the hearing shall be heard in accordance with the procedures of USA Cycling Policy V.

USA Cycling Regulations

The **Articles of Incorporation, USA Cycling Bylaws, USCF Bylaws, NORBA Bylaws and USPRO Bylaws and NBL Bylaws** are available in their entirety from the offices of USA Cycling. Copies of corporate documents are available at a cost of \$20.00 per document. Please send all requests and appropriate fees in writing to:

USA Cycling, Inc.
One Olympic Plaza
Colorado Springs, CO 80909

Copies of all corporate documents are distributed to all USCF Administrators, USA Cycling Directors and Federation Trustees.

PARTIAL BYLAWS of
USA Cycling

Complete USA Cycling Bylaws are available from the offices of USA Cycling. See the beginning of this appendix for information on ordering corporate documents.

D. Associations and Members

Section 1.

The Associations of USA Cycling and their respective membership are:

Part 1. The United States Cycling Federation (USCF) which shall have three classes of members: (1) holders of annual USCF licenses, (2) members of the Board of Trustees of USCF, and (3) USCF eligible athletes.

Part 2. The National Off-Road Bicycle Association (NORBA) which shall have three classes of members: (1) holders of annual NORBA licenses, (2) members of the Board of Trustees of NORBA, and (3) NORBA eligible athletes.

Part 3. U.S. Professional Racing Association (USPRO) which shall have three classes of members: (1) holders of annual USPRO licenses, (2) members of the Board of Trustees of USPRO, and (3) USPRO eligible athletes.

Part 4. The National Bicycle League (NBL), which shall have four classes of voting members: (1) NBL sanctioned BMX local racing organizations, (2) one state commissioner from each state or geographic segment, (3) Members of the NBL Board of Trustees and non-Board members of the nominating committee of NBL who are not otherwise members and (4) NBL Eligible Athletes; and three classes of nonvoting members: (1) Contributing members, (2) General Members

and (3) Associate Members, all as such terms as defined in NBL Bylaws.

Section 2.

Each Association shall determine and set forth in their bylaws the voting rights of their respective members.

Section 3.

USA Cycling Membership Defined

Part 1. The voting membership of USA Cycling shall consist of those persons who are Directors. Each voting member shall have one vote on a given issue. Voting by proxy shall not be allowed.

Part 2. All members of an Association shall be nonvoting members of USA Cycling.

Section 4.

Life Member

Individuals who have contributed extensive and outstanding service to USA Cycling or any of its predecessor organizations may be awarded the honorary title of Life Member by a two-thirds vote of the Board of Directors, but no voting rights, Association membership or license is thereby established.

Section 5.

Openness and Equal Opportunity

Membership in USA Cycling and its Associations is open to all individuals who participate in the sport of bicycle racing as athletes, coaches, trainers, managers, administrators, or officials. Members shall have an equal opportunity to participate in bicycle racing without discrimination on the basis of race, color, religion, age, sex, sexual orientation, or national origin. Such participants may be required to obtain a USA Cycling license in order to participate and shall be subject to USA Cycling regulations, but may not be declared ineligible to participate without fair notice and an opportunity for a hearing.

Section 6.

Definition of Athletes for Purpose of Athlete Representation

USOC Bylaws Chapter XXXIII, Section 7(B) ("Ted Stevens Olympic Sports Act"):

Athlete representatives shall meet the following standards: At least one-half of the individuals serving as athlete representatives shall have competed in the NGB's events or disciplines that are on the sport's program in the Olympic or Pan Am Games. Up to one-half of the individuals serving as athlete representatives may have competed in an event or discipline not on the program of the Olympic or Pan American Games, provided that such event or discipline is recognized by the International Federation (IF) of the NGB or is regularly included in the international competition program of the IF, i.e. World Championship. At the time of election, all NGB athlete representatives shall have demonstrated their qualifications as athletes by having: (1) Within the ten (10) years preceding election, represented the United States in the Olympic or Pam American Games or an Operation Gold event, or a World Championship recognized by the NGB's IF for which a competitive selection process was administered by the NGB, or, in a team sport, an international championship recognized by the IF of the NGB; or (2) Within the twenty-four (24) months before election, demonstrated that they are actively engaged in amateur athletic competition by finishing in the top half of the NGB's national championships or team selection competition for the events in subparagraph (1) or (2) or in a team sport have been a member of the NGB's national team; or (3) Within the ten (10) years preceding election, represented the United States in the Paralympic Games, or an International Paralympic Committee-recognized World Championship in the events of the Paralympic Games program. Athlete representatives may not be drawn from events that categorize entrants in age-restricted classifications commonly known as "Juniors", "Masters", "Seniors", "Veterans" or other similarly designated age-restricted competition.

Policies

I. Helmets

Section 1. Helmets Mandatory.

Part 1. At all times when participating in or preparing for an event held under a USA Cycling permit, including club rides, motorcycle drivers and all motorcycle passengers shall wear a securely fastened helmet that meets the US DOT motorcycle helmet standard.

Part 2. At all times when participating in or preparing for an event held under a USA Cycling permit, including club rides, all licensees who are mounted on a bicycle shall wear a securely fastened helmet that meets either the US DOT helmet standards or one of the following standards:

- (1) American National Standards Institute (ANSI) Standard Z90.4;
- (2) Snell Memorial Foundation Standard "B" or "N" series;
- (3) American Society for Testing and Materials (ASTM) standard F-1447.
- (4) Canadian Standards Association (CSA) standard CAN/CSA-D113.2-M;
- (5) U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets;

Riders shall show documentary proof of this, such as a manufacturer's label, upon request by event officials. Beginning January 1, 2010, only the DOT and CPSC helmet standards will be recognized.

Section 2. Responsibility Warranties. And the use of such helmets is strongly recommended for all bicycle riders. It is the rider's responsibility to select and wear such a helmet that offers sufficient protection against head injury and does not restrict the rider's vision. USA Cycling makes no warranties or representations regarding the protective adequacy or fitness for competition of any helmets and a rider, by entering an event conducted under USA Cycling or any member organization rules, agrees not to sue and to hold

harmless USA Cycling from any and all claims arising from the use of any particular helmet.

