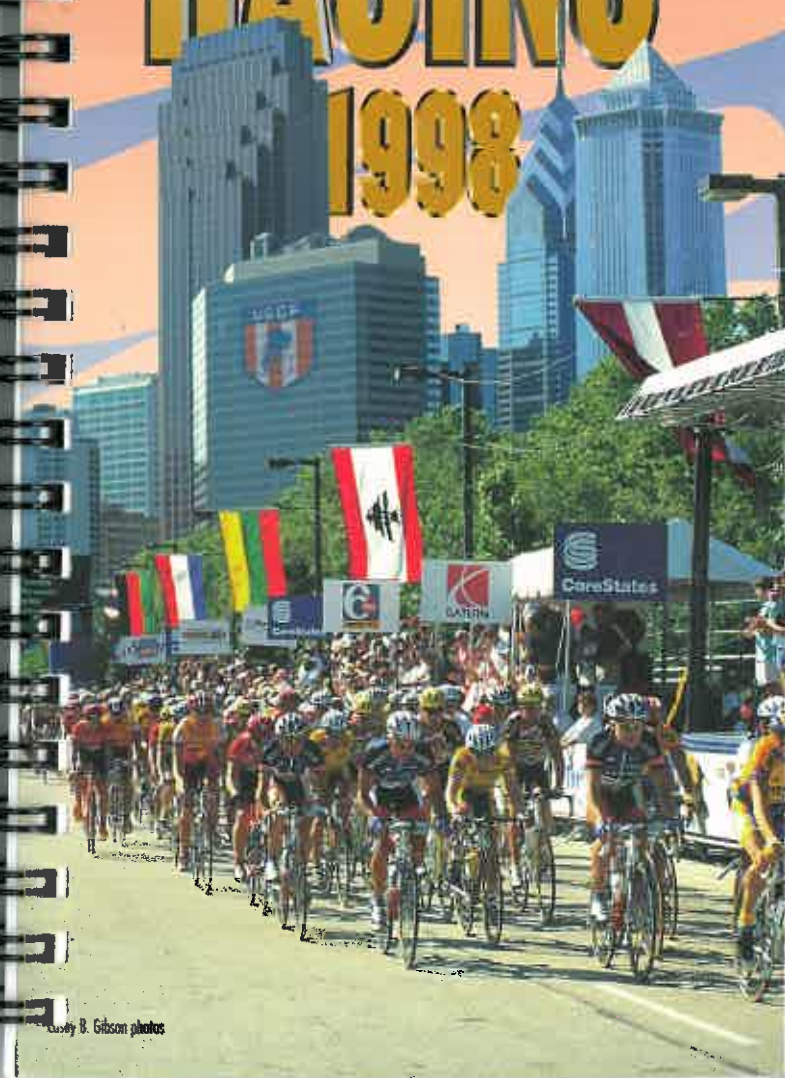


RULES OF BICYCLE RACING 1998



Larry B. Gibson photos

IT'S TIME TO TRAIN YOUR BRAIN!

The Latest Training and Coaching Techniques From the USCF

Our wide selection of athlete and coaching manuals have been written and researched by the same coaches who have propelled the U.S. Cycling Team to the front of the pack in international competition. Now you can benefit from their expertise, too.

- Road Training Manual
 - Cyclo-cross National Team Training Manual
 - Sprint National Training Manual
 - Track Racing: The Basics
 - Essentials of Bicycle Training & Racing
 - Competitive Cycling For Women
 - Sport Level Coaching Manual
 - Grassroots Resource Manual
- Prices range from \$8-\$20.



U.S. CYCLING TEAM TRAINING MANUALS

These updated manuals are available for cyclists of all ability levels – Juniors, Seniors, Road & Track competitions (men & women)
\$8 member price \$13 non-member price

U.S. SPORT SCIENCE & COACHING AUDIOTAPES

Hear the latest coaching and sport science information available. From the 1997 USA CYCLING International Coaching Symposium. Topics and fees vary from \$8 per tape to \$85 for the complete set.

To receive an order form or to place an order, contact:

LML, Inc. at (317)873-0074

(Please allow 2-3 weeks for shipping and handling)



The United States Cycling Federation

Welcome!

On behalf of the USCF, we hope that you are looking forward to a new year of bike racing. We are glad that you are a member and hope that you will find many opportunities to enjoy road and track racing. If you are a renewing member, you'll probably want to get out there and race your bike! If you are a new member, take some time to review the information in the "Frequently asked Questions" that follow to give you a better feel for our organization.

Good luck with your racing!

1998 Deadlines

Date

- 5/1 Nomination notices published by this date (Bylaw 3.2.1)
- 6/1 Nominations for Trustees sent to the Association post-marked no later than this date (Bylaw 3.2.1).
- 6/15 Clubs submitting amendments to the House of Delegates must do so by this date (Bylaw 6.3).
- 8/15 Ballots & proxy forms mailed to members (Bylaw 3.2.2).
- 9/15 Members to mail ballots to the Ballot Clerk no later than this date (Bylaw 3.2.2).

This Rule Book is published by the USCF and copies are provided to all USCF licensees. Others may purchase a copy by sending a request with \$10.00 to the following address:

USA Cycling
One Olympic Plaza
Colorado Springs, CO 80909
(719)578-4949

Copyright USA Cycling, 1998.©

Copying without fee is permitted provided that credit to the source is given.

Edited by John F. Tarbert,
USA Cycling Technical Director

Table of Contents

FREQUENTLY ASKED QUESTIONS	V
REGIONAL REPRESENTATIVES	VIII
MAJOR RULE CHANGES	XII
RACING RULES	1
1. General Racing Rules	1
1A. Definitions	1
1B. Rule Applications, Exceptions, and Additions	3
1C. Violations of Rules	4
1D. Event Permits	4
1E. Race Announcements	9
1F. Prizes and Payments	10
1G. Entry in Races	10
1H. Mixing of Classes and Categories	12
1I. Officials	13
1J. Bicycles	16
1K. Rider's Uniform in All Races	20
1L. Rider's Uniform in Federation Races	21
1M. Medical Control	23
1N. Start of a Race	24
1O. Finish of a Race	25
1P. Conduct (of Licensees)	26
1Q. Protests	27
2. Track Racing	28
2A. Track Markings	28
2B. Riding Conduct	29
2C. Scratch Race	29
2D. Handicap Race	30
2E. Miss-and-Out	30
2F. Sprint	31
2G. Tandem Sprint	34
2H. Keirin	35
2I. Time Trial	36
2J. Individual Pursuit	36
2K. Team Pursuit	40
2L. <i>Olympic Sprint</i>	42
2M. Points Race	44
2N. Madison	45
2O. Omnium	47

3. Road Racing	47
3A. Road Course	47
3B. Riding Conduct	48
3C. Individual Road Race	50
3D. Criterium	52
3E. Individual Time Trial	53
3F. Team Time Trial	54
3G. Cyclocross	57
3H. Cross-Country Time Trial	58
3I. Track Events on the Road	59

4. Stage Racing	59
4A. Composition	59
4B. Duration and Distance	60
4C. Placings	60
4D. Equipment	62
4E. Special Procedures	62
4F. Conduct of Participants	65
4G. Race Commission	67
4H. Penalties	68

5. Championships	73
5A. Organization	73
5B. Championship Eligibility	74
5C. Awards	74
5D. <i>Junior Championships</i>	75
5D. Junior Championships	75
5E. Amateur Championships	76
5F. <i>Elite Championships</i>	77
5G. Masters Championships	78
5H. Disabled National Championships	80
5I. Optional State Championships	81

6. Records	81
6A. Qualifications	81
6B. Course Measurement	81
6C. Timing Rules	81
6D. Distances Recognized	82

APPENDIX A	84
-------------------	-----------

SCHEDULE OF FEES	84
1. License Fees	84
2. Club Fees	84
3. Organizer Fees	84
4. Race Categories	85
5. Race Entry Fees	86
6. Deposits for Protests and Appeals	87
7. Officials' Fees	87

8. Appeal Jury Fees	88
9. Travel Expenses	88
U.S. VELODROMES	91
USCF STAFF	93
USCF BOARD OF TRUSTEES	93
APPENDIX B	95
CORPORATE DOCUMENTS	107
BYLAWS OF THE USCF	95
§1. Name, Purpose and Affiliations	95
§2. Government	95
§3. Elections	96
§4. Board of Trustees	97
§5. House of Delegates	98
§6. Amendments	99
§7. Affiliated Clubs	99
§8. Rider Licensing	100
§9. Officials, Coaches, and Mechanics	102
§10. National Teams	104
§11. Discipline	105
BYLAWS OF USA CYCLING	107
ASSOCIATIONS AND MEMBERS	107
M. Helmets	109
N. Medical Control	109
O. Administrative Grievances	116
P. Member Discipline	117
Q. Appeals	119
R. Records	122
STANDARD ATHLETE'S ENTRY	124

Frequently asked Questions

Who Are We and What Does the USCF Do?

The USCF is an Association of USA Cycling. USA Cycling is the national governing body for competitive cycling in the U.S., a member of the United States Olympic Committee, and recognized by the International Cycling Union as the sole sanctioning body for cycling in the United States. USA Cycling's associations are, USCF (Road and Track) NORBA (Mtn. Biking) USPRO (professional racing) and NBL (BMX). USA Cycling was organized in 1920 as the Amateur Bicycle League of America and was incorporated in the State of New York in 1921. The name, United States Cycling Federation was adopted in 1975. In 1995, the USCF reorganized as a Colorado not-for-profit corporation, USA Cycling.

As a not-for-profit entity, the USCF offers all members racing opportunities by authorizing road and track events nationwide. The USCF provides programs for women and men, for juniors, for the disabled, collegiate, and for beginners and elite athletes. Linking the member and local racing clubs to the USCF is a pool of 34 regional reps who serve as liaisons and who administer and promote the sport regionally. There are approximately 1,200 local clubs within the USCF for members to join.

What Can a USCF Club Provide Me?

The cornerstone of the USCF is the local club. Located throughout the country, USCF clubs focus on two areas: 1) To arrange and promote activities such as training rides, clinics, races and social events, thereby introducing you to other riders and proper cycling techniques. 2) To promote USCF sanctioned events. The USCF encourages you to join a club--bicycle racing is a team sport and clubs offer the opportunity to learn racing safety and skills. Riders racing without a club affiliation are designated as unattached. Some events may charge an unattached fee. Contact your district rep or access the USA Cycling web page at <http://www.usacycling.org> to obtain a list of clubs in your area. If you are interested in starting a club, a listing of club fees is located in Appendix A. USCF Bylaws governing clubs are listed in Appendix B.

How do I find out where to race?

Bike Racing Nation (BRN), the official publication of the USA Cycling, lists all of the permitted USCF events across the country in the state calendar section.

Your regional representative will also have information on more current racing opportunities in your area. Many states have formed **State Associations** which are comprised of member clubs. These associations distribute news and information to their members and clubs about racing opportunities in their region. USA Cycling's web page also lists many racing calendars from across the country.

What do I receive with my membership?

- Your USCF license to compete in USCF permitted events along with over 30,000 other members
- Subscription to *Bike Racing Nation*
- State Championships
- Coaching, mechanics and officials programs
- Rule book, decals
- Opportunities to participate in training camps and clinics held at U.S. Olympic Training Centers and around the country
- Discounts on USCF training manuals, books and merchandise
- Accident insurance coverage including medical, dental, accidental death/dismemberment and catastrophic coverage
- United Airlines discounts and free bike vouchers (restrictions apply)
- Merchandise discounts from sponsors

There are also affiliations available for clubs and bicycle dealers as well as licensing for officials, mechanics and coaches.

Where do my membership dues go?

The money that the USCF receives from annual membership fees, insurance surcharges at races and other fees is used for the riders' benefit. It is used to offset the total costs of USA Cycling's support of road and track racing to provide opportunities for you to race!

- **Insurance**
A large portion of your member fees help offset the cost of accident/medical and liability insurance which the USCF provides as protection for members and race organizers.
- **Member materials**
Fees help pay for the benefits listed above that all USCF members receive

- **Regional Representatives**
A portion of the fees are compensation for regional representatives (see listing at the end of this introduction)
- **Officials**
Fees help train and maintain officials in your area
- **Programs**
Fees also help junior and master programs, which play a critical role in the continued development of cycling

The following chart shows the current dollar value of your USCF license. We are excited that we can provide this value for your license.



USCF LICENSE VALUE

What do I need to know about my racing license?

Your racing license allows you to compete in all USCF sanctioned races for one year from date of licensing. It is an identity document that must be presented at registration to allow you to race. Always carry it with you. The information on your racing license includes information necessary to get you into the correct race. Most importantly, your age, gender, district or state you normally ride in, citizenship status, club, team name and racing categories.

How do I renew my license?

You will receive a renewal notice one month prior to your expiration date, as well as a second reminder two months after your license has expired. You must mail in your application with proper payment.

How long does it take to process my license?

Your license will be processed within five days of receipt of your application. For an additional \$20.00 your license can be processed within 24 hours after receipt.

I lost my license--how do I receive another one?
 Please contact the membership department (719-578-4949) with your license number, and name to request a license reissue. Fee: \$15.00.

Can I change clubs?

You can change clubs when you like, dictated only by the membership agreement you may have with your existing club. To change clubs, simply contact your regional representative. Your club name appears on your license if your club is a current USCF member club. If you received an "unattached" club status and you are member of a club or you change clubs, you can contact your regional representative to correct this.

How do I become an Official?

Contact your regional representative to schedule a training and testing session.

How do I become a Mechanic?

You must participate in a mechanics clinic. For information contact the USAC Head Mechanic @ 719-578-4581 x 3365.

How do I become a Coach?

To obtain a USCF coach's license, you must participate in the coaching Education Program. For information contact the Manager of Coaching Programs @ 719-578-4845 x #9.

Regional Representatives

The USCF maintains local representatives, as independent contractors, to assist with the local administration of road and track bicycle races. Their areas of administration generally follow state lines. Some representatives serve more than one state. These representatives assist with the permitting of races, formation of clubs, rider licensing and upgrading, assignment and education of officials, assist local racing associations and help coordinate local and regional racing calendars. If you have questions, these representatives should be your first point of contact.

These representatives are listed below, with the number of members in each district as of December 1, 1997, in the left column. *Denotes Free Market States.

259 **ALABAMA/MISSISSIPPI;**
Jeanette Marsh; (601) 323-8645;
 PO Box 2435; Mississippi State; MS 39762



- 145 **ALASKA*;** Marcia Burnside;
 (907)488-6793; e-mail: burnside@polarnet.com
 967 Mark Way; North Pole, AK 99705
- 728 **ARIZONA*;** Tommy Burke;
 (602)990-7527;
 6045 E. Rose Circle Dr., Phoenix, AZ 85018
- 183 **ARKANSAS*;** Steve Shepherd;
 (501) 225-6077; e-mail: ssheph@acxiom.com
 2720 Charter Oak Road; Little Rock, AR 72227-3004
- 2,763 **CALIFORNIA*/NEVADA-NO.*;**
Lee Maniscalco (510) 526-5983;
 e-mail: leem2@aol.com
 1153 Delaware St.; Berkeley, CA 94702
- 1,806 **CALIFORNIA/CENTRAL*;** Jan Luke;
 (310) 835-8388;
 438 Dolores St.; Wilmington, CA 90744
- 1,371 **CALIFORNIA*/NEVADA-SG.*;** Jan Luke;
 (see Calif. Central above)
- 2,026 **COLORADO*;** Yvonne Van Gent;
 (303) 757-1892;
 1135 "A" S. Oneida; Denver, CO 80224
- 593 **CONNECTICUT;** Tom Vinson;
 (617) 328-8704;
 e-mail: tbvinson@ix.netcom.com
 157 Everett Street; Wollaston, MA 02170
- 1,183 **FLORIDA*;** Joel Goldmacher;
 (954) 432-7262; e-mail: usacycl@aol.com
 2611 N. Hiatus Rd. Ste.138; Cooper City, FL 33026
- 594 **GEORGIA;** Joel Goldmacher;
 (see Florida above)
- 135 **HAWAII*;** John Farrar,
 (808) 263-3435; PO Box 272; Kailua, HI 96734
- 281 **IDAHO*;** Cindy Yorgason;
 (801)479-4247;
 4590 Jefferson Ave., Ogden, UT 84403
- 838 **ILLINOIS;** Gary Achterberg;
 (608)877-0263
 e-mail: garyach@boss1.bosstnt.com
 1402 Dayton Dr.; Janesville WI, 53546
- 614 **INDIANA*--KENTUCKY*;** Bev Coleman
 (812)284-0386;
 58 Forest Dr., Jeffersonville, IN 47130-6868
- 236 **IOWA;** Rick Paulos; (319) 364-5644;
 e-mail: rpaulos@pmeh-po.pmech.uiowa.edu
 201 Foote St SW; Cedar Rapids IA 52404-1428
- 243 **KANSAS;** Mike Hudson;
 (913) 235-0428
 1361 SW Medford; Topeka, KS 66604
- 209 **LOUISIANA;** Glenn Gulotta;
 (504) 835-3027,
 3027 N. Causeway Blvd; Metairie, LA 70002
- 426 **MAINE/NEW HAMPSHIRE;**
Tom Vinson (see Connecticut)

1,135 **MARYLAND*/DELAWARE*/DC/
N.VIRGINIA***; Gerald Teeuwen;
(804)547-7905; e-mail: veloist@aol.com
946 Shillelagh Rd.; Chesapeake, VA 23323

1,305 **MASSACHUSETTS*--RHODE ISLAND***;
Tom Vinson; (see Connecticut)

488 **MICHIGAN***; Reg Modlin;
(313) 675-3539;
1770 Waverly; Trenton, MI 48183

597 **MINNESOTA*/EASTERN DAKOTAS**;
David Hogan;
(612) 729-0810;
2216 E 34th Street; Minneapolis, MN 55407

395 **MISSOURI***; Michael Murray;
(314)652-9939;
4454 Lindell Blvd., #31; St. Louis, MO 63108

160 **MONTANA***; Martin Roilefson;
(406)586-8275;
216 Accola, Bozeman, MT 59715

94 **NEBRASKA***; John Peterson,
(402) 486-4301;
8106 S Hazelwood, Lincoln, NE 68501

962 **NEW JERSEY***; Cindy Donnelly
(908) 725-8245; e-mail: cindy1010@aol.com
416 Catherine St.; Somerville, NJ 08876

417 **NEW MEXICO***; Margaret Michael,
(505) 821-7226;
e-mail 71652.1017@compuserve.com
7516 Lew Wallace; Albuquerque,
NM 87109-6502

1,924 **NEW YORK**; Hilda Monaghan;
(610)398-0980;
PO Box 774, Trexlertown, PA 18087

712 **NORTH CAROLINA**; David Poole,
(704) 788-2972;
260 Brookwood Ave. N.E., Apt 1D;
Concord, NC 28025

704 **OHIO/WEST VIRGINIA***; Tym Tyler;
(614) 890-4145;
e-mail 103012,1115@compuserve.com
6124 Freeman Road; Westerville, OH 43082;

277 **OKLAHOMA***; Walt Hoppensteadt,
(918) 747-2760; e-mail: USCFOK@aol.com
967 E. 36th Place; Tulsa, OK 74105

747 **OREGON***; Candi Murray;
(503) 667-6220; e-mail: cmurray@teleport.com
4318 S.E. 8th Court; Gresham, OR 97080;

1,463 **PENNSYLVANIA***; Judy Miller,
(610) 866-4051; e-mail: moto2@itw.com
1605 Cardinal Drive; Bethlehem, PA 18015

263 **SOUTH CAROLINA**; Joe Sullivan;
(864) 239-1404;
PO Box 2860; Greenville, SC 29602

340 **TENNESSEE***; Harry Williamson,
(423)842-2554; e-mail: www.trbra.com
8340 Gann Rd.; Soddy Daisy, TN 37379-4118

1,745 **TEXAS***; Gary Stephenson;
(915) 692-7566; e-mail: garys@alc.alcon.org
1809 S. Willis St.; Abilene, TX 79605

380 **UTAH***; Cindy Yorgason; (801)479-4247
(see Idaho)

234 **VERMONT***; Tom Vinson;
(see Connecticut)

465 **VIRGINIA***; Gerald Teeuwen
(see Maryland/Delaware)

1,175 **WASHINGTON***; Gino Lisiecki;
(509) 838-3707;
1012 W. 23rd Ave.; Spokane, WA 99203

576 **WISCONSIN***; Gary Achterberg;
(608)877-0263; (see Illinois)

137 **WYOMING*/WESTERN DAKOTAS**;
Carol McCoy;
(307) 265-2053; e-mail: carscotch@aol.com
1801 E. 4th St., Casper, WY 82601

Major Rule Changes for 1998

- House of Delegates: Recreated for representatives of affiliated clubs to vote annually on proposed amendments and racing rules. [USCF Bylaw 5]
- Sponsored Clubs: May be named for commercial organizations provided they are sponsored clubs. [USCF Bylaw 7.3]
- Discipline: Domestic Suspension up to 30 days by the Regional Rep for race event infractions. This does not prevent a member from competing in an international event or selection event.
- Olympic Sprint has its own rule and definition. [Rule 2L]
- Championships: 23 and over renamed "Elite Championships", Under 23 renamed to "Amateur Championships". Amateur Championships are opened to Cat 2 riders. [Rules 1H, 5E, 5F USCF Bylaw 8.4]
- Masters: Championships added for men 70+ criterium, track events added for women 50+ and men 65+. Also an open Olympic sprint added. Cat 3 women 35+ are allowed to race in Cat 4 races if there is no race for them. [Rule 5G]
- Juniors: Women's time trial restored to 20 km. Jr. 10-12 and 13-14 time trials restored at 10 km. Junior riders 16 may ride up to compete in Junior 17-18 track in sprint, pursuit and kilometer TT. Also Olympic sprint is added to junior nationals. [Rule 5D] National Championship jerseys for 17-29 shall be distinct from those of other age groups. [Rule 5C]
- Handlebars: Rule restored to not allow Spinaci-like aero bars that support the forearm in mass start events. [Rule 1J1(d)]
- Timing: Stage races; each stage truncated to nearest second for GC, fractions of seconds for stage placings at the discretion of Chief Timer. [Rule 1I9]
- Non-competitor on course: A rider may not be on a track or course he or she has not entered or has withdrawn from, or been directed to withdraw. [Rule 1P11]
- Mishap: Interpreted to include a broken toe strap or cleat. [comment after Rule 1A19]
- Schedule of Fees has been modified reference basic entry fees, official fees and appeal jury fees.

RACING RULES

Changes in USCF regulations since last year are printed in *italics* to make them more visible. Text in Arial Narrow is a comment and not part of the regulations.

1. General Racing Rules

1A. Definitions

The following special terms are used.

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

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

1A3. An **open or pro-am race** is one in which both amateur and professional riders may compete.

1A4. An **invitational race** is one in which only riders who are invited by the organizer may compete.

1A5. An **event permit** is a non-exclusive authorization issued by the Federation to a member club, or an organizer to conduct a race meet or event of a specified type at certain location(s) on specified date(s).

1A6. A **race series** is a sequence of race meets of the same type (such as road, criterium, time trial or track series) conducted in a single *state* generally on a regular basis at the same location, time, and day of the week.

1A7. A **prize series** is a sequence of races with awards given on the basis of performance in events which may be of either the same or a different type conducted at varying locations, times, or days of the week throughout the racing season.

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. A **non-competitive event** is a massed start ride or other activity that is open to the public.

1A11. 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 meet.

1A12. The **prize list** for a race consists of all prizes and primes arranged for in advance by the organizer. The prize list for a race meet is the sum of the prize lists for the individual races.

1A13. The **officials** are appointed by the Federation to oversee the conduct of the race and to ensure compliance with Federation regulations.

1A14. **Licensees** are persons holding Federation licenses, such as riders, officials, coaches, trainers, and mechanics.

1A15. A rider's **racing age** shall be his or her age on December 31 of the current year. All references to age of riders or race age groups shall be interpreted as referring to racing age.

1A16. 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.

1A17. A **mixed team** is one in which at least half of the riders are women.

1A18. A **session** is a sequence of races with no major time breaks. Most championships are held with two or possibly three sessions per day.

1A19. A **mishap** is a crash or a mechanical accident (tire puncture or other failure of an essential component). However, a puncture caused by the tire coming off due to inadequate gluing is not a mechanical accident, nor is a malfunction due to misassembly or insufficient tightening of any component. A *recognized mishap* is a stoppage that meets the above conditions. An *unrecognized mishap* is a stoppage where the above conditions are not met.

Interpretation: A broken toestraps or cleat is a mishap. A worn or misadjusted cleat or toestraps is not a mishap. If more than one toestraps is used on a pedal. Breakage of one is considered a mishap.

1A20. **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 further back in the caravan.

1A21. **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.

1A22. *International suspension* is a penalty imposed under USA Cycling Bylaw P in which a licensee is ineligible to participate in either international events or those of any part of USA Cycling.

1A23. *Domestic suspension* is a penalty imposed under USCF Bylaw 11 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.

1A24. 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 1Q).

1A25. An **appeal** is a formal request for review by an appeals jury of a suspension or qualification to race.

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

1A27. **Race registration** is the process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

1B. Rule Applications, Exceptions, and Additions

1B1. Scope. These Racing Rules apply to all races authorized by the Federation. 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 meet. 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 regional representative 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 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*, *international suspension*. All fines shall be turned over to the Federation. Riders may be disqualified from all subsequent events in a race series held under a single event permit for a period of up to 10 days.

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

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

1D. Event Permits

1D1. Terms of Event Permits

- (a) The Federation may issue permits to conduct more than one race meet 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 use of a specific term for use in a race title, the Federation makes no warranties or representations, 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 then published by the Federation. The organizer shall keep the forms for six 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 regional representative. 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) No race may have more than two sponsoring clubs.
- (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 risks.
- (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 *regional* representative or chief referee and any request for a change of date shall be submitted for approval to the Executive Director by the regional representative. No decrease in total prize list is permitted; any request for an increase shall be submitted to the regional representative 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 either *amateur* or *elite* (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) For international events listed as "open" on a UCI calendar, the only amateurs who may compete are those representing their National Federation.

(c) 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 to protect the amateur status of athletes who will take part in the competition and to protect their eligibility to compete in amateur athletic competition;

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

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

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

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

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

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

(8) 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.

(d) Date conflicts between a proposed international race and a race for which the National Team will be eligible or entered, whether within or outside the United States, or between an international race and the *Amateur 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.

(e) 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. The **official race announcement** must be approved by the regional representative before publication, may include the Federation emblem and must contain the following:

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

(b) The date(s) and location(s) of all bicycle races in the race meet. (All such races 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; and,

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

1E2. For any **non-invitational race** the official race announcement shall be distributed in some manner either 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 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 [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].

1E3. **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 regional representative 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 meet.

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

1F5. Maximum Prize.

(a) In category 5 and *youth* races, no prizes (including 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 \$10 value.

1G. Entry in Races

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

1G2. Entry. All entries must be in the hands of the organizer by the date of closing as advertised in the official race announcement, whether mailed or sent

by other means. Organizers may waive any entry fee if they so desire, and otherwise will not accept any entry unless accompanied by an entry fee.

1G3. Multiple Entries. Unless expressly disallowed in the official race announcement, a rider who is eligible to enter more than one event in a race meet 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 then 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. Riders with foreign elite licenses may not compete in age-graded races. However, the chief referee may approve admission of a rider known to be currently licensed or whose licensed status is confirmed by authoritative documentation. [10 days suspension for competing without registering. For attempted or successful fraudulent entry into a race, 30 days suspension].

(b) Active participants in Category A stage races, including officials, riders, team managers, and mechanics, must hold a Federation license or some kind of a license from a governing body that is a member of UCI and must show such license at registration or when called upon by race officials.

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. *Elite riders (23+)* may compete in any races for their age or younger, *but not races exclusively for under 23.* *Amateur riders (under 23)* 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.

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 and *category 3 women who are 35 or older may compete in women's category 4 races if there is no race for category 3 women.*

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

1I. Officials

1I1. Assignment. The duties of the chief officials (referee, judge, scorer, timer, starter, and registrar) shall be performed by licensed officials. One person may perform more than one duty. Licensed officials who are assigned by the regional representative or other authority and who attend a race meet 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 meet.

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

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

1I4. Chief Referee.

(a) The chief referee supervises the general conduct of each race. The chief referee is empowered to

interpret and enforce the rules of the Federation and to make a ruling on any point that is not specifically covered in the rules.

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

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

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

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

(f) The chief referee shall prepare an invoice for payment of officials of the race meet and the Federation insurance surcharge, submit it to the organizer, obtain from the organizer a check made out to "U.S. Cycling Federation" for the insurance charges, and confirm that all officials are paid prior to the conclusion of the race meet, 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 meet and within five days shall submit to the regional representative a race report, a check for insurance charges obtained from the race organizer, a copy of race results, and a list of all one-day licensees and the release forms of any riders involved in incidents, both obtained from the organizer. The regional representative shall promptly forward a copy of this report 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 by the originator.

(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 to it 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.* Comment: 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 backup and verification. Automatic timings will be recorded to 1/100 second (1/1000 for distances of 1 km or less). The timing equipment operator shall function as an assistant timer and shall submit all timing data to the chief timer.

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

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

1I10. 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 meet.

1I11. Motorcycle helmets meeting U.S. Department of Transportation standards must be worn by all motorcycle drivers and passengers in races and club rides.

1J. Bicycles

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

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

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

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

(d) The **handlebars** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to minimize danger without impairing steering. Handlebars used for steering with ends that point forward or upward or that provide support for the rider's forearm are permitted only in time trial and pursuit events. [disqualification]

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

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

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

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

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

UCI Regulations

In **international permitted races**, bicycles must meet the specifications in the current edition of "UCI Cycling Regulations" Chapter III, Equipment, Section 2, Bicycles 1.3.004 - 1.3.025 as follows. **These regulations do not apply to USCF domestic races**, except as may be specified by the executive director for specific events.

Part 1, General Provisions, Chapter III, Equipment.

§1 Principals

1.3.004 Bicycles shall be of a type that is or could be sold for use by anyone practicing cycling as a sport. The use of a bicycle designed especially for the attainment of a particular performance (record or other) shall be not authorized.

Quality - Security

1.3.005 The rider shall ensure that his bicycle, including any accessories and devices fitted thereto, do not, by their quality, material or design, constitute a danger to himself or to the other participants in the races.

Position

1.3.006 The rider shall assume a sitting position on his bicycle. This position requires that he be supported solely by the pedals, the saddle and the handlebar.

1.3.007 The rider shall be so able to grasp the handlebar as to be able to ride and maneuver his machine in all circumstances and with complete safety.

Propulsion

1.3.008 The bicycle shall be propelled solely, through a lower bracket, by the legs moving in a circular movement.

§2 Technical specifications

The following technical specifications shall apply to bicycles used in Road, Track and Cyclo-Cross racing.

General observations

1.3.010 A bicycle shall not measure more than 185 cm in length and 50 cm in width overall.

1.3.011 Any device, added or blended into the structure, that destined to decrease resistance to air penetration or artificially to accelerate propulsion, such as a protective screen, fuselage form of fairing or the like, shall be prohibited.

1.3.012 The point of the saddle shall be a minimum of 5' cm to the rear of a vertical plane passing through the lower bracket spindle. The saddle support shall be horizontal. The length of the saddle shall be 24 cm minimum and 27.5 cm maximum.

(1) see article 1.3.019 below.

1.3.013 The maximum height of the hand support point shall be level with or below a horizontal line passing through the horizontal plane of the saddle top. This point of support may not be situated behind the axis of the steering column. The overall length [forward projection] of the handlebars may not exceed a limit set 15 cm forward of a vertical line passing through the front wheel spindle.

1.3.014 The distance between the lower bracket spindle and the ground shall be between 24 cm minimum and 30 cm maximum.

1.3.015 The distance between the vertical passing through the lower bracket spindle and the front wheel spindle shall be between 54 cm minimum (1) and 65 cm maximum.

(1) see article 1.3.019 below.

1.3.016 The distance between the vertical passing through the lower bracket spindle and the rear wheel spindle shall be between 35 cm minimum and 50 cm maximum.

1.3.017 The distance between internal extremities of the fork shall not exceed 10.5 cm and that of the rear stays shall not exceed 13.5 cm.

1.3.018 Wheels of the bicycle may be of vary in diameter between 70 cm maximum and 55 cm minimum, including tubular tyre. For cyclo-cross bike the width of the tubular can not be more than 35 mm.

1.3.018 bis As of 1st January 1998, the structure of the bicycle connecting the saddle, pedals and fork shall be triangular. Its component parts must be tubes or profiles, the form of which may be freely erected. Their minimum width shall be 2.5cm. The maximum width shall be 8cm for the frame and 5cm for rear seats, the fork and the seat tube. The wheels of the bicycle must be of equal diameter. The use of other existing models will still be allowed until 31st December 1999, without prejudice to the application of article 1.3.024.

Particularities

1.3.019 The distances mentioned in footnote (1) to the articles 1.3.012 and 1.3.015 above 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.

1.3.020 The 5 cm distance referred to under article 1.3.012 shall not apply to the bicycle of a rider participating in a Sprint, Keirin, 500m and 1km event although the saddle peak should not project beyond a vertical running through the lower bracket spindle.

1.3.021 In track competitions, the freewheel, derailleur gears and brakes shall be prohibited.

1.3.022 Provided that they comply with the criteria mentioned in this article, handlebars known as "delta", "cowhorn", "triathlete" may be used exclusively in the following events:

- **Track :**
 - Individual and Team Pursuit
 - Kilometre Time Trial
 - Record Attempt
 - Olympic Sprint.

- Road
- Time Trials.

A forearm or elbow-rest shall be permitted. Handlebar extensions such as "spinachi", "tiramisu", etc. are only allowed in road races.

1.3.023 A tandem shall not have an overall length greater than 270 cm nor an overall width greater than 50 cm.

§3 Technical innovations

1.3.024 No technical innovation (bicycle or accessory) may be used until approved by the UCI Management Committee. Requests for approval shall be submitted to the UCI before 31 August of any year, accompanied by all necessary documentation. If accepted, the innovation will be permitted only as from 1 January of the following year.

PART II ROAD RACES, Chapter II GENERAL PROVISIONS (UCI Regulations, cont.)

§3 Race Procedure

Chaingear ratios

2.2.024 For Junior Men, the authorised maximum chaingear ratio is 7.93 metres; for Junior Women, the authorised maximum chaingear ratio is 7.40 metres.

1K. Rider's Uniform in All Races

1K1. Helmets.

At all times when participating in an event held under an Association 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 Bylaws. (See Bylaw M, Sections 1 and 2.) [disqualification for failure to wear or for removing such a helmet during a race].

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. Electronic transmitting or receiving devices may be worn or carried by the rider or bicycle only in Category A road events, but not one-day criteriums.

1K4. Racing numbers.