Section 3. Additional Requirements. Associations may adopt additional, more stringent regulations regarding bicycle safety helmets, provided that such regulations may in no way supersede the requirements of this Policy.

II. Medical Control

Section 1. USA Cycling has adopted and participates in the United States Anti-Doping Agency (USADA) protocol for Olympic Movement testing (USADA protocol). The USADA protocol is incorporated herein by reference and shall prevail over any USA Cycling Regulation to the contrary. Their medical control regulations shall apply to USA Cycling, its Associations, and all members, licensees, participants in races granted permits by USA Cycling or Associations, and organizations affiliated with USA Cycling or Associations. For information on or a copy of the USADA protocol can be obtained from USADA at (800) 233-0393 or the USADA web site www.usantidoping.org.

Section 2. Prohibited Substances, Boosting, and Penalties

Part 1. Use of prohibited substances or procedures that is detected by USADA using their test procedures or by the UCI using their testing procedures and IOC approved laboratories shall result in the same penalties.

Part 2. Penalties for infractions of any section of these regulations shall be those set forth in the UCI Regulations from time to time and imposed by USA Cycling. Please refer to www.usantidoping.org or www.uci.ch or the current UCI Regulations.

Part 3. Prohibited Practices. No rider may use the substances listed in the current UCI list of prohibited substances. See Table 1 for a list of the more common prohibited substances. This list is not all inclusive and is subject to change at any time. For current substances contact USADA at (800) 233-0393.

Section 3. Testing Procedures

The testing protocol will be that of the United States Anti-Doping Agency (USADA).

Section 4. Tests Results and Evidence.

All testing and results will be the responsibility of the United States Anti-Doping Agency (USADA).

Section 5. Disposition

Any investigation, prosecution, and hearings shall be the responsibility of the United States Anti-Doping Agency (USADA). USA Cycling shall impose any sanction from the adjudication process when permitted under the USADA protocol and in accordance with the UCI approved sanctions.

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

III. Administrative Grievances

Section 1. Grievances by members relating to their rights and duties under the Constitution and Policies of USOC or relating to any administrative action by USA Cycling or its Associations, may be filed with the Executive Director in writing and stating the basis of the action that substantially prejudices the rights of the member. The Executive Director shall respond to the grievance in a prompt and equitable manner by appointing either an investigator or a three-person committee to investigate the grievance. The investigator or committee shall provide its written recommendations to the Executive Director as soon as practicable. The Executive Director shall take such action deemed appropriate under the circumstances of the case and USA Cycling regulations.

Section 2. For the purposes of this Policy, the meaning of the term member includes members of USA Cycling; persons

participating in a bicycle race held under an USA Cycling or Association permit; affiliated organizations; and race promoters and their employees, independent contractors, and volunteers.

IV. Member Discipline

Section 1. Scope. All members of USA Cycling and all persons who participate in any official function of USA Cycling are subject to disciplinary action as provided in this Policy. For the purposes of this Policy, the meaning of the term member is expanded to include members of USA Cycling; persons participating in a bicycle race held under a USA Cycling or Association permit; affiliated organizations; and race promoters and their employees, independent contractors, and volunteers.

Section 2. Violations. Any breach by a member of a provision of USA Cycling regulations or other conduct which substantially prejudices either the ability of USA Cycling to carry out its tasks or the sport of bicycle racing shall be subject to discipline as provided in this Policy, including loss of eligibility or other appropriate penalties.

Section 3. Financial Obligations. Members or other parties who present checks or payments to USA Cycling, an Association, a predecessor organization, or to organizers of events for which race permits have been issued, which checks or payments are dishonored by the banks upon which they are drawn, or who fail to pay any fine or other financial obligation due USA Cycling or an Association, shall be subject to appropriate discipline as provided in this Policy. Without limitation, this may include loss of eligibility to compete in USA Cycling or Association races or to do business with USA Cycling until the obligation is fulfilled, followed by an additional period of ineligibility.

Section 4. Due Process. Every member is entitled to due process in the administration of discipline.

Section 5. Complaints & Hearings. A complaint is a written and signed allegation that one or more parties have violated USA Cycling regulations. A complaint may be filed by

one or more parties who, collectively, are known as the complainant. The party or parties who are alleged in the complaint to have violated USA Cycling regulations are known collectively as the respondent.

Part 1. Investigation Procedure.

(a) A notice of the specific charges or alleged violations and the possible consequences if the charges are found to be true shall be given in writing by certified mail to the member's address as currently on file with USA Cycling or by personal delivery. In all written communications concerning the discipline policy the following applies: Once the notice/letter is deposited into the mail it is deemed delivered, whether or not the member accepts the notice.

(b) The respondent must answer the notice in writing within ten days to USA Cycling. If requested, an Investigator(s) authorized by the Executive Director shall attempt to hear all sides of a dispute and will personally assess the evidence before making a decision to suspend a member. The investigation shall be conducted informally and may be accomplished in any reasonable manner including telephonically.

(c) The Investigator(s) will determine if there is cause for disciplinary action. For misconduct in any given race event, the Investigator(s) may suspend for a period up to 30 days. The Executive Director may determine loss of eligibility for any period after receiving a recommendation from the Investigator(s) or, under Section 3 of this Policy, until the obligation is fulfilled.

(d) A written decision, based solely on the evidence of record, must be forwarded by certified mail or personal delivery to the respondent. If disciplinary action is imposed, an explanation of the proper hearing procedure must be included with the notice of decision. The respondent has ten days in which to request a hearing.

Part 2. Waiver of Hearing. The member may waive his right to a hearing. The member shall be deemed to have waived the right to a hearing if they do not answer the notice of charges. If the hearing is waived, the penalty is effective immediately.

Section 6. Observance. All components and Associations of USA Cycling shall follow these procedures and honor any suspensions or loss of eligibility imposed by USA Cycling.

Section 7. Suspensions by Other Organizations. USA Cycling and its Associations shall honor the suspensions or other disciplinary actions imposed by the USOC or UCI and their affiliates, provided that due process was followed in imposing the discipline.

V. Hearing

Section 1.