(a) Racing numbers are provided by the organizer, who may require a deposit which shall be refunded on return of the numbers in good order. The figures should be black and be 12 to 14 cm high on a light

colored background 20 cm or less in height and 20 cm wide. The figures shall not be handwritten, but printed in block letters using waterproof ink. Numbers shall be constructed from materials sufficiently durable to last the race without tearing or disintegrating, even in adverse weather. The name of the race or race sponsor may appear on a competitor's number. [Promoters who fail to provide numbers meeting the above requirements to all riders shall be fined as specified in the Schedule of Fees.]

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

1L. Members' Uniform

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

1L1. The rider and uniform must be neat and clean at least at the beginning of a race. Uniforms may be any color but helmets, shoes, or clothes that are torn, discolored, or in disrepair may not be used. Cycling shorts shall reach approximately mid-thigh.

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. Category 1 & 2 riders who are members of the same 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**. This jersey may be worn only while competing in the same type of event -- road championship jerseys may be worn only in road events and track championship jerseys may be worn only in track events. However, in *Amateur* and *Elite* road events, only jerseys from the same type of event may be used. Members of sponsored clubs may place advertising on the front and back of the jersey in a rectangle 10 cm high and on the sleeves in a single line a maximum of 5 cm high. Only former Federation National Champions are permitted to wear the stars and stripes pattern on the trim of their jerseys.

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

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

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

UCI Regulations

For **internationally permitted races only**, UCI Regulations control clothing. The following summary is derived from those regulations. For complete, up-to-date requirements, see the current edition.

Jerseys: The name style or trade mark of the sponsors may be freely disposed. In addition, the jersey may bear other lettering which may even differ from one race or country to another, without any limitation on the number

Shorts: Any color may be used, but only one color. Advertising may appear on each leg within a horizontal or vertical band with letters of 9 cm. maximum height. The logo of the manufacturer may appear.

1M. Medical Control

1M1. Medical control shall be conducted as specified in USA Cycling Bylaws and the rules below. (Bylaw N. Appendix B)

1M2. Selection

The riders required to submit to medical examination at the end of each single event are:

- (a) the first four placed and,
- (b) not less than two selected by lots.

1M3. Stage Races.

(a) Medical examination for any day with a single stage that day shall be done at the finish of the stage and the following riders shall be examined in addition to the first rider in general classification at the start of the stage:

- (1) In road or criterium stages, the first two to finish the stage, and not less than two riders selected by lots;
- (2) In individual time trial stages, the first four riders in the stage results, and
- (3) In team time trial stages, at least two riders drawn by lots from the first team, and two drawn from the second team.

(b) Medical examinations for any day of a stage race in which there is more than one stage shall be done at the finish of the last stage for that day and the following riders shall be examined:

- (1) The first two riders to finish each stage, and
- (2) The first in general classification at the beginning of the last stage.

(c) Medical examinations for anabolic steroids and related compounds are performed after the final stage. The first placed rider of the last stage and the first three riders in the final general classification shall be examined for the use of steroids in addition to the other banned substances. Any other riders required to be examined by stage race rules need not necessarily be tested for the use of steroids.

(d) In a **stage race or race series** when a rider is notified of a positive test result during the competition, the rider must request a counter-analysis within three hours of notification in order to continue the competition. [disqualification for not requesting a counter-analysis]

(e) If the rider requests a **counter analysis**, a test of a second sample from the original collection shall be conducted promptly and the rider may have an observer present for the test. The second test must be scheduled within four days of the request. The

second test should be conducted by a technician other than the one who conducted the first test.

(1) If the result of the counter-analysis is positive, the rider is disqualified and must forfeit all prizes.

(2) The rider may be suspended by the Executive Director after completion of due process procedures specified in the Bylaws of USA Cycling. (Bylaw P. Member Discipline)

1N. Start of a Race

1N1. 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].

1N2. 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.

1N3. 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.

1N4. 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.

1N5. 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.

1N6. 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 will not overlap.

1N7. 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.

10. Finish of a Race

101. 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.

102. 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.

103. 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.

104. 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.

105. 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.

106. 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 protests. Prizes may not be distributed until all protests have

been answered and at least 15 minutes have passed since the results were announced.

1O7. 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.

1P. Conduct

1P1. 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].

1P2. 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.

1P3. 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].

1P4. Withdrawal. Riders must immediately follow a referee's order to withdraw from the race [10 days suspension].

1P5. 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 meet [disqualification and 15 days suspension].

1P6. 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].

1P7. 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.

1P8. 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].

1P9. 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.

1P10. 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].

1P11. 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 meet for which the results are not yet final; 10 days suspension *if flagrant*].

1P12. 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.

1P13. No rider may release the handlebars when crossing the finish line in a close sprint [relegation to the last place in the group involved in the sprint].

1Q. Protests

1Q1. All protests concerning the **order of finish** shall be examined and resolved by the chief judge, whose decision is final and without appeal.

1Q2. 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.

1Q3. 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.

1Q4. Decision. Protests shall be heard and decided either by the chief referee or by a jury composed of an odd number of race officials that includes the chief referee. Such a jury shall conduct its deliberations in secret and shall reach decisions by a majority vote.

2. Track Racing

2A. Track Markings

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

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

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

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

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

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

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

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

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

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

2B. Riding Conduct

These rules apply to massed start, 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 meet 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. The official race announcement shall state the format and seeding method to be used.

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

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

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

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

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

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

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

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

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

(a) The obligated rider may not stand still until the first lap is completed with his or her entire front wheel having crossed the finish line. Failure of the obligated rider to maintain a walking pace on the first lap will result in the race being stopped and restarted with the rider responsible for the stoppage leading in the ride.

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

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

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

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

- (1) Backs up more than 20 cm (8 inches) [1/4 wheel rotation with a 700c];
- (2) Does a standstill on the blue band;
- (3) Touches the track surface or the outside fence or railing.
- (4) During a standstill touches an opponent or jumps his bike.

[The rider responsible shall lead the ride]

(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 ride 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. 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.

2F8. 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.

2F9. 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 losing rider may compete in a subsequent ride.

2F10. 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.

2F11. In the case of a dead heat, the race will be rerun with only the riders who made the dead heat.

2G. Tandem Sprint

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

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

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

(c) When flying start time trials are used to seed riders, the timing distance shall be either the complete length of the track or 400 meters, whichever is less.

Reference Data

Organization of Sprint Events

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

Sprint Table for 24 participants

Heat	Composition		Results	
			1st	2nd
Round 1				
1	N1	N24	1A1	1A2
2	N2	N23	2A1	2A2
3	N3	N22	3A1	3A2
4	N4	N21	4A1	4A2
5	N5	N20	5A1	5A2
6	N6	N19	6A1	6A2
7	N7	N18	7A1	7A2
8	N8	N17	8A1	8A2
9	N9	N16	9A1	9A2
10	N10	N15	10A1	10A2
11	N11	N14	11A1	11A2
12	N12	N13	12A1	12A2
Repechage-Round 1				
1	12A2	1A2	1B	Elim.
2	11A2	2A2	2B	Elim.
3	10A2	3A2	3B	Elim.
4	9A2	4A2	4B	Elim.
5	8A2	5A2	5B	Elim.
6	7A2	6A2	6B	Elim.
Round 2				
1	1A1	6B	1C1	1C2
2	2A1	5B	2C1	2C2
3	3A1	4B	3C1	3C2
4	4A1	3B	4C1	4C2
5	5A1	2B	5C1	5C2
6	6A1	1B	6C1	6C2
7	7A1	12A1	7C1	7C2
8	8A1	11A1	8C1	8C2
9	9A1	10A1	9C1	9C2

Repechage-Round 2					
1	1C2	6C2	9C2	1D	Elim.
2	2C2	5C2	7C2	2D	Elim.
3	3C2	4C2	8C2	3D	Elim.
1/8 Final					
1	1C1	3D		1E1	1E2
2	2C1	2D		2E1	2E2
3	3C1	1D		3E1	3E2
4	4C1	9C1		4E1	4E2
5	5C1	8C1		5E1	5E2
6	6C1	7C1		6E1	6E2
Repechage 1/8 Final					
1	1E2	4E2	6E2	1F	Elim.
2	2E2	3E2	5E2	2F	Elim.
1/4 Finals					
1	1E1	2F		1F	Ride for
2	2E1	1F		2F	5th - 8th
3	3E1	6E1		3F	places
4	4E1	5E1		4F	
1/2 Finals					
1	1F	4F		Ride for	Ride for
2	2F	3F		1 & 2	3 & 4

2H. Keirin

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

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

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

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

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

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

2I. Time Trial

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

2I2. In **flying start events**, two laps are permitted on tracks 333 m or less in length before timing starts. On tracks greater than 333 m in length, 1 to 1 ½ laps are recommended.

2I3. Standing Start Events.

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

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

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

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

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

2J. Individual Pursuit

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

2J2. Championship individual pursuit, treated below, is a race between two riders starting on opposite sides of the track and ending either when one rider catches the other or a certain distance is covered. The distances used are 3000 meters for senior women and juniors and 4000 meters for seniors. The rider who catches the other or covers the distance in the shortest time is the winner.

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

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

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

2J6. Qualifying Round.

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

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

2J7. Quarterfinals.

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

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

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

2J9. Finals.

(a) If a semifinal is used, the winners of that round race for first and second, the loser with the faster time

in the semifinal is placed third, and the other loser is fourth.

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

2J10. Equipment.

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

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

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

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

2J11. Starts.

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

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

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

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

2J12. Mishaps.

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

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

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

$$B = (G \times L) / (2 \times T) \text{ where,}$$

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

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

L = Length of one lap of the track,

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

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

$$C = L \times R / D \text{ where,}$$

C = Corrected time for the lead rider,

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

R = Total distance of the race,

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

2J13. Finish.

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

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

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

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

2K. Team Pursuit

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

2K2. Championship team pursuit matches, treated below, shall have three or four riders per team and cover a distance of 4,000 meters.

2K3. 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. The composition of the racing team may be changed between sessions but not between rounds in a given session.

2K4. Timing is taken from the front wheel of the third rider. Both teams will be timed at full laps throughout the race.

2K5. 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.

2K6. 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.

2K7. The organization of various rounds in team pursuit is the same as for individual pursuit.

2K8. The equipment used for team pursuit shall be the same as for individual pursuit except that the red and green flags which mark the first and last kilometer are not needed.

2K9. Start.

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

center of the straights. *After the qualifying round, the team with the faster time in the preceding round shall be started so as to finish in the home straight.*

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

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

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

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

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

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

2K10. Mishaps.

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

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

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

(d) **Quarterfinal, semifinal, or final:** 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.

2K11. Finish.

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

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

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

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

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

2K12. No Pushing. The members of a team shall not be allowed to push one another [disqualification in the qualifying round and relegation to the next lower place in subsequent rounds].

2L. Olympic Sprint

2L1. Olympic Sprint is a race run over 3 laps of a track by two teams of 3 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 4 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.

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) *If any member of a team starts before the pistol shot a false start shall be called.*

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.*

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

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

2L4. Mishaps in Qualifying Heats

(a) *In case of a recognized mishap, the team may try again at the end of the qualifying heats and the other team continues. However, if the mishap occurs after 30 meters and before the end of the second lap, the team may choose to continue.*

(b) **Unrecognized mishap occurring:**

(1) *In the first 30 meters, the lead rider after the mishap shall lead until the end of the second lap. If he is the only rider left he shall continue alone. If no riders remain, the team shall be placed last;*

(2) *After 30 meters and before the end of the second lap, any riders remaining shall continue the race and the last lap shall be covered by only a single rider. If no riders remain, the team shall be placed last;*

(3) *During the last lap, the team shall be placed last.*

2L5. Mishaps in Finals

(a) *In case of a recognized mishap in the first 30 meters, the race shall be restarted. In case of an unrecognized mishap in the first 30 meters, the other team shall win.*

(b) *Mishap after 30 meters. Any riders remaining shall continue the race, with the last lap to be covered by a single rider.*

2L6. Finish. *The team whose final rider crosses the line first shall be the winner. In case of a tie, the team with the best time on the final lap shall win. All timings are based on the lead rider.*

2M. Points Race

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

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

2M3. Gaining Laps.

(a) A rider shall be considered to have lapped the main group upon reaching a position to take shelter behind the main group.

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

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

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

2M4. Losing Laps.

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

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

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

2M5. Free Laps.

(a) In case of mishap, the rider involved shall be given one or more free laps totaling nearest to 1300 meters per mishap.

(b) In championship events, free laps may not be taken in the final 2000 meters of the race. An alternative to this rule may be used in non-championship events if announced in advance: free laps may be taken at any time, but a rider who does so will be awarded no points in the next sprint.

2M6. Finish.

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

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

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

2N. Madison

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

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

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

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

2N5. Relieving Partners.

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

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

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

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

2N6. Mishaps.

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

2N7. Reteaming.

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

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

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

20. Omnium

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

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

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

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

3. Road Racing

3A. Road Course

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

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

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

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

3A5. The finishing area should be at least 8 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 race course. 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 days 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 days suspension].

3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure [disqualification]. Should the lead rider(s) be stopped by a temporary road closure, the chief referee shall neutralize the race and allow the riders to restart at the same time intervals as their arrival at the closure.

Should the lead rider(s) get through before the closure or should circumstances not permit neutralization, the closure shall be considered an unforeseeable incident and no compensation shall be allowed.

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

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

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

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

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

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

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

3C. Individual Road Race

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

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

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

3C4. Caravan.

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

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

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

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

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

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

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

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

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

3C5. Feeding.

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

(1) In specified feed zones by hand-ups from the organizer's staff or the rider's support staff;

(2) From support vehicles during the race.

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

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

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

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

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

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

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

(d) Provide technical support vehicles with radio receivers.

(e) Provide rider feeding supplies for stage races.

3D. Criterium

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

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

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

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

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

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

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

TABLE 1. Time Penalties for Time Trials

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

	Speed (km/h)			Distance (meters)						
	100	200	300	400	500	600	700	800	900	1000
30	1	2	2	3	4	5	6	7	7	8
31	1	2	2	3	4	5	6	7	8	9
32	1	2	3	3	4	6	7	7	9	11
33	1	2	3	3	5	6	7	8	10	12
34	1	2	3	4	5	7	8	9	11	13
35	1	2	3	4	5	7	8	9	12	14
36	1	3	4	4	6	8	9	10	13	15
37	1	3	4	5	6	8	9	11	14	17
38	1	3	4	5	7	9	10	12	15	19
39	2	3	4	5	7	9	12	14	17	21
40	2	3	4	5	7	10	13	15	19	23
41	2	4	5	6	8	11	14	16	20	25
42	2	4	5	6	8	11	15	17	22	27
43	2	4	5	7	9	12	16	19	24	29
44	2	4	6	7	9	12	17	21	28	31
45	2	4	6	8	10	13	19	23	28	34
46	2	5	6	8	11	14	19	24	30	36

47	2	5	7	9	12	15	20	25	32	38
48	2	5	7	9	12	16	21	27	34	40
49	3	5	7	9	13	17	23	29	36	43
50	3	5	7	10	14	19	25	31	39	46
51	3	5	8	10	15	20	27	33	42	49
52	3	6	8	11	16	21	29	36	45	52
53	3	6	8	12	17	23	31	39	48	56
54	3	6	9	13	18	25	33	42	51	60
55	4	6	9	14	20	27	36	45	55	64
56	4	6	9	15	21	29	38	47	58	68
57	4	6	10	16	22	31	40	49	61	72
58	4	7	10	17	24	33	42	52	65	77
59	5	7	11	18	26	35	46	56	69	82
60	5	7	12	19	28	38	49	61	75	90

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

3G. Cyclocross

3G1. Course.

(a) The course shall be over generally rough terrain of which no more than half shall be paved. The course shall be such that approximately 75% of it can be covered on a bicycle.

(b) The length of a lap shall be at least 1 kilometer (0.6 miles). The first stretch of the course, immediately after the start, shall be of sufficient length and width to allow the field to string out properly before reaching the narrow part of the course and the obstacles.

(c) The course shall be at least 2 meters (7 feet) wide so that riders can pass at nearly all points. The course should be marked with arrows or cords to insure that it can be followed. Ditches and brooks should be no more than 1 meter across so that they can be jumped.

(d) No artificial barrier shall exceed 40 cm (16 inches) in height and the sole purpose of such obstacles is to oblige the rider to cover a certain

distance on foot, without performing feats of acrobatics.

3G2. The number of **equipment stations and pits** shall be left to the discretion of the chief referee, who shall take into consideration the specific requirements of the course. They shall be set up at the most difficult points in such a way as not to hinder the race or endanger the participants. Riders may exchange equipment or bicycles only at these stations.

3G3. Bicycle Exchange. Normally, bicycles may be exchanged only in case of mechanical accident. If course conditions are bad, the chief referee may authorize the changing of bicycles every lap.

3G4. Removal of riders. Any rider who falls so far behind as to be considered out of contention may be removed from the race by the chief referee.

3G5. 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. Riders on different laps may work together.

3G6. The **length of the race** may be specified by number of laps or by time. In Championship events based on time, the first full lap shall be timed and this time shall be used to estimate the number of laps to be completed; after the calculation, lap cards will be shown to the riders. This practice is also recommended for non-Championship events based on time.

3H. Cross-Country Time Trial

3H1. A **cross country time trial** is an individual or team event from point to point, possibly including intermediate check points. The route between these points is normally not prescribed.

3H2. The **course and starting times** should be arranged so that competitors will be able to pass each other without having to take pace.

3H3. Start. All riders shall be started in the same way, either held or with one foot on the ground. If a rider appears later than the appointed starting time, the start will be allowed only if it does not interfere with other 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.