Part 1. Initiating a Hearing. To initiate a hearing, a member must prepare a notice of hearing. Hearings shall be summarily rejected if they fail to meet any of the requirements specified in this Part 1, **but may be resubmitted in proper form if still within the deadline.**

All requests for a hearing must:

(a) Be personally delivered or submitted to the Technical Director or the Hearing Panel Chair at a Protected Event (See Section 2, Part 2 below) or given to USA Cycling headquarters, marked to the attention of "Hearings," within ten days of the date that notice of the Investigation decision was given to the member;

(b) Be in writing and signed by the respondent

(c) A deposit of \$100 must accompany all hearing requests

(d) Identify the decision in question

(e) State what rules are being incorrectly interpreted or applied; and

(f) State how the respondent may be contacted and whether written or verbal notice of the hearing is desired.

Part 2. Hearing. The following decisions may be entitled to a hearing: the suspension of an affiliated club or other organization; the refusal of an event permit, except a bid for a National Championships; or a member's suspension, loss of eligibility, or denial of competition in a Protected Event, as that term is defined in Section 2, Part 2 of this Policy.

- (a) If the respondent files a request within the designated time, all parties must be notified as soon as possible by certified mail or personal delivery of the hearing.
- (b) The burden of proof shall be upon the respondent to establish that the Investigation abused its discretion in reaching the decision.
- (c) All parties shall have the right at their own expense to be assisted in the preparation of their case at the hearing, including the assistance of legal counsel, if desired.
- (d) All parties shall have the right to call witnesses and present oral or written evidence and argument.
- (e) All parties shall have the right to confront and cross-examine adverse witnesses.
- (f) All parties shall have the right to have a record made of the hearing, at their own expense.
- (g) The panel may consult with expert individuals or groups in reaching a decision but may not delegate the decision.
- (h) The panel shall render a decision by a majority vote.
- (i) The panel shall interpret the rules of USA Cycling or those of UCI or its subsidiaries and shall decide whether such rules have been correctly interpreted and applied and whether the penalties assessed are in accordance with those rules.
- (j) The panel may affirm, nullify, or reduce any penalty imposed based upon the evidence presented at the hearing. If appropriate, the panel shall specify the starting date of the suspension or loss of eligibility.
- (k) The decision of the hearing panel is final and binding on the member and USA Cycling.
- (l) The panel chair shall provide a written statement of their decision to the respondent and the Executive Director.

Part 3. Limitations. Decisions by race officials or commissaires concerning the conduct of a race, including disqualification for breaches of racing rules, are not entitled to a hearing. However, decisions of race officials or commissaires at Protected Events may be entitled to a hearing if it affects a rider's eligibility for a subsequent event.

Section 2. Hearing Panel.

Part 1. Panel. The Executive Director shall appoint hearing panel chairs as needed. The panel chair shall be a Category A

or National official. For each hearing panel, the appointed chair shall select and appoint at least two (2) other persons to serve on the panel. No administrator or staff employee of USA Cycling or its Associations shall serve on an hearing panel. An athlete representative shall monitor the panel's activity during the hearing to ensure the athlete's rights are protected.

Part 2. Protected Events. A **Protected Event** is any of the following: National Championships, Olympic Trials, Pan Am Trials, World Championship selection events, and any event, which would be "Protected Competition" under Articles I and IX of the USOC Constitution. The Executive Director shall have an hearing panel present at the site of each Protected Event to rule as soon as practicable on any hearings arising from that event.

Section 3. USOC Complaints and Arbitration.

Part 1. USOC Complaints. Any member of USA Cycling or any organization affiliated with USA Cycling or any of its Associations may file a written complaint with the USOC concerning compliance by USA Cycling with requirements set forth in Chapter VIII, Article VIII, Section 1 of the USOC Constitution.

Part 2. Arbitration. USA Cycling agrees to submit to binding arbitration conducted in accordance with the commercial rules of the American Arbitration Association any decision reached under USA Cycling regulations prejudicially affecting the opportunity of any athlete, coach, trainer, manager, administrator, or official to participate in Protected Events, providing the procedures in Chapter IX, Sections 1-3 of the USOC Constitution have been followed.

VI. Records

Section 1. Qualifications

Part 1. USA Cycling national records shall be recognized for United States citizens in events that are recognized for world records by the International Cycling Union provided that the event was issued a permit by USA Cycling or another national governing body affiliated with the International Cycling Union.

Current standing start time trial records recognized by the UCI are as follows:

Men: 1 km, 4 km, 4 km team, hour;

Women: 500 m, 3 km, hour;

Junior Men: 1 km, 3 km, 4 km team

Junior Women: 500 m, 2 km.

Part 2. All claims for records must be based on events that were conducted in accordance with the rules of the body that issued the race permit. A record claim must be submitted on the official form supplied by USA Cycling and must be signed by the chief official and at least one other official who witnessed the event.

Part 3. If more than one record of a given type is claimed in some 24 hour period, only the fastest one in that period will be recognized.

Section 2. Course Measurement and Timing for records set under a USA Cycling race permit must meet the following standards.

Part 1. Claims for records shall be accompanied by a statement from a registered surveyor or registered engineer certifying the distance to be correct within one part in 10,000 and the certification must specifically state that the measurement was carried out in accordance with these measurement rules. For records over a particular distance, certification must be done before the event.

Part 2. On **road courses**, the measurement of distance shall be along the shortest safe possible path for the riders to take. Around curves the measurement shall be made 40 centimeters from the inside curb or center line.

Part 3. On **tracks**, distances shall be measured at the inside edge of the measurement line.

Part 4. All original **timing data** shall be preserved and submitted with the record application.

Part 5. In **multi-lap events**, each timer shall submit time readings for each lap to verify the lap count and overall time.

Part 6. Record times shall be based on automatic electronic timing and there must be at least two independent timings. When one automatic and one or more manual times are

available, the automatic time shall be used provided that they are consistent.

Part 7. Timings in **pursuit events** may be treated as time trials provided that the rider or team did not approach an opponent within 25 meters at any time during the event.

Section 3. Medical Control. For records set under a USA Cycling race permit, the rider(s) involved must be tested in accordance with Policy II.

UCI Equipment Regulations

In international permitted races, bicycles must meet the specifications in the current edition of "UCI Cycling Regulations" Chapter III, Equipment, Section 2, Bicycles 1.3.001 - 1.3.025 as follows. These regulations do not apply to USCF domestic races until January 1, 2007, except as may be specified by the Executive Director for specific events.

CHAPTER III EQUIPMENT

SECTION 1: GENERAL PROVISIONS

§1 Principles

1.3.001 Each license-holder shall ensure that his equipment (bicycle with accessories and other devices fitted, headgear, apparel, etc.) does not, by virtue of its quality, materials or design, constitute any danger to himself or to others.

§2 Technical innovations

1.3.004 No technical innovation regarding anything used, worn, or carried by any rider or other license holder during a race (bicycles, equipment mounted on them, accessories, helmets, clothing, means of communication, etc.) may be used until approved by the UCI Executive Committee. Requests for approval shall be submitted to the UCI before 30 June of any year, accompanied by all necessary documentation. If accepted, the innovation will be permitted only as from 1 January of the following year.

Acceptance shall refer solely to the fact that the innovation will be acceptable from a sporting point of view.

1.3.005 If at the start of a race or stage, the Commissaires Panel considers that a rider arrives with a technical innovation not yet accepted by the UCI, it shall refuse to permit the rider to start the race with such an innovation.

In the event of usage during a race the rider is automatically eliminated or disqualified. There shall be no right to appeal against the decision of the Commissaires Panel.

If this technical innovation is not noticed or sanctioned by the Commissaires Panel, the UCI Disciplinary Commission shall order the disqualification.

The UCI shall refer to this Commission, either automatically or at the request of all interested. The Disciplinary Commission will only apply sanctions after having received the opinion of the Equipment Commission.

Outside races, the UCI shall decide whether some item is a technical innovation and whether the procedure provided for in article 1.3.004 is to be followed.

SECTION 2 BICYCLES

Preamble

Bicycles shall comply with the spirit and principle of cycling as a sport. The spirit suggests that cyclists compete in competitions on an equal footing. The principle asserts the primacy of man over machine.

§1 Principles

Definition

1.3.006 The bicycle is a vehicle with two wheels of equal diameter. The front wheel shall be steerable; the rear wheel shall be driven through a system comprising pedals and a chain.

Position

1.3.008 The rider shall assume a sitting position on his bicycle. This position requires that he be supported solely by the pedals, the saddle and the handlebar.

Steering

1.3.009 The bicycle should have a handlebar which allows it to be ridden and maneuvered in any circumstances and with complete safety.

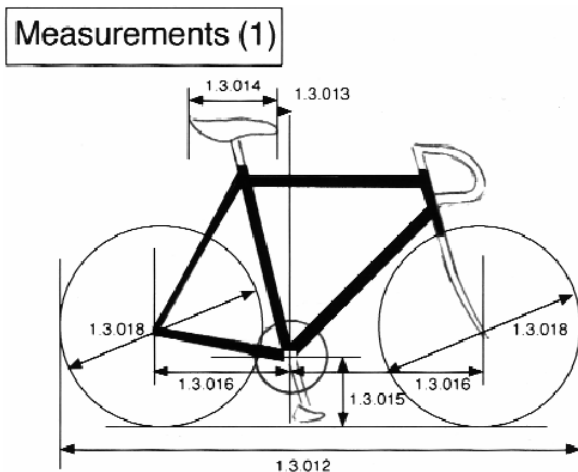
Propulsion

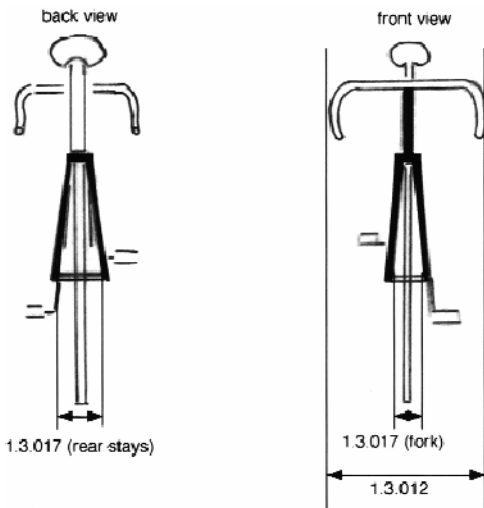
1.3.010 The bicycle shall be propelled solely, through a lower bracket, by the legs moving in a circular movement.

§2 Technical specifications

1.3.011 Except where stated to the contrary, the following technical specifications shall apply to bicycles used in Road, Track and Cyclo-Cross racing.

a) Measurements (see diagram "Measurements (1)")





1.3.012 A bicycle shall not measure more than 185 cm in length and 50 cm in width overall. A tandem shall not measure more than 270 cm in length and 50 cm in width overall.

1.3.013 The peak of the saddle shall be a minimum of 5 cm to the rear of a vertical plane passing through the bottom bracket spindle.¹⁾ This restriction shall not be applied to the bicycle ridden by a rider in a track sprint event, keirin, 500 meter or 1 kilometer time trials; however, in no circumstances shall the peak of the saddle extend in front of a vertical line passing through the bottom bracket spindle.

¹ *The distances mentioned in the footnote¹⁾ to articles 1.3.013 and 1.3.016 may be reduced where that is necessary for morphological reasons. By morphological reasons should be understood everything to do with the size and limb-length of the rider. Any rider who, for these reasons considers that he needs to use a bicycle of lesser dimensions than those given*

shall inform the Commissaires Panel to that effect when presenting his license. In that case, the Panel may conduct the following test: Using a plumb-line, they shall check to see whether, when pedaling, the point of the rider's knee when at its foremost position passes beyond a vertical line passing through the pedal spindle (see diagram "Measurements (2)").