3H4. Each rider or team may be followed by a **support vehicle** or, if specified in the official race

announcement, by two vehicles. Each vehicle shall carry a driver and a referee and shall be operated in accordance with the referee's instructions. Support vehicles shall normally stay at least 20 meters behind the nearest rider.

3H5. No rider shall take pace behind another rider (other than a teammate) closer than 25 meters ahead or 2 meters to the side. A rider who is observed taking pace shall receive a time penalty as specified in Table 1.

3H6. Riders shall obey all **traffic regulations**. Stage race penalties shall be assessed where applicable, in accordance with rule 4H2. Riders shall lose any time lost as a result of apprehension for violations and, in addition, shall be assessed the following time penalties whether or not they are stopped:

(a) Passing through a stop sign without coming to a complete stop or crossing against a red light [two minute penalty].

(b) Following a road that is closed to bicycles [one minute per kilometer].

3H7. Feeding may be done in accordance with road race procedures or, where conditions permit in the judgment of the chief referee, from a motorcycle with a driver and a feeder.

3I. 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.

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 10 days of racing, except that National Tours may have up to 20 days of racing. At least one rest day is required if there are 10 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; and
- (d) Team general classification.

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

4C2. Individual General Classification.

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

(b) Any time bonuses may not exceed:

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

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

4C3. Individual Points Classification.

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

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

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

4C4. Individual Climbing Classification.

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

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

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

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

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

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

4C5. Team General Classifications are obtained by adding the three best times made by members of a given team during each stage, omitting time bonuses and penalties, except that the chief referee may

choose to apply some penalties and shall announce them in the results.

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

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

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

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

4D. Equipment

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

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

4E. Special Procedures

4E1. Start.

(a) For individual events, unless stated otherwise in the race regulations, riders and support vehicles shall be present at the signature checkpoint at least 15 minutes before the announced time of the start and sign-in shall close 10 minutes before the announced

starting time. Any rider appearing after this shall incur a penalty. Each rider shall sign in personally; if anyone else signs in for a given rider, that rider shall be penalized.

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

4E2. Road Course.

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

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

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

4E3. Finish.

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

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

(c) Whenever a road race **finishes on a circuit** of 10 km. or less, no more than one circuit should be ridden. On a circuit of 2 to 5 km., only technical support vehicles are permitted on the circuit. On a

circuit of 2 km. or less, the riders' times shall be taken at the entrance to the circuit and no vehicles will be permitted on the circuit except those of the referees. Inasmuch as riders who finish in a group and are out of contention for prizes are considered equal, they need only take a lap of honor to be considered finished.

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

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

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

4E5. Individual Time Trial Stages.

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

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

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

4E6. Team Time Trial Stages. Team time trial rules given in Road Racing Rules will generally be used. No time cut shall be imposed in this event and placings shall count only for the team general

classification and the awarding of prizes for team placings, except that any riders with finish times more than 20% slower than their team shall be penalized in their individual general classifications by the amount of time by which they exceeded the 20% deadline.

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

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

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

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

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

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

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

A = adjusted finish time of the withdrawn rider

W = finish time of the winner of the race

L = total number of laps in race

R = number of laps to go in the race at the time the rider was about to be lapped.

4F. Conduct of Participants

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

4F2. Registration.

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

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

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

4F4. The Team Manager shall:

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

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

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

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

4F5. Assistance.

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

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

4F6. Withdrawal.

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

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

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

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

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

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

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

4G. Race Commission

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

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

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

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

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

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

4G3. The chief timer shall determine the racing time of each rider in each stage.

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

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

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

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

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

4H. Penalties

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

- (a) Behavior dangerous to the rider or other competitors;
- (b) Holding on to a motor vehicle;
- (c) Failing to ride the entire course, by taking a short cut, riding in a motor vehicle, or by other means;
- (d) Pulling or pushing another rider or another rider's equipment during a sprint;
- (e) Willfully removing helmet during the race;
- (f) Fraud or attempted fraud during the race;
- (g) Passing through a road closure;
- (h) Assaulting a competitor, an official or a third party;
- (i) Conspiracy to cause any race to result other than on its merits;
- (j) Engaging in grossly unsportsmanlike conduct;
- (k) Using prohibited drugs.

4H2. Scale of Penalties.

(a) The race commission shall take disciplinary measures in accordance with the scale of penalties

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

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

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

4H3. Start

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

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

[1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute penalty].

(c) Signing for another rider:

[1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute penalty].

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

4H4. Equipment and Clothing

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

[1st offense: warning

2nd offense: 10 seconds penalty

subsequent offenses: 20 seconds penalty].

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

[1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute penalty].

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

[1st offense: warning

2nd offense: disqualification].

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

[1st offense: warning

2nd offense: 30 seconds penalty

subsequent offenses: 1 minute penalty].

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

4H5. Misconduct on road

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

[1st offense: \$30
subsequent offenses: \$60].

(b) Refusing to let an official car pass:

Rider:

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

Team Manager or assistant:

[1st offense: warning
subsequent offenses: \$15].

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

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

(d) Passing a road closure:

rider who initiates passing
[disqualification]

all other riders:

[1st offense: 3 minutes penalty
2nd offense: disqualification].

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

[relegation and
1st offense: 1 minute penalty
2nd offense: 2 minutes penalty
3rd offense: disqualification].

(f) Foul riding in an intermediate sprint:

[relegation and
1st offense: 30 seconds penalty
2nd offense: 1 minute penalty
3rd offense: disqualification].

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

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

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

[fine of 50% of the prize money].

4H6. Improperly advancing position

(a) Being towed or carried by a vehicle:

Rider:

[disqualification]

Team Manager: [\$30].

(b) Pushing by persons in motor vehicles:

Pusher:

[\$30 fine for each offense]

Rider:

[1st offense: 2 minutes penalty
2nd offense: 3 minutes penalty
3rd offense: disqualification].

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

Team Manager or assistant:

[\$15 on each occasion]

Rider:

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

(d) Drafting a vehicle for more than 100 meters

Team Manager or assistant:

[\$50 on each occasion]

Rider:

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

(e) Repeated and pre-arranged pushing

Team Manager:

[\$20 on each occasion]

Rider:

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

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

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

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

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

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

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

[1st offense: 30 seconds penalty]

2nd offense:	1 minute penalty
3rd offense:	3 minutes penalty
4th offense:	5 minutes penalty
5th offense:	disqualification].

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

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

4H7. Improper assistance

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

Rider:

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

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

(c) Assistance to riders on other teams:

[1st offense:	20 seconds penalty
2nd offense:	disqualification].

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

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

4H8. Improperly advancing in time trials

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

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

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

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

4H9. Supplies

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

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

(b) Using glass containers during the race:

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

(c) Throwing of glass containers onto the road:

[1st offense:	2 minutes penalty
2nd offense:	disqualification].

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

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

5. Championships

5A. Organization

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

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

5A3. An organizer may offer prizes at the National Championships. The amount of these prizes must be stated as part of the bid proposal.

5A4. 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 should 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.

5A5. 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 regional representative.

5A6. 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.

5B. Championship Eligibility

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

(a) *State championships are open only to USA citizens or permanent residents who reside in the state as shown on their licenses.*

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

5B2. At the option of the regional representatives, 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 Championships may defend their titles without having to qualify provided that they are otherwise eligible.

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 place 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 who are USA citizens or permanent residents as shown on their licenses. Junior riders with a racing age of 16 may compete in junior 17-18 National Track Championships for sprint, pursuit and kilometer time trial.

5D2. State Road Race Championships

	Men		Women
10-12	8-20 km	10-12	8-20 km
13-14	15-40	13-14	15-30
15-16	30-55	15-16	30-40
17-18	70-120	17-18	50-70

5D3. National Road Race Championships

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

(a) Individual Road Races

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

5D4. State and National Time Trial Championships

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

5D5. National Criterium Championships

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

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

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

- (a) 10-12 Men**
 500 m scratch race
 1 km scratch race
 2 km scratch race

- (c) 13-14 Men**
 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

- (g) 17-18 Men**
 sprint
 1 km time trial
 3 km pursuit
 25 km points race

- (b) 10-12 Women**
 500 m scratch race
 1 km scratch race
 2 km scratch race

- (d) 13-14 Women**
 500 m time trial
 2 km scratch race
 5 km scratch race
 10 km points race

- (f) 15-16 Women**
 500 m time trial
 2 km scratch race
 5 km scratch race
 15 km points race

- (h) 17-18 Women**
 sprint
 500 m time trial
 2 km. pursuit
 15 km points race

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

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

(b) An Olympic Sprint Championship shall be conducted.

5D8. A National Cyclocross Championships shall be conducted for all juniors.

5E. Amateur Championships

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

5E2. National Road Race Championships

Men Cat 1-2 160-205 km
 Women Cat 1-2 100-120

5E3. State and National Time Trial Championships shall be conducted for men and women at a distance of 40 km.

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

5F. Elite Championships

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

5F2. State Road Race Championships

Men	Cat. 1-3	120-205 km.
Men	Cat. 4	60-100 km.
Women		55-110 km.

5F2. National Road Race Championships

Men	Cat. 1	160-205 km.
Women	Cat. 1-2	100-120 km.

5F3. 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.

5F4. National Criterium Championships

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

5F5. State or Regional Track Championships may be conducted for each of the following classes, where regions are defined by the Executive Director:

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

5F6. National Track Championships The men's National Track Championships, including medals, are open to USPRO riders.

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

(c) **National Track Team Events**

4 km team pursuit

Olympic Sprint

Madison

Tandem Sprint (if velodrome is suitable)

5F7. 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.

5G2. State Road Race Championships

Men		Women	
30+	85-110 km		
35+	55-100	35+	30-80 km
45+	40-90	45+	30-80
55+	40-80		
60+	40-80		

5G3. National Road Race Championships

(a) **Individual Road Races**

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

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

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

5G4. Time Trial Championships

(a) **State and National Individual Championships** shall be conducted for men and women age 30 and older for each 5 year age group at a distance of 40

km. through age 54 for women and age 64 for men and at 20 km. for older age groups.

(b) **State and National Tandem Championships** shall be conducted for teams of two at a distance of 40 km. for master men, master women, and master mixed, each with age classes 70+ and 90+ and for men and mixed 110+ (sum of ages).

5G5. National Criterium Championships

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

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

5G6. National Track Championships

(a)

Men	Women
Sprint	Sprint
1 km. time trial	500 m. time trial
3 km. time trial	3 km. time trial
points race	points race

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

Women 30-34, 35-39:	10 km.
Men 30-34:	30
Men 35-39 & 40-44:	25
Men 45-49 & 50-54:	20
Men 55-59 & 60-64:	10

Additional track championships shall be conducted as follows:

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

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

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

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

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

5G7. National Cyclocross Championships shall be conducted for Master 35+ men and women and Master 45+ men.

5H. Disabled National Championships

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

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

CP3/CP4 men and women

LC1 men and women.

LC2 men and women.

LC3/LC4 men and women.

Tandem with blind stoker for men, women and mixed.

5H3. Time Trial Championships

Individual time trial championships with separate events for men and women in the following classes:

CP1/CP2, CP3/CP4, LC1, LC2 and LC3/LC4. Tandem with blind stoker for men and women mixed.

5H4. Track Championships

(a) Separate omniums for LC1, LC2, LC3/LC4, CP3/CP4 men and women based on the following time trial events:

Men and Women: flying 200 meter.

Men and Women: 1 km.

Women: 3 km.

Men: 4 km.

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

Men, Women and Mixed: 1 km time trial.

Women and Mixed: 3 km time trial.

Men: 4 km time trial.

Any tandem teams: Sprint, if velodrome is suitable.

5I. Optional State Championships

A regional representative at his or her own expense may conduct a State Championship for an event that has only a National Championship listed in this Bylaw. 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 center line.

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 Rule Book.

(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 younger senior age group. Junior riders may hold records for their own or older junior age groups or for *Amateurs 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) Senior men's and women's records for standing start track time trials at distances of 40 km and one hour.

6D2. Class B. Track or course records for time trial or massed start events shall be administered for each state by the regional representative 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 representative of the region in which the destination city lies.

Attempting USCF National Records

- (1) Obtain the necessary forms from the Federation:
 - (a) Permit (see Bylaw 1D3)
 - (b) Record Application
 - (c) Course Measurement Certificate
- (2) Regional representative will assign at least 3 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) Except for Border to Border and Transcontinental records, your course must be certified by a surveyor and measured to one part in 10,000 in accuracy. You are 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.

APPENDIX A

SCHEDULE OF FEES

All fees and fines accrue to the general funds of the Federation except where stated otherwise. The Executive Director establishes these fees.

1. License Fees

TYPE OF LICENSE	ANNUAL FEE
Basic Membership	\$20.00
Junior Basic: 10-14	No Charge
Domestic (all riders)	\$15.00
Officials	\$15.00
Mechanics	\$15.00
Coaches	\$5.00
One Day Licenses	\$5.00

International Licenses require an additional \$20 fee for US riders at time of renewal purchase. If purchased separately, fee is \$50 and \$75.00 for foreign riders.

Licenses are valid for one calendar year from the date of issue, except that International Licenses are valid only through December 31 of the year they are issued. The fee for replacing any Federation license is \$15.

2. Club Fees

The annual membership fee for unsponsored clubs is \$75 and for clubs with any number of sponsorships is \$130.

3. Organizer Fees

(a) Standard Competitive Event. The permit fee for standard Federation races is determined by adding the \$25 per day basic permit fee plus 6 % of the total event prize list. The prize list total is determined by adding the total cash and merchandise retail value of the prizes for the event. This permit should be used for any Category A through D USCF race. There is a maximum cap of \$1000.00 per day for a competitive event permit in 1998.

(b) Special Value Small Event Permits. Small category E USCF competitive events are eligible for the reduced rate special permit fee. Event permits for USCF are only \$15.00 per day. To be eligible for this class of event permit, the event must meet one or more of the following criteria:

** total participants are less than 50*

**cash/merchandise prize list of less than \$100.00 per day*

(c) Non-Competitive Events. These events include training rides, training races, clinics and camps and tours. Each USA Cycling club is allowed one free training ride permit for up to 30 days maximum per calendar year. This free training ride permit may be for non-consecutive days; however, all days for the permit must be listed on the submitted paperwork. Any additional training permits are available for a fee of 30 days for \$50.00. Training race permits for small club events of 50 or less participants per day with a limited prize list are \$50.00 for a maximum of 30 days (need not be consecutive). Clinic and camp permits are \$35.00 per day and cycling tours are \$100.00.

(d) Permit surcharge. An organizer who fails to publish an official race announcement in accordance with the approval, distribution and time requirements specified in the Racing Rules shall pay an additional 5% of the total prize list or \$50, whichever is greater, but not more than \$200. (See Rule 1E1)

(e) 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 the chief referee on the last day of the race and the chief referee shall forward it to the Federation office. (See Rule 1K4)

4. Race Categories

Race categories of each race or race series are determined separately for each racing class and are based on the total of all prizes for that class only. Minimum prize amounts are given below for events that are part of track meets, single day road race meets, 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 meet is placed in the highest category for which it is qualified according to the table below.

Minimum Prize List of Class

Cat.	Minimum Prize List of Class			Notes
	Track	Single Road	Stage/Series(e)	
A	\$5,000	\$10,000	\$20,000	(a)
B	2,500	5,000	10,000	(b)
C	1,000	2,000	5,000	(c)
D	500	1,000	0	(d)
E	0	0	----	(e)

(a) National championships and international races are category A races. Entry in non-championship races is restricted to category 1, 2 and Elite riders with a category of 1 or 2.

- (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) Olympic Sports Festivals and 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. Race Entry Fees

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

- (a) **Entry fees and surcharges in Free Market States** may be set at the discretion of the organizer, but must be the same for all riders in a given race. (See USCF Bylaw §3.3)
- (b) **Entry fees for others.** In races with prizes of no market value (trophies, medals, ribbons, and the like) the basic entry fee shall be set at the discretion of the organizer. In all other cases, the *maximum* basic entry fee that may be charged is *\$75 for a single day event and \$50 per day for a multiple day event*, not including post entry surcharge or unattached rider surcharges, is determined by the race category and the number of days of racing, as follows:

Multiple day races include stage races or other races conducted on consecutive days. A stage race entry fee is based upon the number of days of competition.

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

(1) The Federation imposes an insurance surcharge of \$2 per day for both annual and one-day licensed riders. This insurance surcharge is waived for UCI World and U.S. national champions and for riders younger than 15 whose entry fee is waived by the organizer.

(2) Late or post entries may be charged a surcharge of up to \$6 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.

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

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

(e) **Current UCI World or U.S. National Champions'**, other than Category National Champions who enter category A, B or C races 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).

6. Deposits for Protests and Appeals

All appeals (USA Cycling Bylaw Q) and certain race protests (Racing Rule 1Q) must be accompanied by a deposit (\$100 for an appeal and \$10 for a protest), which will be refunded only if the protest or appeal is upheld or a suspension is eliminated.

7. Officials' Fees

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

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

1. Half days are events lasting under 5 hours from the start of the first race to the conclusion of the last event on the schedule.

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

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

(b) **Site Visits.** The organizer will pay the chief referee \$25 for a pre-event venue inspection trip plus

\$15 for each venue inspection report in addition to travel expenses.

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

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

8. Appeal Jury Fees

Members of race juries of appeal shall be paid by the organizer at the same rate as "other officials," above, but are not paid as both an official and a juror for the same race meet. Juries that meet at other times and places shall be paid by the Federation a \$35 per day fee, with the foreman receiving \$45, plus the cost of reasonable and necessary travel.

9. Travel Expenses

Individuals traveling on approved, official business on behalf of the Federation shall be reimbursed normal and actual documented expenses. Transportation expenses will be based on the lowest practicable air fare or 30 cents/mile for travel by personal vehicle, whichever is less. More restrictive arrangements may be specified by the Executive Director.

1998 CATEGORIZATION GUIDELINES (UPGRADES)

(All Upgrades are handled by the Regional Representative or the Executive Director, per Bylaw 8.5.2)

General Information: Send all upgrade requests to your Regional Representative. An upgrade request consists of 3 things: (a) your license (b) a letter requesting an upgrade which includes a resume of your racing experience or a record of the previous

12 month's placings and (c) a stamped, self-addressed envelope.

1998 USCF License: Your current category will be printed on the license. Next to it will be three boxes marked 2, 3, 4. If an upgrade is approved by the District Representative, the appropriate box will be punched. Only one punch will be allowed per license. Any other changes (further upgrade or downgrade) requires a new license at a \$15 reissue fee. Upgrades to category 1 require license reissue (\$15 fee). Downgrades to 5 are not allowed.

Requirements and Notes by Category:

- 5 - 4: Experience in 10 mass start races.
- 4 - 3: Need 20 points in any 12 month period; or experience in 25 qualifying races with a minimum of 10 top ten finishes.
30 points in 12 months is an automatic upgrade
- 3 - 2: Need 25 points in any 12 month period
60 points in 12 months is an automatic upgrade
- 2 - 1: Need 30 points in any 12 month period
60 points in 12 months is an automatic upgrade

Qualifying Road Races for each Category

Category	Class	RR	Crit	Time	Field	Exper.
5 - 4	Men	15 mi	10mi	45 min	10	10 races
4 - 3	Men	25 mi	20 mi	1 hr	30	25 races
	Women	25 mi	15 mi	45 min	10	25 races
3 - 2	Junior	25 mi	15 mi	45 min	10	25 races
	Men	50 mi	20 mi	1 hr	50	
2 - 1	Women	40 mi	15 mi	45 min	20	
	Men	80 mi	35 mi	1.5 hr	60	
	Women	50 mi	20 mi	1 hr	30	

Points Awarded for Road Placing

Category	Race Type	Points	Places
4 - 3	RR or Crit	7-5-4-3-2-1	1st-6th
3 - 2	SR/GC	20-17-15-13-11-10-9-8-7-6-5-4-3-2-1	1st-15th
	RR/SR	10-8-6-5-4-3-2-1	1st-8th
	RR	10-7-5-3-2-1	1st-6th
	Crit	7-5-4-3-2-1	1st-6th
2 - 1	SR/GC	20-17-15-13-11-10-9-8-7-6-5-4-3-2-1	1st-15th
	RR/SR	10-8-6-5-4-3-2-1	1st-8th
	RR	10-7-5-3-2-1	1st-6th
	Crit	7-5-4-3-2-1	1st-6th

Track Categorization

Track upgrades are based on the criteria of ATRA (American Track Racing Association). Contact your regional representative for information.

USCF and NORBA suggest the following guidelines for license categories:

USCF		NORBA
5 / 4		Beginner / Sport
3		Expert
2		Expert or Semi-Pro
1		Semi-Pro
Pro		Pro

Requirements of USCF Riders Competing Outside the United States

USCF licensed riders must obtain permission from the USCF to compete outside of the United States. Permission to compete is provided only for visits to federations that are affiliated with the UCI.

Each federation is allowed to set its own requirements for allowing foreign riders to compete. It is the rider's responsibility to meet these requirements when applying for permission, which may include proof of insurance. (USCF license insurance does not cover competition in foreign countries.)

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 USCF Membership office.

(c) Foreign Permission Letter.

(1) Each request must show your name, license number, country(s) you wish to compete in, arrival dates and length of stay.

(2) Please allow at least one week to process and issue letters from the date of receipt in the USCF office. Allow for sufficient delivery time to overseas addresses. Applicant is responsible for all "express" mail and fax fees.

USCF Member Services will process the request in the following manner:

(a) A license validation check will be conducted from the USCF 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 \$10.00 each.

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

- 1) Your Name (as it appears on your passport)
- 2) UCI code, showing birthdate 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)

U.S. VELODROMES

California-N.

**Hellyer Park
Velodrome**
Casey Kerrigan
3148 Jordan Rd.
Oakland, CA 94602
510/531-1400

California-S.

Encino Velodrome
PO Box 16006
Encino, CA 91416

Olympic Velodrome
Dominguez Hills
1000 East Victoria
Carson, CA 90747

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

Colorado

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

Florida

**Brian Piccolo
Velodrome**
9501 Sheridan St.
Cooper City, FL
33024
954/437-2626

Georgia

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

Illinois

Northbrook Velodrome
 Dmitri Simos
 1730 Pflugsten Road
 Northbrook, IL
 60062

Indianapolis

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

Louisiana

Baton Rouge Velodrome
 PO Box 15887
 Baton Rouge, LA
 70895
 504/273-6400

Minnesota

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

Missouri

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

New York

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

Oregon

Alpenrose Velodrome
 Mike Murray
 4318 SE 8th Court
 Gresham, OR 97080
 503/661-0686

Pennsylvania

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

Texas

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

Washington

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

Wisconsin

Washington Park Bowl
 Tim Kemen
 PO Box 836 Kenosha,
 WI 53141

(Portable)

Vandedrome
 John Vande Velde
 13649 Elm Court
 Lemont, IL 60439
 630/243-1976

USCF STAFF

The following individuals are staff assigned with responsibilities of USCF operations and programs. The USA Cycling staff listed below also have responsibilities that affect the USCF.

USCF Managing Director	Evan Call
Administrative Assistant	Maria Keske
Event Director	Chris Prybylo
Communications Manager	Frank Stanley
Manager Collegiate Programs	TBD
Permits, Clubs-Membership	Diana Sanderson
Manager Coaching Development	Mike Niederpruem
Manager Athlete Programs	Susie Barton-Stetson
National Endurance Track Coach	Craig Griffin
National Women's Coach	Henny Top
National Junior Coach	Roy Knickman
National Sprint Coach	Andrzej Bek

USA Cycling Staff

Executive Director	Lisa Voight
Chief Operations Officer	Philip Milburn
Chief Financial Officer	Eileen Johnston
Dir. Athlete/Performance Division	Sean Petty
Dir. of Information Services	Chuck Quast
Dir. of Technical Services	John Tarbert
Dir. of Membership Services	Karen Zawadzki

USCF Board of Trustees

Trustees are identified below by the sections they represent, e.g., "Central, East and West, as defined in the Bylaws. "A" denotes athlete trustees. USCF Officers and USAC Directors are indicated. An asterisk (*) indicates Trustees whose term's expire in 1998.

- A **Karen Bliss-Livingston**, (904) 371-4513
USAC Director
 242 SW 2nd St., Gainesville, FL 32601
- A **Paul Swift**, (414) 654-0938
 5317 33rd Street, Kenosha, WI 53144
- C **Allison Dunlap**, (719)735-6071
 643 Monument Street Apt. 7, Colo.Spgs. CO
 80905
- * C **Richard Randleman**, (214) 503-7432
 7231 Wake Forrest Dr, Dallas, TX 75214
- C **John VandeVelde**; (630)-243-1976
USAC Director
 13649 Elm Court
 Lemont IL 60439

- E **Tracy Lea**, (410) 822-8060 **2nd Vice Chair**
12812 Ocean Gateway; Queen Anne, MD
21657
- * E **Mike Fraysse**, (914) 856-3335
Chairman USCF, USAC Director
P.O. Box 329, Glen Spey, NY 12737-0329
- E **Robert Beal**, (617) 749-5011 **1st Vice Chair**
12 Whiton Avenue; Hingham, MA 02043
- W **Chuck Collins**, (801)582-8332
PO Box 329; Salt Lake City, UT 84158
- * W **Casey Kerrigan**, (510) 531-1400
Secretary
3148 Jordan Rd, Oakland, CA 04602
- W **Les Earnest**, (415) 941-3984
12769 Dianne Drive; Los Altos Hills, CA
94022
- NCCA **Kathy Volski**, (713) 371 2187
2720 FM 529; Katy; TX 77493

APPENDIX B

Bylaws of the United States Cycling Federation

§1. Name, Purpose and Affiliations.

1.1 The name of this organization is United States Cycling Federation (the Association). The Association is a division of USA Cycling and operates under USA Cycling regulations.

1.2 The emblem of the Association shall be determined by the Executive Director. No person or organization may use the name or emblem of the Association in advertising, soliciting goods or services, or promoting without the written consent of the Association.

1.3 The purpose of the Association is to conduct bicycle programs in all aspects of track, road, and cyclocross racing in consonance with the overall goals of USA Cycling.

1.4 The Association is affiliated through USA Cycling to certain other national and international organizations.

§2. Government.

2.1 The direction of affairs of the Association shall be committed to a Board of Trustees which shall explain, define, and interpret any provision of Association regulations, subject to direction from the USA Cycling Board of Directors, and promulgate Racing Rules.

2.2 The Executive Director or a person designated by the Executive Director shall, with the advice of the Trustees, interpret the Racing Rules in periods between meetings of the Board of Trustees.

2.3 The term Association regulations means these Bylaws, Racing Rules, Board of Trustees resolutions, and any other regulation established by the Association which pertains only to this Association.

2.4 The Association shall operate in accordance with written USA Cycling regulations, including its own Association regulations, which, in case of conflict, shall have precedence over one another in the following order: these Bylaws, Racing Rules, and Board of Trustees resolutions.

2.5 The geographical structure of the Association shall be based upon three sections: Central, East, and West. In years evenly divisible by four, sectional compositions shall be adjusted based on registration data at the end of the preceding year so as to have approximately equal numbers of licensees and be geographically coherent.

The sections, are given below.

2.5.1 Central Section.

Alabama, Arkansas, Colorado, Illinois, Iowa, Indiana, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, West Virginia, Wisconsin.

2.5.2 Eastern Section.

Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia.

2.5.3 Western Section.

Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming.

2.5.4 Throughout these Association Regulations the term "state" shall be interpreted as referring to one of the above states other than California, Maryland, or Nevada or one of the following, where the numbers in parentheses represent the first three digits of U.S. Postal Zip Codes:

California-Nevada/North (893-898, 936-961);
California-Nevada/South (890-891, 900-935);
Maryland-District of Columbia.

§3. Elections.

3.1 **Election of Trustees.** The Board of Trustees shall be composed of three classes of Trustees, as follows. The dates of nominations and elections shall be as specified in USA Cycling Bylaws.

3.1.1 Sectional Trustees.

3.1.1.1 Sectional Trustee candidates may be nominated by affiliated clubs, by petition of five members of the Association, or by a nominating committee of the Board of Trustees.

3.1.1.2 One Trustee shall be elected from each Section each year and shall serve a three year term.

3.1.2 **NCCA Representative Trustee.** One person shall be elected as NCCA Representative Trustee by the NCCA Board of Governors in even-numbered years and shall serve a two year term.

3.1.3 **Athlete Trustees.** The Association's Athlete Director shall also serve as an Athlete Trustee. In addition, one woman and one man, shall be elected as Athlete Trustees in years that are evenly divisible by four and shall serve a four year term. Candidates must be qualified to serve as Athlete Trustees under USA Cycling Bylaws. Only members who are Eligible Athletes by virtue of membership in this Association may nominate candidates or vote in Athlete Trustee elections and electors may vote only for candidates of their own sex.

3.2 Sectional and Athlete Trustee Election Schedule.

3.2.1 Nomination notices shall be published no later than *May 1* of each year. All nomination petitions and signed acceptances thereof must be sent to association headquarters no later than *June 1*.

3.2.2 No later than August 15, ballots and proxy forms shall be mailed by association headquarters to association members who were members on August 1. Proxies must be sent to the Ballot Clerk no later than September 15 in order to be exercised at the appropriate annual meeting of members.

3.2.3 Trustees shall take office at the first meeting of the Board following the USCF annual meeting.

3.3 **Free Market States.** Any state may elect to become a Free Market State by calling a meeting of affiliated clubs based in the state and voting in the same manner as the House of Delegates, under the chairmanship of the regional representative. The choice may be made only on a calendar year basis and must be decided before the beginning of the calendar year designated. (See Fee 5a.)

§4. Board of Trustees.

4.1 Officers.

4.1.1 The Board of Trustees Chair must be a Trustee and shall preside at all meetings of the Board of Trustees. In periods between meetings of the Board of Trustees, the Chair may interpret the Association Bylaws with the advice of Trustees.

4.1.2 The Secretary of the Board of Trustees shall act as secretary at all meetings of the Board of Trustees. In the absence of the Secretary, the presiding officer may appoint any person to act as secretary of the meeting. The Secretary shall maintain the Association Governance Policy and a register of active resolutions of the Board of Trustees and their expiration dates and shall provide current copies to Trustees and the Executive Director.

4.1.3 In the absence of the Chair, the Vice Chairs, in the order determined by the Board of Trustees, shall perform the duties of the Chair.

4.1.4 **Officers elections** shall be conducted at the first meeting of the Board of Trustees after Trustee elections in even-numbered years and officers shall normally serve two-year terms. The Chair, Secretary, and Vice Chairs must be different persons.

4.2 **Resolutions** of the Board of Trustees shall expire 24 months after adoption unless a different expiration date is specified by the Board of Trustees. Resolutions of committees appointed by the Board of Trustees shall expire at the next meeting of the Board of Trustees.

§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. At all meetings of delegates, a quorum shall consist of delegates holding 20% of the total number of votes that could be cast at the meeting.*

5.2 **Club Representation.** *Clubs may affiliate with the Association upon meeting obligations specified in the Schedule of Fees.*

5.2.1 *Every affiliated club may appoint and file with the Executive Director the name of a delegate and one alternate to represent the club prior to each meeting of the House of Delegates. Representation by acceptable proxy of any member of the Association may be made in writing to the Executive Director.*

5.2.2 *The voting strength of an affiliated club in any meeting of the House of Delegates shall be determined on the first day of the month that is at least 10 days before commencement of the meeting but otherwise as late as possible. Every club which has at least five eligible members on this date is entitled to one vote plus one vote for each additional 10 eligible licensees to a maximum of six votes. Within this bylaw, "eligible member" means an individual who is licensed by the Association as belonging to the affiliated club.*

§6. Amendments.

6.1 Amendments to Association Bylaws and other Association regulations may be made either by the *House of Delegates* or by the Board of Trustees. All amendments to Association Bylaws or Association regulations must be approved by at least two-thirds of the total votes cast, abstentions not being counted, or by a quorum, whichever is greater, except that the Association's Governance Policy may be amended on a majority vote.

6.2 Amendments proposed for consideration by the Board of Trustees must be submitted by Trustees.

6.3 Amendments proposed for consideration by the *House of Delegates* must be submitted either by a Trustee, by an affiliated club, or by petition of five Association members, and must be sent in writing to the Association office not later than *June 15* of the year in which they are to be considered. The Board of Trustees may subsequently submit additional proposals.

6.4 No amendments to Association regulations other than those on the agenda may be considered at the *House of Delegates*.

6.5 All amendments that are adopted by October 31 shall take effect on January 1 of the following year, except that amendments adopted as emergency measures with the approval of three-fourths of the voters may take effect whenever specified but not sooner than 30 days, subject to any requirement of notice to the Board of Directors established in USA Cycling Bylaws.

§7. Affiliated Clubs.

7.1 Affiliated clubs may use the Association emblem on club stationery provided that the identity of the club appears more prominently than the Association emblem and that the stationery shows no commercial sponsorship. Other uses of the

Association emblem require special permission from the Association.

7.2 Club Name. Clubs and teams are prohibited from using names, inscriptions, or publicity that may tend to confuse the distinction between them and National Teams of the Association. Terms such as "National" and "USA" generally lead to such confusion.

7.3 *Only sponsored clubs may be named after a commercial organization.*

7.4 Suspension. Any affiliated club that is in violation of the Association regulations may be suspended by the Executive Director. Such suspensions may be appealed. Licensees of suspended clubs are considered to be "unattached" and are subject to unattached surcharges. Such riders may change clubs without obtaining a release from the suspended club.

7.5 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.

7.6 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 has held a USPRO or other professional cycling license in any given calendar year 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 shall receive a copy of the Racing Rules.

8.1.1 Any person may be issued a USA Cycling license on a calendar year basis. Such a license may be used in international competition and in all events that are held under USA Cycling regulations, subject to eligibility requirement of those Regulations.

8.1.2 Alternatively, applicants may be issued USCF licenses, which are valid for Federation events for one year from the date of issuance.

8.1.3 Others may be issued one-day licenses and be permitted to enter races open to men's category 5 or (for women) women's category 4, but do not become members and may not enter championship events. Riders younger than 10 may enter only Youth Races.

8.2 An Association license is an identity document that is the property of the Association and that indicates its holder has voluntarily agreed to abide by the regulations and decisions of the Association. It permits the licensee to enter any event for which the licensee is qualified and for which a permit has been issued by the Association.

8.2.1 A racing license indicates the affiliated club, if any, of which the rider is a racing member, the district in which the rider is a resident, the rider's age, sex, and the rider's road and track racing categories. A rider may be a racing member of only one club at any time.

8.2.2 Annual domestic racing licenses expire one year after the date of license issuance or renewal. International racing licenses expire on the December 31.

8.2.3 Changes to a racing license may be made only by a regional representative or the Executive Director. An address change to a different district may be made only by the Executive Director. Anyone making an unauthorized alteration of a license or causing such a change to be made shall be subject to suspension.

8.3 Liability Release. All persons applying for an Association license may be required, as a condition of issuance of the license, to read, agree to, and sign an agreement and release of liability in a form approved by the Association.