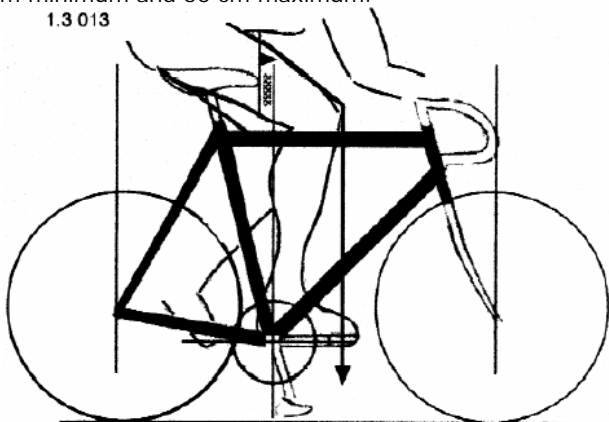
1.3.014 The saddle support shall be horizontal. The length of the saddle shall be 24 cm minimum and 30 cm maximum.

1.3.015 The distance between the bottom bracket spindle and the ground shall be between 24 cm minimum and 30 cm maximum.

1.3.016 The distance between the vertical passing through the lower bracket spindle and the front wheel spindle shall be between 54 cm minimum and 65 cm maximum.¹⁾

The distance between the vertical passing through the bottom bracket spindle and the rear wheel spindle shall be between 35 cm minimum and 50 cm maximum.

1.3.013



1.3.017 The distance between the front fork ends shall not exceed 10.5 cm and that of the rear stays shall not exceed 13.5 cm.

1.3.018 Wheels of the bicycle may vary in diameter between 70 cm maximum and 55 cm minimum, including the tire. For

the cyclo-cross bicycle the width of the tire shall not exceed 35 mm and it may not incorporate any form of spike or stud.

For massed start road races and cyclo-cross events only wheel designs granted prior approval by the UCI may be used. Wheels will have a minimum of 12 spokes; spokes can be round, flattened, or oval, as far as no dimension of their sections exceeds 10 mm. In order to be granted approval, wheels must have passed a rupture test as prescribed by the UCI in a laboratory approved by the UCI. The test results must show that the rupture characteristics obtained are compatible with those resulting from an impact sustained during normal use of the wheel.

[...] [S]tandard (traditional) wheels are exempted from the rupture test referred to above. A traditional wheel is deemed to be a wheel with at least 16 metal spokes; the spokes may be round, flat or oval, provided that no dimension of their cross section exceeds 2.4 mm; the section of the rim must not exceed 2.5 cm on each side. [...]

b) Weight

1.3.019 The weight of the bicycle cannot be less than 6.8 kilograms.

c) Configuration

1.3.020 For road races other than time trial or cyclo-cross events, the frame of the bicycle shall be of a traditional pattern, i.e. built around a main triangle. It shall be constructed of straight or tapered tubular elements (which may be round, oval, flattened, teardrop shaped or otherwise in cross-section) such that the form of each element encloses a straight line. The elements of the frame shall be laid out such that the joining points shall follow the following pattern: the top tube (1) connects the top of the head tube (2) to the top of the seat tube (4); the seat tube (from which the seat post shall extend) shall connect to the bottom bracket shell; the down tube (3) shall connect the bottom bracket shell to the bottom of the head tube. The rear triangles shall be formed by the chain stays (6), the seat stays (5) and the seat tube (4) with the seat stays anchored to the seat tube at

points falling within the limits laid down for the slope of the top tube.

The maximum height of the elements shall be 8 cm and the minimum width 2.5 cm. The minimum width shall be reduced to 1 cm for the chain stays (6) and the seat stays (5). The minimum thickness of the elements of the front fork shall be 1 cm; these may be straight or curved (7). (See diagram "Shape (1)").

The top tube may slope, provided that this element fits within a horizontal template defined by a maximum height of 16 cm and a minimum thickness of 2.5 cm.

1.3.021 For individual time trials and for track races, the elements of the bicycle frame may be tubular or solid, assembled or cast in a single piece in any form (including arches, cradles, beams or any other). These elements, including the bottom bracket shell, shall fit within a template of the "triangular form" defined in article 1.3.020. (See diagram "Shape (2)").

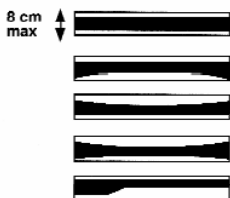
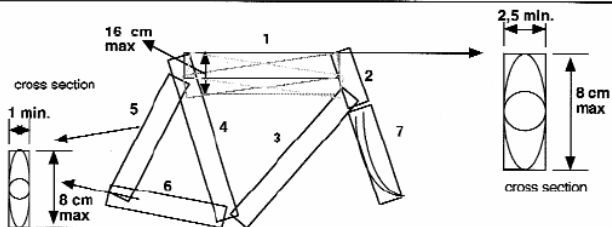
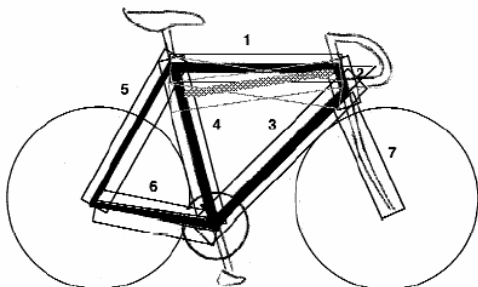
d) Structure

1.3.022 In races other than those covered by article 1.3.023, only the traditional type of handlebars (see diagram "Structure (1)") may be used. The point of support for the hands must be positioned in an area defined as follows: above, by the horizontal plane of the point of support of the saddle (A); below, by the horizontal line passing through the highest point of the two wheels (these being of equal diameter) (C); at the rear by the axis of the steerer tube (D) and at the front by a vertical line passing through the front wheel spindle with a 5 cm tolerance (see diagram "Structure (1A)"). The distance referred to in point (A) is not applicable to the bicycle of a rider who takes part in a sprint, keirin or team sprint race, but must not exceed 10 cm in relation to the vertical line passing through the front wheel spindle.

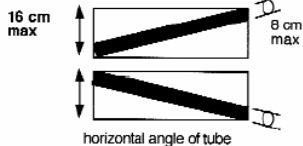
The brake controls attached to the handlebars shall consist of two supports with levers. It must be possible to operate the brakes by pulling on the levers with the hands on the lever supports. Any extension to or reconfiguration of the supports to enable an alternative use is prohibited. A combined system of brake and gear controls is authorized.