8.3.1 All persons who are under the age of 18 years, or who are minors under the laws of their home state at the time they apply for an Association license, must also have their parent or guardian read, agree to, and sign an agreement and release of liability in a form approved by the Association. A parent or guardian of a minor may revoke that minor's license by written notice to the Association's central office, and such revocation shall become effective 30 days after receipt by the Association of the written notice of revocation.

8.3.2 No license shall be valid unless signed by the applicant.

8.4 Each rider's racing class shall be determined by the rider's sex, racing age, and category, defined below. A rider whose racing age is 18 years or less is "junior", one whose age is 19 through 22 and who has not held a non-USCF *Elite* license in the current calendar year is an "*Amateur*", age 23 through 29 is "*Elite*" and an older rider who has not held a "*Elite*" license in the current calendar year is a "*Master*". *Amateurs*, *Elites* and *Masters* are collectively called "*Seniors*".

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 Regional Representatives or the Executive Director based on a rider's experience and performance and are subject to appeal. Category 5 for men or category 4 for women is assigned unless a higher category has been earned.

8.5.1.2 Categories indicate cycling abilities relative to riders of the same sex without regard to age.

8.5.2 Upgrading and Downgrading criteria for rider categorizing will be specified by Executive Director and communicated to the licensees.

8.5.3 Race organizers may organize races with arbitrary rider categories (*e.g.*, A, B, C) to which riders voluntarily assign themselves. Such races may be considered for upgrading of a rider's Association category based on experience but may not be used for upgrading by performance.

8.6 Membership in Clubs.

8.6.1 **Club-rider Contracts.** A club and rider may enter into written agreements describing the obligations of each to the other provided that such agreements do not conflict with Association regulations.

§9. Officials, Coaches, and Mechanics.

9.1 Coaches may be licensed upon completion of the training program established by the Executive Director.

9.2 Licensing and Appointment of Officials.

9.2.1 Officials are licensed and categorized according to the positions of responsibility to which they may be appointed. Categories 4 through 1

represent increasing proficiency, with separate categories for road and track events. Qualifications for upgrading and downgrading shall be specified by the Executive Director and communicated to the licensees.

9.2.2 Appointment of Officials.

9.2.2.1 The minimum recommended category for an appointment to a race meet depends upon the highest race category in the meet and the officiating position:

Race Category	Chief Referee	Chief Judge*	Other Officials
A	1	1	3
B	1	2	3
C	2	3	4
D	3	3	4
E	3	4	4

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

9.2.2.2 Whenever practicable, the assignment of duties shall be rotated between equally qualified officials. Officials from outside the vicinity of the event may be selected whenever the appointing authority deems it is in the interest of the Association.

9.2.3 Maintaining Officials' Licenses.

9.2.3.1 Any licensed official, in order to remain in good standing as an official of the Association, must pay any license fees and officiate at a minimum of two Association race meets per year. Officials are also required to attend a seminar once each year to acquaint them with rule changes and to instruct them in their roles.

9.2.3.2 For selection, nomination and evaluation of officials, the primary characteristics to be considered include but are not limited to an individual's abilities to apply Association regulations impartially, decisively, and correctly, and to effectively and reliably manage cycling competitions in a manner that fosters respect for the sport of cycling.

9.2.3.3 Whenever deemed necessary by the Executive Director, there may be an evaluation of the categorization of any official. If an official is determined to be no longer qualified for assignment at the current level of categorization, the official shall either be categorized at a lower level or declared ineligible for further appointments.

9.2.4 International Race Officials.

9.2.4.1 Only Category 1 officials are eligible to apply for nomination by the Association whenever seminars and examinations for training of UCI National or International Commissaires are offered.

9.2.4.2 Appointments to international races are reserved, in order of priority, to UCI International Commissaires, UCI National Commissaires, Category 1 officials, and Category 2 officials.

9.3 **Mechanics** may be licensed to the end of the calendar year upon certification and payment of the specified fee.

9.4 **Liability Release.** Any applicant for an official's, coach's, or mechanic's license from the Association may be required, as a condition of issuance of such license, to read, agree to, and sign an agreement and release of liability in a form approved by the Association.

§10. National Teams.

10.1 Team Selection.

10.1.1 The criteria and procedures that will be used to select riders for World Championships, Pan American Games and Olympic Games shall be formulated and published in advance of the selection process and shall be followed unless prohibited by circumstances beyond the control of the selection authorities.

10.1.2 Any rider who is eligible to compete internationally on a national team shall be eligible to compete in races qualifying for selection to that team.

[Note: Eligibility of members with dual citizenship or recent citizenship change, for Olympic and Pan American Games is governed by IOC Bylaw Rule 46 (Bylaw 46.2)]

10.2 The Team Managers shall represent the teams in whatever events they enter and shall look after the interests and general welfare of the members of their team, including housing, food, transportation, uniforms, laundry, and recreation. They shall also enforce the rules of the Association. The team members shall have the right to a hearing and appeal with respect to the enforcement of such rules as provided for in USA Cycling regulations.

10.3 The National Team Coaches shall have responsibilities including but not limited to:

10.3.1 Developing and conducting programs to improve the competitive performance of cyclists;

10.3.2 Recommending selection procedures and selecting National Teams according to approved procedures;

10.3.3 Setting up the training program, practice, and competition schedule for the National Team; and,

10.3.4 Advising and coaching candidates for, and the members of, the teams in the techniques and

strategies of their competition. Only persons approved by the Association may coach the team during its preparation and competition.

10.4 All Members of National Teams and persons to whom a special uniform has been issued shall be subject to the jurisdiction of the Association. They shall conduct themselves at all times and in all places as befits worthy representatives of their country and the Association. Whenever racing as members of the National Team, team members shall wear helmets that meet the standards of Racing Rules.

10.5 **No Constraints.** No licensee may be a member of an Association team if that individual has a prior agreement which requires the use of certain brands or types of equipment or clothing while functioning as a National Team member.

10.6 **Supervision.** Competitors shall be under the strict supervision of the National Team manager and coaches. By accepting membership on the National Team, athletes agree to follow the guidelines set forth in the National Team Member Agreement as provided by the Association.

10.7 **Dismissal.** National Team personnel, including riders, trainers, coaches, and mechanics, who do not adhere to the provisions of this Bylaw may be dismissed from the team by the Team Manager or the Executive Director. If the team is still in the United States, such dismissals may be appealed in the same manner as other administrative decisions. Otherwise, an appeal may be made upon the return to the United States.

§11. Discipline

11.1 *All Association members who participate in an event held under an Association permit, in any Association appeals or administrative hearing or other official function of the Association are subject to disciplinary action for misconduct. This bylaw defines domestic suspension procedures, which are a limited form of the international suspension procedures specified in USA Cycling Bylaw P. Either form of suspension or both may be applied in a given situation.*

11.2 Offenses

The following offenses shall be subject to domestic suspension or lesser penalties:

(a) Flagrant or persistent violation of any USA Cycling Regulations that seriously damages the good name of USA Cycling, any of its associations or the sport of bicycle racing;

(b) Any member who acknowledges in writing any published rules of conduct for the use of a training, housing or racing site obtained by the Association and who subsequently violates those rules;

(c) Members who fail to make good on invalid checks presented as payment to USA Cycling or as an entry fee at an event that was issued a race permit by the Association, or who fail to promptly pay any fine or other financial obligation due USA Cycling.

11.3 Investigation, Notice and Appeal

11.3.1 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.

11.3.2 For misconduct in any given race meet, the investigator may domestically suspend a member for up to 30 days, or under Bylaw 12.2, paragraph (c), until the obligation is fulfilled.

11.3.3 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.

11.3.4 If the member mails an appeal to the investigator within 10 days from the date of notice to the member (date mailed), suspension shall be stayed pending the decision of the Appeals Jury. If the member does not appeal 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.

11.3.5 If the domestic suspension is appealed, the appeal shall be heard in accordance with the procedures of USA Cycling Bylaw Q.

Corporate Documents

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 \$5.00 per document. Please send all requests and appropriate fees in writing to:

Corporate Documents

USA Cycling, Inc.

One Olympic Plaza

Colorado Springs, CO 80909

Copies of all corporate documents are distributed to all USCF Regional Representatives, USA Cycling Directors and Association Trustees.

PARTIAL BYLAWS of USA Cycling

Complete USA Cycling Bylaws are available from the offices of USA Cycling. See the beginning of this appendix for information on ordering corporate documents.

D. Associations and Members

Section 1. The Associations of USA Cycling 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. Membership Defined. The membership of USA Cycling shall be divided into and consist of the classes described in Section 1 of this Bylaw D. A **member** of USA Cycling is a person who is a member of one or more classes of membership established by these Bylaws. Life members of USA Cycling and nonvoting members of NBL shall be considered nonvoting members of USA Cycling.

Section 3. Life Member. Individuals who have contributed extensive and outstanding service to USA Cycling or any of its predecessor organizations may have the honorary title of **Life Member** conferred upon them by a two-thirds vote of the Board of Directors, but no Association membership or license is thereby established.

Section 4. Openness and Equal Opportunity. Membership in USA Cycling 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 5. Definition of Active and Eligible Athletes.

Part 1. An **Active Athlete** is a current member of a national team in one of the Associations or a rider who has represented the United States of America in the Olympic or Pan American Games, World Championships, or other major international cycling competition within the preceding 10 years.

Part 2. An **Eligible Athlete** is someone who meets one of the following criteria:

- (a) A man licensed in racing category 1 on either the road or track by USCF.
- (b) A woman licensed in racing category 1 or 2 on either the road or track by USCF.
- (c) Anyone licensed in racing category Pro/Elite in any discipline of off-road cycling by NORBA.
- (d) Anyone licensed as an athlete by USAC.

(e) Anyone licensed by NBL as a Cruiser or Female Cruiser, 19 years of age or older.

M. Helmets

Section 1. Helmets Mandatory. At all times when participating in or preparing for an event held under a USA Cycling or Association permit, including club rides, motorcycle drivers and their passengers shall wear securely fastened helmets that meet the United States Department of Transportation (DOT) motorcycle helmet standard and all riders shall wear a protective, securely fastened helmet that satisfies either the DOT helmet standard or one of the following the helmet 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) *As to NBL only, such standards as maybe determined by its Board of Trustees to be in the best interest of its members from time to time.*

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

Section 2. Responsibility; Warranties. The use of such helmets is strongly recommended for all bicycle riders. It is the rider's responsibility to select and wear such a helmet which 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 these 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 Bylaw.

N. Medical Control

Section 1. *USA Cycling has adopted and participates in the United States Olympic Committee's National Anti-Doping Program (the Program). The Program is incorporated herein by reference and shall prevail over any USA Cycling*

Regulation to the contrary. These 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.

Section 2. Prohibited Substances, Boosting, and Penalties

Part 1. *These medical control regulations are to be followed under normal circumstances; however, departures from the specified procedures do not necessarily invalidate the test. Use of prohibited substances or procedures that is detected by USOC or IOC using their test procedures or by UCI or other cycling national governing bodies using their testing procedures and UCI-approved laboratories shall result in the same penalties as use detected under the following procedures.*

Part 2. *Penalties for infractions of any section of these regulations are given in brackets, given as follows: [stated penalty].*

Part 3. *For the purpose of this rule, the term "boosting" is defined as: The entry into a rider's circulatory system of red cells, or of other physiological or man-made substances which may have the effect of increasing the oxygen-carrying capacity of the blood of the rider, including, but not limited to, by means of any injection, infusion, or transfusion (including an infusion, injection or transfusion of the rider's own cells or cells of another person) or by means of any man-made equipment.*

Part 4. Prohibited Practices. *No rider may use the substances listed in Tables 1 and 2. It is the rider's responsibility to avoid boosting or the use of such substances [disqualification and two years suspension for boosting or use of substances in Table 2; disqualification and six months suspension for use of substances in Table 1. For each subsequent infraction of this rule, penalties will be progressively doubled.]*

Part 5. Quantitative Limits. *Detectable amounts of the substances listed in Table 1 are considered positive with the following exceptions: For caffeine, a sample shall be considered positive if the concentration in the urine exceeds 12 micrograms per milliliter. Testosterone is considered positive if the ratio in urine of testosterone/epitestosterone is greater than 6 to 1 unless there is evidence that this ratio is due to a physiological or pathological*

condition, e.g. low epitestosterone excretion, androgen production of tumor, enzyme deficiencies.
Part 6. *Use of inhaled beta 2 agonists is banned except that salbutamol and terbutaline may be used for inhalation only with written notification from the prescribing physician sent prior to competition to "USA Cycling Drug Control Program" giving the athlete's name, diagnosis and medication prescribed.*



Table 1. Examples of Prohibited Substances

Caution: This is not an exhaustive list of prohibited substances. Many substances that do not appear on this list are prohibited under the term "and related substances."

Stimulants, such as:

amfepramone
amineptine
amphetamine
caffeine¹
cathine
cocaine
cropropamide²
crothetamide²
ephedrine
etamivan
etilamphetamine
etilefrine
fencamfame
fenetylline
fenfluramine
heptaminol
methylenedioxamphetamine

methlephedrine
methlphenidate
methoxyphenamine
nikethamide
norphenfluramine
parahydroxyamphetamine
pemoline
phenidimetrazine
phentermine
phenylpropanolamine
pholadrine
prolintane
propylehexedrine
pseudophedrine
salbutamol³
strychnine
and related substances
e.g. ma huang (herbal ephedrine)

mefenorez
mephentermine
mesocarb
methamphetamine

Narcotics, such as:

ethylmorphine
hydrocodone
morphine
pentazocine

pethide
propoxyphene
and related substances

Beta 2 Agonists, such as:

clenbuterol
salbutamo³
salmeterol
terbutaline³

fenoterol
and related substances

For answers to specific questions call the USOC Drug Hotline at 800-233-0393

¹ See also Bylaw N Part 5

² Component of microrene

³ See also Bylaw N Part 6

Table 2. Examples of Prohibited Substances

Diuretics, such as:

acetazolamide
bendroflumethiazide
bumetanide
canrenone
chlortalidone
furosemide

hydrochlorothiazide
indaparnide
spironolctone
triamterene
and related substances

Peptide and Glycoprotein Hormones and analogues:

corticotrophin (ACTH)
erythropoietin

human chronic gonadotrophin (HCG)
growth hormone (HGH)
Somatotrophine)

Anabolic steroids, such as:

boldenone
clostebol
danazol
dehydrochlormethytest
dihydrotestosterone
drostanolne
fluozymesterone
flormebolone
mesterolone
metadienone
metenolone

methyltestosterone
mibolerone
nandrolone
norethandrone
osterone
oxandrolone
oxymesterone
oxymetholone
stanozol
testosterone¹
trenbolone and related substances

metandriol

Masking Agents:

epitestosterone¹

probenecid

For answers to specific questions call the USOC Drug Hotline at 800-233-0393

Part 7. The use of corticosteroids such as cortisone and prednisone is banned except for topical use (in the ear, eye, or on skin), inhalation therapy (asthma, allergic rhinitis) and local or intra-articular injections [three months suspension]. When any inhalation therapy, local or intra-articular injections of corticosteroids are used, a letter of notification giving the athlete's name, diagnosis, medication, dose, site of application and date of administration

¹ See also Bylaw N Part 5

must be sent immediately to "USA Cycling Drug Control Program" at USA Cycling headquarters.

Part 8. Refusal or Subversion. No rider may refuse or fail to complete medical control procedures or attempt to subvert or falsify these procedures. Within this regulation, the meaning of the term "subvert" shall include, but not be limited to, the use of a substance or process which has the effect of preventing or inhibiting the detection of a prohibited substance [disqualification and suspension for 1 year].

Part 9. Improper Encouragement. A licensee who provides a rider with, encourages the use of, or communicates consent to the use of a prohibited substance, or boosting, or means to subvert medical control, shall be subject to the same penalties as a rider who violates the corresponding medical control regulation.

Section 3. All riders selected to participate in the World Championships or Olympic Games in the current or preceding year are eligible for out of competition testing at any time with no advance notice. Such tests shall be made in accordance with the Program. A rider subject to the Program who refuses a test or who fails to meet other Program obligations, even though he or she may have officially retired from racing, shall be suspended for two years. A rider who was earlier subject to testing under this Program but who has retired must volunteer to be subject to out-of-competition testing for at least six months before he or she will be eligible for international competition.

Section 4. Tests on riders for the use of prohibited substances shall be carried out at race meets that have been designated for medical control by USA Cycling and such examinations shall be in accordance with the Program.

Section 5. Selection.

Part 1. Eligibility. Any rider who registers for a race may be subject to medical examination. The medical examiner may request that an examination be carried out on one or more competitors in addition to those riders designated by medical control regulations.

Part 2. Selection of riders by lots for medical examination shall be done approximately one hour before the finish by the medical inspector in the presence of witnesses who are race officials. Two additional reserve riders shall also be selected by lots and examined if necessary.

Part 3. Notification. The list of riders to be tested shall be posted in the place designated by the Chief Referee or Chief Commissaire and announced to the riders. Riders must check to see whether their names are on the list, and, if selected, must immediately report for medical control.

Part 4. Prizes. In any individual or team event for which medical control testing is performed, the organizer must send all prizes won by riders selected for medical control testing to USA Cycling to be held in escrow until test results are known. After test results are known and any hearings and appeals completed, the prizes shall be released to the appropriate persons.

Section 6. Testing Procedures

Part 1. Testing.