1.3.023 For time trials and for the individual and team pursuits, kilometer and 500 m time trials, an extension may be added to the steering system. The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar may not exceed 75 cm, with the other limits set in article 1.3.022 (B,C,D) remaining unchanged. A support for the elbows or forearms is permitted (see diagram "Structure (1B)").

Shape (1)

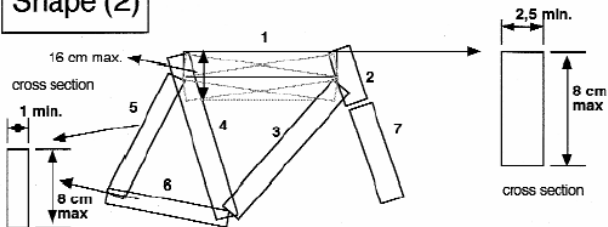


straight or stretched tubular elements

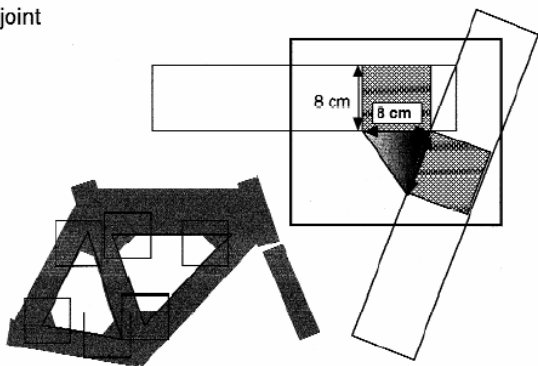


the line of each element shall always be straight

Shape (2)

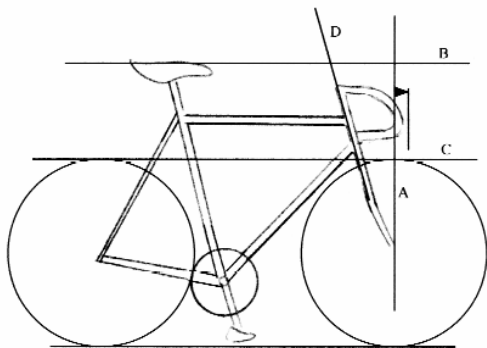


joint



The joint between frame section must fall within the highlighted triangle whose two sides have the same measurement as the height of the section, i.e. 8 cm.

Structure (1a)

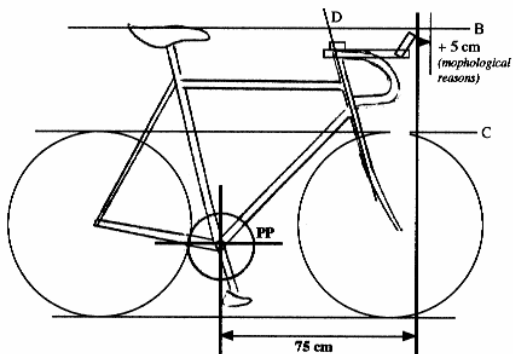


group road race

For road time trials, controls or levers fixed to the handlebar extension may extend beyond the 75 cm limit as long as they do not constitute a change of use, particularly that of providing an alternative hand position beyond the 75 cm mark.

For the track and road events covered by the first paragraph, the distance of 75 cm may be increased to 80 cm to the extent that this is required for morphological reasons; "morphological reasons" should be taken as meaning anything regarding the size or length of the rider's body parts. A rider who, for this reason, considers that he needs to make use of a distance between 75 and 80 cm must inform the Commissaires' Panel at the moment that he presents his license. In such cases the Commissaires' Panel may carry out the following test: ensuring that the angle between the forearm and upper arm does not exceed 120° when the rider is in a racing position.

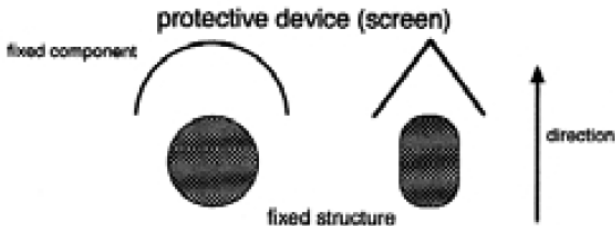
Structure (1b)



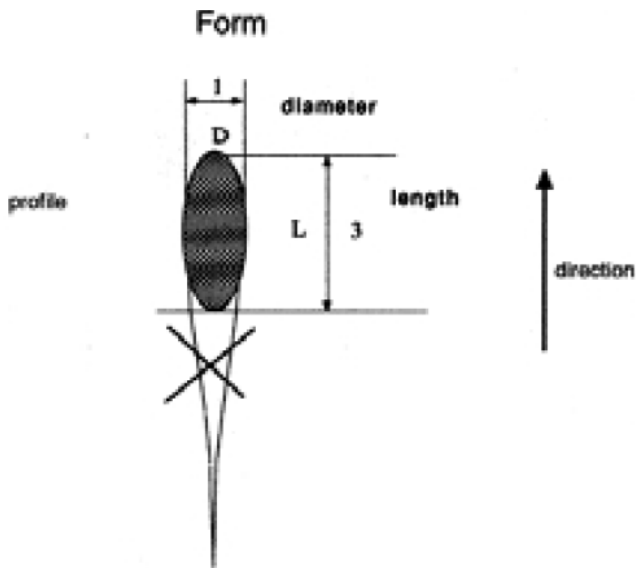
road time trials (individual and team) and track races (individual and team pursuit, kilometre, 500 metres and record attempts).

1.3.024 Any device, added or blended into the structure, that is destined to decrease, or which has the effect of decreasing, resistance to air penetration or artificially to accelerate propulsion, such as a protective screen, fuselage form of fairing or the like, shall be prohibited.