- (a) Each selected rider shall report to the designated place not later than one hour after the finish of the event, or any official ceremony immediately following the finish in which the rider is required to participate, whichever is later. The rider shall remain at the disposal of the inspector until the sampling procedure is completed.
- (b) The rider is required to provide a urine sample with specific gravity not less than 1.010 and pH not greater than 7.5. Should any rider be physically unable to pass a sufficient quantity of urine meeting these standards, the rider shall be kept under observation as long as necessary, there being no time limit. Should the rider be allowed to move to another place, that rider shall be accompanied by the inspector or a person designated by the inspector until such time as the sample is obtained.
- (c) Should the rider not provide a sample in the necessary amounts, the medical inspector shall decide whether the quantity produced is sufficient for examination purposes. The decision of the inspector regarding the adequacy of the quantity may not be used as the basis for an appeal that there was a defect in the examination procedure.

Part 2. Declaration. Riders selected for testing shall declare in writing any medication (prescription or non-prescription) they have taken. Such declarations shall be signed by a physician or by the rider and must be delivered to the medical inspector before a sample is taken.

Section 7. Tests Results and Evidence.

Part 1. The laboratory shall conduct tests for the presence of prohibited substances in a sample. A positive result shall be reported by the laboratory when it can establish legally defensible evidence that the sample contained a specific prohibited substance or related compound.

Part 2. The results of medical tests shall be communicated by the laboratory immediately to the Executive Director. For stage races, the laboratory shall also report the results to the medical inspector if the race is in progress.

Part 3. Evidence of boosting violations may consist of the direct testimony of observers or accessories in instances for which laboratory testing is not possible.

Section 8. Disposition

Part 1. Positive Results. If a test shows that a prohibited substance were taken, the rider may be suspended by the Executive Director after completion of the due process procedures in Bylaw P.

Part 2. The Executive Director shall publicly disclose any discipline and shall cite the regulation that was broken, but not the substance or class of substances involved, unless called upon to testify in a hearing that is public. USA Cycling officials and the laboratory staff shall observe the same confidentiality.

Part 3. In the case of a rider licensed by a federation other than USA Cycling, the Executive Director shall promptly send a registered mail notification of the infraction and discipline to the rider's federation.

O. Administrative Grievances

Section 1. Grievances relating to the rights and duties of members under the Constitution and Bylaws of USOC or relating to any administrative action by USA Cycling or its Associations, may file a written grievance 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 Bylaw, 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.

P. 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 Bylaw. For the purposes of this Bylaw, 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 Bylaw, including loss of eligibility or other appropriate penalties.

Section 3. Facility Agreements. Any member who acknowledges in writing any published rules of conduct for the use of a training, housing, or racing site obtained by USA Cycling or an Association and who subsequently violates these rules shall be subject to discipline as provided in this Bylaw.

Section 4. Financial Obligations. Members or other parties who present checks to USA Cycling, an Association, a predecessor organization, or to organizers of events for which race permits have been issued, which checks are dishonored by the banks upon which they are drawn, or who fail to pay any fine or other financial obligation due USA Cycling or an Association, shall be subject to appropriate discipline as provided in this Bylaw. 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 5. Club, Team, or Sponsor Affiliation. Associations may regulate when its members may establish or change club, team, or sponsor affiliations. A member who fails to abide by such regulations shall be subject to discipline as provided in this Bylaw. Without limitation, this may include loss of eligibility to compete in USA Cycling or Association

aces until such regulations are complied with, followed by an additional period of ineligibility.

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

Section 7. Complaints and 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. Hearing 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.

(b) The respondent must answer the notice in writing within 10 days to USA Cycling and this answer may request a hearing. If a hearing is requested, the Executive Director shall appoint three disinterested and impartial persons, known as a **Hearing Panel**, to conduct a hearing. The hearing shall be conducted informally and may be accomplished in any reasonable manner including telephonically. In the conduct of the hearing, the burden shall be upon USA Cycling to prove by a preponderance of evidence that disciplinary action is appropriate.

(c) The respondent must be given a reasonable time between receipt of the notice of charges and the date of a hearing, if one is requested, to prepare a defense; this period of time shall be no less than 10 days but no more than 15 days.

(d) The respondent has the right to be assisted in the preparation of their case at the hearing, including the assistance of legal counsel, if desired.

(e) The respondent has the right to call witnesses and present oral and written evidence and argument.

(f) The respondent has the right to confront and cross-examine adverse witnesses.

(g) The respondent has the right to have a record made of the hearing, at the respondent's own expense.

(h) The Hearing Panel will determine by a majority vote if there is cause for disciplinary action. If so, the panel shall impose or recommend a penalty and, if appropriate, the dates of the penalty. For misconduct in any given race meet, the Hearing Panel 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 a Hearing Panel or, under Section 4 or 5 of this Bylaw, until such sections are complied with.

(i) A written decision, with the reasons therefore, based solely on the evidence of record, must be forwarded by certified mail or personal delivery to the respondent and the Executive Director no later than ten 10 days after the hearing. If disciplinary action is imposed, an explanation of the proper appeal procedure must be included with the notice of decision. The respondent or complainant has 20 days after deemed delivery in which to appeal the decision.

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 and request a hearing as required by subparagraph (b) of Part 1 of this Section. Any reasonable excuse for not receiving the initial notice of charges will be considered. If the hearing is waived, the penalty is effective immediately and the right to an appeal is forfeited.

Section 8. Observance. All components and Associations of USA Cycling shall follow these procedures and honor any suspensions or loss of eligibility imposed by USA Cycling.

Section 9. Suspensions by Other Organizations. USA Cycling and its Associations shall honor the suspensions or other disciplinary actions imposed by the USOC or UCI and their affiliates, provided the Executive Director determines that due process was followed in imposing the discipline, including fair notice and an opportunity for a hearing as described in Section 7 of this Bylaw.

Q. Appeals

Section 1. Appealable Matters.

Part 1. Appeal. The following may be appealed by the respondent or complainant: 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 Bylaw.

(a) If an appeal is filed by either the respondent or complainant within the designated time, all parties must be notified at once by certified mail or personal delivery of the exact elements of the appeal.

(b) An entire new hearing is to be administered by an Appeals Jury.

(c) The same rules of evidence and procedure apply as for a Hearing Panel.

(d) The burden of proof shall be upon the appellant to establish that the Hearing Panel abused its discretion in reaching the decision being appealed.

(e) The jury may consult with expert individuals or groups in reaching a decision on the appeal but may not delegate the decision.

(f) The jury shall render a decision on the appeal by a majority vote.

(g) The jury 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.

(h) The jury may affirm, nullify, or reduce any penalty imposed based upon the evidence presented at the hearing. If appropriate, the jury shall specify the starting date of the suspension or loss of eligibility after the completion of the hearing.

(i) The decision of the appeal jury is final and binding on the member and USA Cycling.

(j) If the jury finds evidence of grossly improper or unfair actions by a member of USA Cycling or a USA Cycling administrator not a party to the appeal, the jury shall recommend appropriate corrective action or discipline to the Executive Director.

(k) The jury foreman shall provide a written statement of the jury's decision to the appellant and the Executive Director.

Part 2. Medical Control Appeals. A finding, after all required tests have been completed, that a prohibited substance was taken by a member, and after a disciplinary hearing, may be appealed only on the grounds that there has been a defect in the examination procedure that could have influenced the result of the analysis. It shall not be a basis for appeal that the banned substance did not enhance athletic performance.

Part 3. Initiating an Appeal. To initiate an appeal, a member must prepare a notice of appeal. Appeals shall be summarily rejected if they fail to meet any of the requirements specified in this Part, but may be resubmitted in proper form if still within the deadline. All notices of appeal must:

(a) be personally delivered or submitted to the Appeals Jury Chair at a Protected Event or given to USA Cycling headquarters, marked to the attention of

"Appeals," within 10 days of the date that notice of decision of the Hearing Panel was given to the member;

(b) be in writing and signed by the appellant;

(c) be accompanied by the deposit specified in the Schedule of Fees;

(d) identify the decision being appealed;

(e) state what rules are being incorrectly interpreted or applied; and

(f) state how the appellant may be contacted and whether written or verbal notice of the hearing is desired.

Part 4. Limitations. Decisions by race officials or commissaires concerning the conduct of a race, including disqualification for breaches of racing rules, may not be appealed, provided that decisions of race officials or commissaires at Protected Events may be appealed only insofar as they affect rider eligibility for a subsequent event.

Section 2. Appeals Juries.

Part 1. Jury. The Executive Director shall appoint appeals jury chairs as needed. An appeals jury chair shall be a Category 1 or National official. For each appeals jury, the appointed chair shall select and appoint at least two (2) other persons to serve on the jury, each of whom shall be a licensed race official. No regional representative or staff employee of USA Cycling or its Associations shall serve on an appeals jury. No person shall sit on an appeals jury hearing a matter in which the person previously participated in the Hearing Panel.

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 Constitution of USOC. The Executive Director shall have an appeals jury present at the site of each Protected Event to hear and rule as soon as practicable on any appeals 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.

R. Records

Section 1. Qualifications

Part 1. USA Cycling national records shall be recognized for United States citizens in events that are recognized for world records by the International Cycling Union provided that the event was issued a permit by USA Cycling or another national governing body affiliated with the International Cycling Union. Current standing start time trial records recognized by ICU are as follows:

Men: 1 km, 4 km, 4 km team, hour;

Women: 500 m, 3 km, hour;

Junior Men: 1 km, 3 km, 4 km team

Junior Women: 500 m, 2 km.

Part 2. All claims for records must be based on events that were conducted in accordance with the rules of the body that issued the race permit. A record claim must be submitted on the official form supplied by USA Cycling and must be signed by the chief official and at least one other official who witnessed the event.

Part 3. If more than one record of a given type is claimed in some 24 hour period, only the fastest one in that period will be recognized.

Section 2. Course Measurement and Timing for records set under a USA Cycling race permit must meet the following standards.

Part 1. Claims for records shall be accompanied by a statement from a registered surveyor or registered engineer certifying the distance to be correct within one part in 10,000 and the certification must specifically state that the measurement was carried out in accordance with these measurement rules. For records over a particular distance, certification must be done before the event.

Part 2. On road courses, the measurement of distance shall be along the shortest safe possible path for the riders to take. Around curves the measurement shall be made 40 centimeters from the inside curb or center line.

Part 3. On tracks, distances shall be measured at the inside edge of the measurement line.

Part 4. All original **timing data** shall be preserved and submitted with the record application.

Part 5. In **multi-lap events**, each timer shall submit time readings for each lap to verify the lap count and overall time.

Part 6. **Record times** shall be based on automatic electronic timing and there must be at least two independent timings. When one automatic and one or more manual times are available, the automatic time shall be used provided that they are consistent.

Part 7. Timings in **pursuit events** may be treated as time trials provided that the rider or team did not approach an opponent within 25 meters at any time during the event.

Section 3. Medical Control. For records set under a USA Cycling race permit, the rider(s) involved must be tested in accordance with Bylaw N.



**1998 USA Cycling Standard Athlete's
Entry Blank and Release Form**

The following entry blank and release form has been approved by USA Cycling for use when a rider has no entry blank for a specific race but still wants to get his/her name to the organizer before the post-entry deadline. Anyone is welcome to reproduce it for USA Cycling events. Current case law indicates that this contract should appear in a minimum of 10 point type for a greater likelihood of acceptance in court.

TO THE ORGANIZER:

Please accept my entry in race)

_____ class and category _____ on (date) _____

Fee of \$ _____ is enclosed.

I ACKNOWLEDGE THAT BY SIGNING THIS DOCUMENT, I AM RELEASING USA CYCLING, INC. (USAC), THE UNITED STATES CYCLING FEDERATION (USCF), NATIONAL OFF ROAD BICYCLE ASSOCIATION (NORBA), NATIONAL COLLEGIATE CYCLING ASSOCIATION (NCCA), AND PRO CYCLING (PRO) AND THEIR RESPECTIVE AGENTS, EMPLOYEES, MEMBERS, SPONSORS, PROMOTERS AND AFFILIATES (COLLECTIVELY "RELEASEES") FROM LIABILITY. THIS ENTRY BLANK AND RELEASE IS A CONTRACT WITH LEGAL CONSEQUENCES. I HAVE BEEN ADVISED TO READ IT CAREFULLY BEFORE SIGNING.

In consideration of the Releasees or USAC's issuance of a license to me or the acceptance of my application for entry in the above event, I hereby freely agree to and make the following contractual representations and agreements.

I acknowledge that cycling is an inherently dangerous sport and fully realize the dangers of participating in a bicycle race and **FULLY ASSUME THE RISKS ASSOCIATED WITH SUCH PARTICIPATION INCLUDING**, by way of example, and not limitation, the following: the dangers of collision with pedestrians, vehicles, other racers, and fixed or moving objects; the dangers arising from surface hazards, equipment failure, inadequate safety equipment, **THE RELEASEES' OWN NEGLIGENCE**, and weather conditions; and the possibility of serious physical and/or mental trauma or injury associated with athletic cycling competition.

For myself, my heirs, executors, administrators, legal representatives, assignees, and successors-in-interest (collectively "Successors") **I HEREBY WAIVE, RELEASE, DISCHARGE, HOLD HARMLESS, AND PROMISE NOT TO SUE AND INDEMNIFY** the Releasees and the sponsors of this event, the organizer and any promoting

organizations, property owners, law enforcement agencies, all public entities, special districts and properties, and their respective agents, officials, and employees through or by which the events will be held, (the foregoing are also collectively deemed to be Releasees), **FROM ANY** and all rights and **CLAIMS INCLUDING CLAIMS ARISING FROM THE RELEASEES' OWN NEGLIGENCE**, which I have or which may hereafter accrue to me and from any and all damages which may be sustained by me directly or indirectly in connection with, or arising out of, my participation in or association with the event, or travel to or return from the event.

I agree it is my sole responsibility to be familiar with the race course, the Releasee's rules, and any special regulations for the event. I understand and agree that situations may arise during the race which may be beyond the immediate control of the race officials or organizers, and I must continually ride so as to neither endanger myself nor others. I accept responsibility for the condition and adequacy of my competition equipment. I will compete wearing a helmet which satisfies the requirements of the Releasees Racing Rules or Regulations and that can protect against serious head injury, and assume all responsibility and liability for the selection of such a helmet. I have no physical or medical condition which to my knowledge, would endanger myself or others if I participate in this event, or would interfere with my ability to participate in this event.

I understand that drug testing may be conducted for athletes registered for this event and that the use of blood boosting or substances prohibited by Releasees rules would make me subject to penalties including, but not limited to, disqualification and suspension. I agree to be subject to drug testing if selected, and its penalties if I fail to comply with the testing or am found positive for the use of a banned substance.

I agree, for myself and my successors, that the above representations are contractually binding, and are not mere recitals, and that should I or my successors assert my claim in contravention of this agreement, the asserting party shall be liable for the expenses (including legal fees) incurred by the other party or parties in defending, unless the other party or parties are finally adjudged liable on such claim for willful and wanton negligence. This agreement may not be modified orally, and a waiver of any provision shall not be construed as a modification of any other provision herein or as a consent to any other provision herein or as a consent to any subsequent waiver or modification.

Today's date _____ RacingAge _____

Club/Team _____

Lic. No. _____

Name (Print) _____

Street _____

City, State and Zip _____

Who to notify in case of emergency:
_____ Phone _____

Signature of entrant _____

CONSENT AND RELEASE OF PARENT OR GUARDIAN

I am the parent or guardian of _____ (Child). My Child is fit for the race, and I consent to my Child's participation. I **HAVE READ AND I UNDERSTAND THE ATHLETE'S COMPETITION AND RELEASE AGREEMENT.** In consideration of allowing my Child to participate, I consent to it and agree that **ITS TERMS SHALL LIKEWISE BIND ME, MY CHILD,** my heirs, legal representatives, and assignees. **I HEREBY RELEASE AND SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS THE RELEASEES FROM EVERY CLAIM AND ANY LIABILITY** that I or my Child may allege against the Releasees (including reasonable attorney's fees or costs) as a direct or indirect result of injury to me or my Child because of my Child's participation in the Race, **WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES** or others. I **PROMISE NOT TO SUE RELEASEES** on my behalf or on behalf of my Child regarding any claim arising from my Child's participation in the Race.