Structure (2)

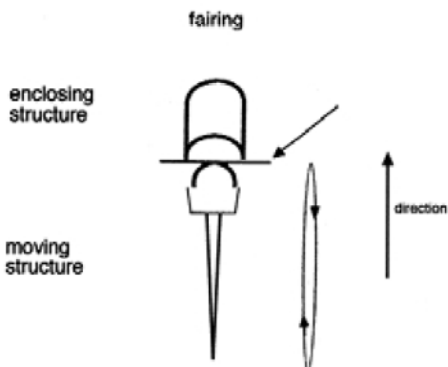


A protective screen shall be defined as a fixed component that serves as a windscreen or windbreak designed to protect another fixed element of the bicycle in order to reduce its wind resistance.

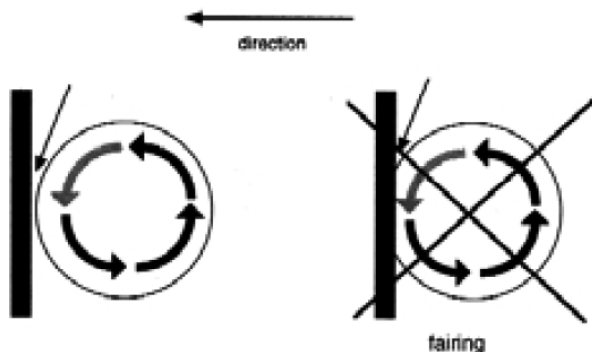


A fuselage form shall be defined as an extension or streamlining of a section. This shall be tolerated as long as the ratio between the length L and diameter D does not exceed 3.

Structure (3)



[Practical way of confirming the existence of fairing on a moving part such as a wheel: it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part]



A fairing shall be defined as the use or adaptation of a component of the bicycle in such a fashion that it encloses a moving part of the bicycle such as the wheels or the chainset. Therefore, it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part.

1.3.025 Freewheels, multiple gears and brakes are not permitted for use on the track during competition or training.

Chaingear Ratios

2.2.024 For Junior Men and Junior Women, the authorized maximum chaingear ratio is 7.93 meters [for road races].

Gear Development Charts

The charts below give development (distance covered in one revolution of the cranks) for various combinations of chain ring and rear sprocket, assuming 26.5 inch wheels. Note that other wheel sizes are widely used. For example, 27 inch wheels have a development about 2% larger than the figures listed below. The formula for development is:

$$(\text{wheel diameter}) \times \pi \times (\text{chain ring teeth}) / (\text{sprocket teeth})$$

where π is about 3.14.

These charts are provided only for general guidance in selecting gears. Do not depend on calculations or charts to determine whether a particular bicycle satisfies gear restrictions—use the roll-out test (distance traveled by the bicycle in one revolution of the crank with the tires inflated to racing pressure).

Gear Development (meters) chain ring teeth

	44	45	46	47	48	49	50	51	52	53	54	55
12	7.75	7.93	8.11	8.28	8.46	8.63	8.81	8.99	9.16	9.34	9.52	9.69
13	7.16	7.32	7.48	7.65	7.81	7.97	8.13	8.30	8.46	8.62	8.78	8.95
14	6.65	6.80	6.95	7.10	7.25	7.40	7.55	7.70	7.85	8.01	8.16	8.31

Gear Development (feet, inches) chain ring teeth

	44	45	46	47	48	49	50	51	52	53	54	55
12	25'5"	26'0"	26'7"	27'2"	27'9"	28'4"	28'11"	29'6"	30'1"	30'8"	31'3"	31'10"
13	23'6"	24'0"	24'7"	25'1"	25'7"	26'2"	26'8"	27'3"	27'9"	28'3"	28'10"	29'4"
14	21'10"	22'4"	22'10"	23'3"	23'9"	24'3"	24'9"	25'3"	25'9"	26'3"	26'9"	27'3"
15	20'4"	20'10"	21'3"	21'9"	22'2"	22'8"	23'2"	23'7"	24'1"	24'6"	25'0"	25'5"

2004 Categorization Guidelines (Upgrades)

The Executive Director, per Bylaw 8.5.2, handles all upgrades.

General Information:

As of 2004, all rider upgrades are handled electronically. When you are online with the USAC website, from your account you can request an upgrade. The request will be sent to the person responsible for your area and/or category. You will need to follow the instructions online and provide the information about your race experience and placings. If the administrator approves the upgrade, your account will be changed so that when you request a new license, the category will be changed. If you have no access to a computer, follow the instructions below:

- 1) All road upgrades to Category 1 must be forwarded to the USA Cycling office in Colorado Springs, attn: "Category 1 Upgrades"
- 2) All other road upgrade requests for riders residing in states that have an official USA Cycling Local Association must be forwarded to the Upgrade Coordinator for your Local Association. If your state does not have an official USA Cycling Local Association, please forward your upgrade requests (up to Cat 2) to your established Regional Coordinator. Please refer to www.usacycling.org for a list of the states managed by Local Associations and those managed by Regional Coordinators.
- 3) All track upgrades must be sent to the ATRA Velodrome Manager as listed in this rulebook.
- 4) An upgrade request consists of the following: **(a)** a letter requesting an upgrade, which includes a resume of your racing experience or a record of the previous 12 months' placings and **(b)** a stamped, self-addressed envelope.

USCF License: Your current category will be printed on the license. If an upgrade is approved, an upgrade sticker will be returned to you. Upgrades to category 1 require license reissue (\$15 fee). Downgrades to 5 are not allowed.

Requirements and Notes by Category:

- 5-4: Experience in 10 mass start races.
- 4-3: Need 20 points in any 12-month period; or experience in 25 qualifying races with a minimum of 10 top ten finishes. 30 points in 12 months is an automatic upgrade
- 3 - 2: Need 25 points in any 12-month period
60 points in 12 months is an automatic upgrade
- 2 - 1: Need 30 points in any 12-month period
60 points in 12 months is an automatic upgrade

Qualifying Road Races for each category

Category	Class	RR	Crit	Field	Experience
5 - 4	Men	15 mi	10 mi	10	10 races
4 - 3	Men	25 mi	20 mi	30	25 races
	Women	25 mi	15 mi	10	25 races
	Junior	25 mi	15 mi	10	25 races
3 - 2	Men	50 mi	20 mi	50	
	Women	40 mi	15 mi	20	
2 - 1	Men	80 mi	35 mi	60	
	Women	50 mi	20 mi	30	

Points awarded for road placings

Cat.	Race Type	Points	Places
4 - 3	RR or Crit	7-5-4-3-2-1	1 st -6 th
3 - 2	SR/GC	20-17-15-13-11-10-9-8-7-6-5-4-3-2-1	1 st -15 th
	RR/SR	10-8-6-5-4-3-2-1	1 st -8 th
	RR	10-7-5-3-2-1	1 st -6 th
	Crit	7-5-4-3-2-1	1 st -6 th
2 - 1	SR/GC	20-17-15-13-11-10-9-8-7-6-5-4-3-2-1	1 st -15 th
	RR/SR	10-8-6-5-4-3-2-1	1 st -8 th
	RR	10-7-5-3-2-1	1 st -6 th
	Crit	7-5-4-3-2-1	1 st -6 th

Track Categorization

Track upgrades are based on the criteria of ATRA (American Track Racing Association).

1. Riders finishing in the top five in an event at a National Championships, national qualifier, AVC Track Series event, or a Cat A or B track race will receive 5,4,3,2,1 points.
2. Riders finishing in the top five in the omnium at a Cat C, D or E race will receive 5,4,3,2,1 points.
3. Events with field sizes smaller than 10 riders do not qualify for upgrade points to Cat 2 or 3.
4. Events with field sizes smaller than 20 riders do not qualify for upgrade points to Cat 1.

5 - 4 Complete Velodrome Safety Course

4 - 3 5 race days & 20 points

3 - 2 5 race days & 20 points

2 - 1 5 race days & 30 points

Guideline for categorization of NORBA riders competing in a USCF cyclo-cross race:

USCF	NORBA
5 / 4	Beginner / Sport
3	Expert
2	Expert or Semi-Pro
1	Semi-Pro
Pro	Pro

Requirements of USCF Riders Competing Outside the United States

USCF licensed riders must obtain permission from the USA Cycling to compete outside of the United States. Permission to compete is provided only for visits to federations that are affiliated with the UCI.

Each federation is allowed to set its own requirements for allowing foreign riders to compete. It is the rider's responsibility to meet these requirements when applying for permission. 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) Applicant must be a USCF licensed rider with a valid International license. If the rider does not have a valid USCF International license, the rider must complete and submit an international license application with the appropriate fee. This form is available from the USA Cycling Membership office, and is available via online application.

(c) Foreign Permission Letter.

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.

(1) Each request must show your name, license number, country(s) you wish to compete in, arrival dates and length of stay.

(2) Please allow at least one week to process and issue letters from the date of receipt in the USA Cycling office. Allow for sufficient delivery time to overseas addresses. Applicant is responsible for all "express" mail and fax fees.

USA Cycling Member Services will process the request in the following manner:

(a) A license validation check will be conducted from the USA Cycling computer files.

(b) Permission from the Executive Director will be requested.

(c) Upon license validation check and Executive Director's permission, a letter will be sent to the foreign federation(s) giving permission for you to compete overseas, and copies sent to you. You may have two letters free of charge annually. Additional letters are **\$10** each.

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

- 1) Your Name (as it appears on your passport)
- 2) UCI code and country of origin

- 3) USCF Club and or Team, if you belong to one
- 4) USCF Road and Track categories
- 5) Your UCI category (Junior, Under 23, Elite, Master)

USA Cycling Staff

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Vice President of Athletics	Steve Johnson
Vice President of Membership	Theresa Delp
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National Events Manager	Matt Murphy
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USA Cycling State Membership Coordinators

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

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

Susan Diller – 719/866-4942, sdiller@usacycling.org

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

MIDWEST AND SOUTHEAST – WI, MI, IL, IN, OH, KY, TN, NC, SC, GA, AL, MS, FL, LA

Cristal Seahorn – 719/866-3651, cseahorn@usacycling.org

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

CENTRAL AND NORTHWEST – WA, OR, ID, MT, WY, ND, SD, NE, KS, MN, IA, MO, AR, OK, TX

Tinker Simmons—719/866-4352, tsimmons@usacycling.org

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

WEST – CA, NV, AZ, UT, CO, NM, HI, AK

Linda Buffetti – 719/866-3295, lbuffetti@usacycling.org

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

USCF Regional Coordinators

These are your field representatives. Along with the local associations, they are the best source of information and customer support.

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

Judy Miller, (610) 866-4051, moto2@ptd.net, 1605 Cardinal Drive; Bethlehem, PA 18015

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

Mike Hanley, (317) 823 5809, mhanley@usacycling.org, 8263 Carloway Road, Indianapolis, IN 46236

CENTRAL REGION – ID, MT, WY, UT, CO, AZ, NM, ND, SD, NE, KS, TX, OK, AR, LA, MS, TN, AL, NC, SC, GA, FL

George Heagerty, (719) 866-4626, gheagerty@usacycling.org, 1 Olympic Plaza, Colorado Springs, C) 80909

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

Jan-Luke Hamasaki, (760) 471-9890, jluke@usacycling.org
P.O. Box 231910, Encinitas, CA 92023

US Cycling Federation Board of Trustees

Trustees are identified below by the sections they represent, e.g., "Central, East and West, as defined in the Bylaws. "A" denotes athlete trustees. USCF Officers and USAC Directors are indicated. An asterisk (*) indicates Trustees whose term expires in 2004.

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- E Jim Patton, (410) 721-7650, pattonj@ix.netcom.com,
1803 Roxboro Pl., Crofton, MD, 21114-2513
- E David Miller (*) (Legislation Chair, USAC Director), (610)
866-4051, hwy2L@ptd.net, 1605 Cardinal Drive;
Bethlehem, PA 18015
- E Kirk Leidy, (1st Vice Chair) (814) 943-3680,
kleidy@charterpa.com, 206 Logan Blvd, Altoona, PA
16602
- W Tom Simonson, (510) 465-1307, tom@tsimonson.com,
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sbookspan@phoenixchildrens.com; 5760 Echo Canyon Circle,
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