Signature of parent or guardian _____

Date _____

INDEX

—A—

abrupt motions	26
abusive conduct	26
acceptance of risk	11
accident	2
accuracy of watches	16
active athlete	
definition	108
<i>administrative grievances</i>	116
advertising on	
clothing in	
international races	22
advertising on rider	
uniforms	21
<i>affiliated clubs</i>	99
age, racing	2
air drag reduction	17
alcoholic beverages	
consumption	27
Amateur	
Championships	76
<i>amendments</i>	
<i>association Bylaws</i>	99
appeals	119
appeals	
appealable matters	119
burden of proof	120
deposit	87
evidence of record	119
initiation	120
jury	121
<i>jury fees</i>	88
limitations	121
medical control	120
protected event	121
qualification	3
suspension	3
APPENDIX-A	84
SCHEDULE OF FEES	84
APPENDIX-B	95
assignment of officials	13
assistant referees	14
stage race	68
<i>association</i>	
<i>affiliation</i>	95
<i>amendment</i>	
<i>adoption</i>	99
geographical	
structure	96
<i>government</i>	95
<i>members</i>	107
<i>operations</i>	95

<i>USCF</i>	95, 107
<i>attempting records</i>	83
automatic timing	
equipment	16

—B—

bell lap	25
bell lap on track	29
bell rung in error	25
betting by officials	13
bicycle exchange	
cyclocross	58
bicycle race	1
bicycles	16
air drag reduction	17
dimensions	16
handlebars and	
stems	17
individual time trial	53
inspection	17
international races	18
road	17
roller races	17
team time trial	55
track	17
blocking in sprint	33
blue band	28, 29
Board of Trustees	
officer elections	98
resolutions	98
<i>boosting</i>	110
<i>bylaws</i>	
USA Cycling	107
USCF	95

—C—

cancellation	
races	9
stage race	64
caravan	50
<i>categories</i>	
cat 1 upgrades	89
<i>races</i>	85
riders	102
upgrade guidelines	88
upgrading,	
downgrading	102
Category 1 & 2 riders	
jerseys	21
category A races	
road	51
stage	12
centerline violation	48
stage race	72

championships	7, 73
awards	74
courses	73
disabled	80
eligibility	74
elite	77
entry fees	87
individual pursuit	37
juniors	75
masters	78
optional	81
organization	73
track	74
changes	
prize list	10
race	
announcements	9
chief judge	15
stage race	67
chief referee	
duties	13
reports	14
chief timer	
stage race	67
circuit finish	
stage race	63
circuit road course	50
claims for records	81
Class A records	82
<i>class, racing</i>	102
climbing classification	
stage race	61
closing date	
entries	9, 11
clothing	
category 1 and 2	
riders	21
international races	22
requirements	20
riders	21
club	
fees	84
jerseys	21
name	100
race entry	10
race prizes	10
racing member	2
ride	1
rider contracts	102
<i>rider release</i>	100
<i>sponsorship</i>	100
suspensions	100
club membership	
fraud	12
coaching	
pursuit	37
team pursuit	40
combining classes	
and categories	13
Competing Outside	
the U.S.	90
complaint	118
complaint	
arbitration	121
defense	118
hearing	118
notice	118
USOC	121
conduct	
conspiracy	26
disrespect	26
entering under	
assumed name	26
foul riding	26
individual time trial	54
of licenses	26
road race	48
stage race	
participants	65
track	29
conspiracy	26
Corporate Documents	
obtaining	107
<i>corticosteroids</i>	113
course	26
cross country time	
trial	58
cyclocross	57
individual time trial	53
stage race	63
team time trial	55
crash	2
caused by	
equipment	27
on track	29
criterium	52
junior	
championships	75
national	
championships	77
stage race	65
cross country time	
trial	58
cyclocross	57
—D—	
dangerous race	
conditions	14
dangerous rider	26
date conflicts	8
date of races	9
dead heat	25
in sprint	34
road race	25

track time trials	36
Declaration	115
definitions of race	
terms	1
Delegates	
House	98
deposits	
protests and	
appeals	87
Discipline	105
due process	118
medical control	116
<i>member</i>	117
public disclosure	116
discrimination	
membership	108
prohibited	12
disincentives	
prohibited	10
disqualification	3
medical control	4
multi-round events	26
race results	26
stage race	68
disrespect	26
distances recognized	
for records	82
distribution of official	
race	
announcement	9
<i>Domestic suspension</i>	3
double stages	60
downgrading	
categories	102
drafting	
cross country time	
trial	59
stage race	71
team time trial	56
drug control	
eligibility	114
out of competition	114
—E—	
early finish	25
electronic transmitting	
devices	20
eligibility	
<i>licensing</i>	100
women in men's	
races	13
eligible athlete	
definition	108
elite	77
<i>emblem</i>	95
entry blank	11, 124
entry fees	9, 86
championships	87
National	
Champions	87
refunds	12
surcharges	86
World Champions	87
entry in races	3, 11
equal opportunity	108
in races	12
equipment	
bicycles	16
inspection	17
event permit	1
application	6
changes	6
checklist	6
club races	6
club rides	6
race	
announcement	6, 9
restrictions	6
event registration	12
exchanging	
bicycles, cyclocross	58
equipment	49
food & drink	49
—F—	
facility agreements	117
fair notice	108
falls in sprint	33
false start	24
in pursuit	38
team pursuit	41
feeding	
road	47, 49, 51
team time trial	56
time trials	54
fees	84
<i>appeals jury</i>	88
<i>club fees</i>	84
free market	86
<i>license fees</i>	84
<i>organizer fees</i>	84
race entry	86
<i>race permit</i>	84
field sizes	
Cat. 4 women	11
Cat. 5 men	11
maximum	11
minimum	11
youth	11
financial misconduct	117
financial obligation	117
finances	
for inadequate	
numbers	85

schedule	4
finish	
criterium	53
finish	
200 m. flag	47
criteriums	53
madisons	47
points race	45
road	47
stage race	63
team pursuit	42
finish line	
pursuit	28
road	48
track	28
finish of a race	
judging	25
finish of pursuit	39
finish of race	27
early finish	25
<i>finish olympic sprint</i>	43
finish order	
protests	27
stage race	60
finish results posting	
or announcement	25
foul or abusive	
language or	
conduct	26
foul riding	26
in sprint	33
road	49
stage race	70
frame numbers	
stage race	62
fraud	26
club membership	12
free laps	
criterium	52
points race	44
rule	52
track	29
free market	
entry fees	86
free market states	97
Frequently asked	
Questions	v
—G—	
gaining laps	
madison	45
points race	44
gear limits	
intern'l races	20
roller races	17
general classification	60
glass prohibited	49

grossly	
unsportsmanlike	
conduct	26
—H—	
handicap race	30
handlebars	17
hearing	108
hearing	
panel	118
procedure	118
request	118
waiver	119
hearing panel	
discipline	118
helmet	20
mandatory use	109
motorcycle	109
rider's responsibility	109
stage race	69
standards	
ANSI	109
ASTM	109
DOT	109
Snell	109
holders	24
holding on to vehicles	49
homestretch	
last lap on track	29
—I—	
impartiality of officials	13
inadequate tightening	
or adjustment	27
individual pursuit	37
individual road races	50
individual time trial	53
<i>inhalants</i>	111
inspection of bicycles	17
insurance surcharge	86
interference	26
international races	7, 18
clothing	22
escrow account	8
<i>international</i>	
<i>suspension</i>	3
Investigation	
Discipline	106
invitational race	1, 7
—J—	
jerseys	20
advertising	21
category 1 & 2	
riders	21

club	21
free entry	87
international races	22
national champions	22
national	
championships	22
national team	22
stage race	62
stage races	22
world championship	
	22
judges	15
judging	
finish of a race	25
miss-and-out	30
stage race	64
<i>Junior championships</i>	75
junior state	
championships	75
juniors	
championships	75
in senior races	13
—K—	
keirin	35
kilometer time trial	36
—L—	
lapped riders	
criterium	52
criterium stage	65
cyclocross	58
road	50
lapped riders on track	29
last lap	25
on track	29
late entry surcharge	86
liability release	11
license	
changes	101
expiration	101
fees	84
<i>liability release</i>	101
national	101
race entry	12
reissue	89
<i>license change</i>	
USPRO	100
licensed officials	
required	13
licensees	2
Life Members	
USA Cycling	108
location of races	9
losing laps	
madison	45

points race	44
—M—	
madison	
championship	
masters	79
mishap	46
relay, exchanges	46
reteaming	46
managers meeting	
stage race	66
masters	
championships	78
state	78
maximum	
field	11
field size	9
maximum duration	
stage race	60
maximum entry fees	86
maximum prize	10
measurement line	28
mechanical accidents	2
medical control	
discipline	116
selection	23
stage race	
time limit	23
stage race counter	
analysis	23
stage race positive	
result	23
stage races	23
member	117
USA Cycling	108
minimum	
field	11
field size	9
places in races	10
prize	10
misassembly	2
misconduct	26
theft, fraud,	
unsportsmanlike	26
mishap	2, 27
at start of race	24
criterium	52
last kilometer	
stage race	63
madisons	46
on track	29
pursuit	39
road	49, 50
sprint	32
stage race	
prologue	64
team pursuit	41

track time trial	36
<i>mishaps final olympic sprint</i>	43
<i>mishaps olympic sprint</i>	43
miss-and-out	30
mixed team	2
mixing	
categories and classes	13
most aggressive rider stage race	62
motorcycle helmets	16
motorcycles in races and club rides	16
multiple entries	11

—N—

national	
championship disabled	80
elite	77
jerseys	22
junior	75
masters	78
national records	81
<i>National Team dismissal</i>	105
<i>appeal</i>	105
<i>supervision</i>	105
National Teams	
<i>conduct</i>	105
eligibility	104
jerseys	22
<i>selection</i>	104
uniform	105
<i>wearing helmets</i>	105
National Tour	7
neutralization	
races on track	29
stage race	64
non-competitive event	1
<i>non-competitive events</i>	85
non-competitor on course	27
non-invitational race	9
no-shows in sprint	33
Notification	115

—O—

off course riding	26
Offenses	
Discipline	105
official race announcement	9

officials	2
appointment	2, 13
assistant referees	14
betting prohibited	13
chief referee	13
fees	87
impartiality	13
judges	15
license	103
member of organizing club	14
paid at race meet	13
registrars	16
scorers	15
stage race	67
starter	15
timers	15
<i>travel expenses</i>	88
uniform	13
officiating facilities	5
Olympic	
race title	7
<i>Olympic Sprint</i>	42
junior championship	76
omnium	47
open race	1, 7
order of finish protests	27
organizer	2
advance notification	5
officiating facilities	5
responsibilities	5
road races	48
safety	5
overtaking on track	29

—P—

passing officials	
road	51
passing on track	29
blue band in sprint	33
penalties	4
by chief referee	14
for first offenses	4
racing without entering	11
stage race	67, 68
time penalties	56
permits	6
conditional	4
event	6
Federation emblem	4
government	4
multiple races	
officials	4
surcharge	9, 85

photofinish equipment	
officials	15
phototiming	
in championships	74
placings	
stage race	60
points classification	
stage race	61
points race	44
sprints	44
positive test result	23
post entry surcharge	86
primes	10
criterion	53
prize list	2, 9, 10
changes	10
maximum prize	10
minimum	10
places paid	10
primes	10
races over \$2,000	10
prize series	1
prizes	
category 5, public race	10
disincentives	
last rider	10
distribution time	26
values	9, 10
prizes and payments	10
pro-am race	1
progress	
without bicycle	27
Prohibited Practices	110
Prohibited	
Substances	110
prologue time trial	60
Protected Event	121
protest	3
deadlines	28
decisions	28
deposit	87
final results	28
juries	28
order of finish	27
procedure	27
qualification of machines	27
qualification of riders	27
stage races	66
timing	28
puncture	2
at start of race	24
<i>purpose of the Association</i>	95
pursuit	36

championship	
format	37
equipment	38
finish lines	28
rerides	24
rider replacements	24
starting lines	28
pursuit teams	40
pushing	
madisons	46
stage race	71
team pursuit	42
team time trial	56
team time trial stage	72
pushing or pulling among riders	27

—Q—

qualification of machines	27
qualification of riders	27

—R—

race announcement	
changes	9
official	9
prize lists	9
requirements	9
race bible	
stage race	59
race cancellation	88
<i>race categories</i>	85
race commission	
stage race	67
race course	26
race entries	
closing date	9
race entry	3
category A races	12
discrimination	
prohibited	12
fee	9
license	12
refunds	12
registration	12
under assumed name	26
while suspended	12
withdrawal	12
race entry fees	86
race entry release	5
race meet	1
<i>race permit fees</i>	84
race registration	3, 12
race regulations	

stage race	65	rerides in team pursuit	41
race results	26	respondent	
race rules		rights	118
penalties	4	respondent	118
request for		restarts	
exception	3	in pursuit	39
special	3	track time trial	36
time period	3	results of race	25
violations	4	Results Record	138
race series	1	reteaming in a	
race titles	7	madison	46
racing age	2	rider conduct	
racing class changes	10	individual time trial	54
racing member		<i>rider licensing</i>	100
club	2	rider numbers	
racing numbers	20	stage race	62
<i>racing rules</i>		rider's responsibility	
<i>interpretation</i>	95	helmets	109
records		keeping on course	49
<i>attempting</i>	83	rules and course	26
claims	81	rules of the road	48
Medical Control	123	rider's responsibility	
USA Cycling	122	equipment	17
USCF	81	rider's responsibility	
recovery interval		uniform	21
individual pursuit	37	rider's responsibility	
team pursuit	40	report on time	24
refunds of entry fees	12	rider's uniform	21
Refusal	114	riding conduct	
Regional		road	48
Representatives	viii	track	29
registrars	16	riding off course	26
registration	12	risk acceptance	11
races	3	road bicycles	17
stage race	65	road closure	48
regulations		road course	47
clubs	117	road course	
sponsors	117	measurement	81
teams	117	road race	
release form	11	support vehicles	50
release from liability	11	road races	
releasing handlebars		criterion	52
at finish	27	individual time trial	53
relegation	2	team time trial	54
relieving partners in		road racing	47
madisons	46	roller races	17
removal of riders		rolling start	24
cyclocross	58	round robin sprints	31
repair pits		<i>Rule Changes</i>	
cyclocross	58	1997	xii
road	47	rules	
repairs		additions	3
road	50	of the road	48
reports by chief		specific	3
referee	14	rules of the road	
rerides and		cross country time	
replacements	24	trial	59
rerides in pursuit	38	stage race	70

—S—	
safety of participants	5
scale of penalties	
stage race	68
Schedule of Fees	84
schedule of fines	4
request for	4
scorers	15
Scratch race	
track race	29
Selection	114
series	
prize	1
race	1
servicing riders	
road	50
stage race	66
session	2
shorts of riders	21
sign-in	
stage race	62
<i>small event permits</i>	84
special rules	3
sponges for track time	
trials	36
<i>sponsored teams</i>	100
sprint race	31
sprinters lane	29
sprinters line	28
sprints	
criterion	53
in madisons	45
releasing	
handlebars	27
stage race	59
jerseys	22
misconduct	70
start	62
Standard Athlete's	
Entry/Release	11, 124
<i>standard competitive</i>	
<i>event</i>	84
standing start time	
trials on track	36
start	
cross country time	
trial	58
madisons	45
massed start	
intervals	24
of a race	24
pursuits	38
road	47
rolling start	24
stage race	62
team time trial	55
start intervals	
massed start races	24
start of team pursuit	40
<i>start olympic sprint</i>	42
starter	15
stage race	68
starting lines	
pursuit	28
starting order	
individual time trial	53
stage race time trial	64
team time trial	55
starting time	24
<i>State</i>	75
state championships	
elite	77
junior	75
masters	78
optional	81
stoppage of sprint	32
stopping points race	45
stopping race	24
<i>successive pulls</i>	
<i>olympic sprint</i>	43
support vehicles	50
category A races	51
cross country time	
trial	58
individual time trial	54
team time trial	56
surcharges	9, 86
event permits	85
permits	9
post entry	86
suspensions	
affiliated	
associations	119
race entry	12
—T—	
Table 1	112
Table 2	113
Table of Contents	ii
taking pace	
cross country time	
trial	59
road	49
team time trial	56
tandem sprint	34
team general	
classification	60
stage race	61
team misconduct	26
team pursuit	40
championship	
format	40
equipment	40

junior
championship 76
 team time trial 54
championship 56
masters
championship 79
 stage race 64
 support vehicles 56
 term definitions 1
 Test Results 116
 Testing Procedures 115
 theft 26
 third party liability
 insurance 5
 ties 25
 omnium 47
 ties in sprint 34
 ties in track time trials 36
 time adjustments
 criterium stage 65
 time cut
 stage race 64
 time penalties
 stage race 69
 time trials 56
 time period
 rules 3
 time trial
 individual 53
 time penalties 56
 time trial stages 64
 time trials on track 36
 timers 15
 timing
 automatic
 equipment 16
 equipment 15
 rules (for records) 81
 stage race 64
 team pursuit 40
 truncating 67
 tire puncture 2
 towing
 stage race 70
 track
 bicycles 17
 markings 28
 Track Categorization 90
 track championships 74
 track junior
 championships 75
 track masters
 championships 79
 track measurement 81
 track racing 28
 championship
 sprints 31
 conduct 29

crashes 29
 events on the road 59
 flying start time
 trials 36
 handicap race 30
 keirin 35
 kilometer time trial 36
 lapped riders 29
 last lap 29
 madisons 45
 mishap 29
 miss-and-out 30
 omnium 47
 passing 29
 points race 44
 pursuit 36
 round robin sprints 31
 scratch race events 29
 sprint 31
 standing start time
 trials 36
 tandem sprint 34
 team pursuit 40
 ties in omnium 47
 time trials 36
travel expenses 88
trustee
 athlete 97
 board 97
 election 96
 election schedule 97
 NCCA
 Representative 97
 sectional 96

—U—

UCI Regulations
 bicycles 18
 clothing 22
 unattached rider 2
 unauthorized feeding
 stage race 73
 uniform
 chief officials 13
 officials 13
 riders 21
 unsportsmanlike
 conduct 26
 upgrading
 categories 102
 USCF
 history v
 Regional
 Representatives viii
 USCF Board of
 Trustees 93
 USCF Staff 93

USPRO license
 USCF application 100

—V—

VELODROMES
 U.S. 91
 violations
 conduct or
 regulations 117
 of rules 4

—W—

watches
 timing equipment 15
 water bottles 49
 wheels

construction 17
 wireless pickup in
 madison 46
 withdrawal 12
 from race 12
 immediate 26
 stage race 66
 women
 in men's races 13
 world championship
 jersey 22
 world record
 attempt 83

—Y—

youth race 1

Race Results Record

Rider Name: _____ License # _____

Address: _____

Date	Event & Class	Place	Race Distance	Chief Ref Initial



OFFICIAL PARTNERS

As a public service, *VeloNews* presents a list of all the cool cycling products you can buy for \$1.99:



Twenty issues, plus five free glossy magazines per year.

Subscribe for \$1.99 per issue.

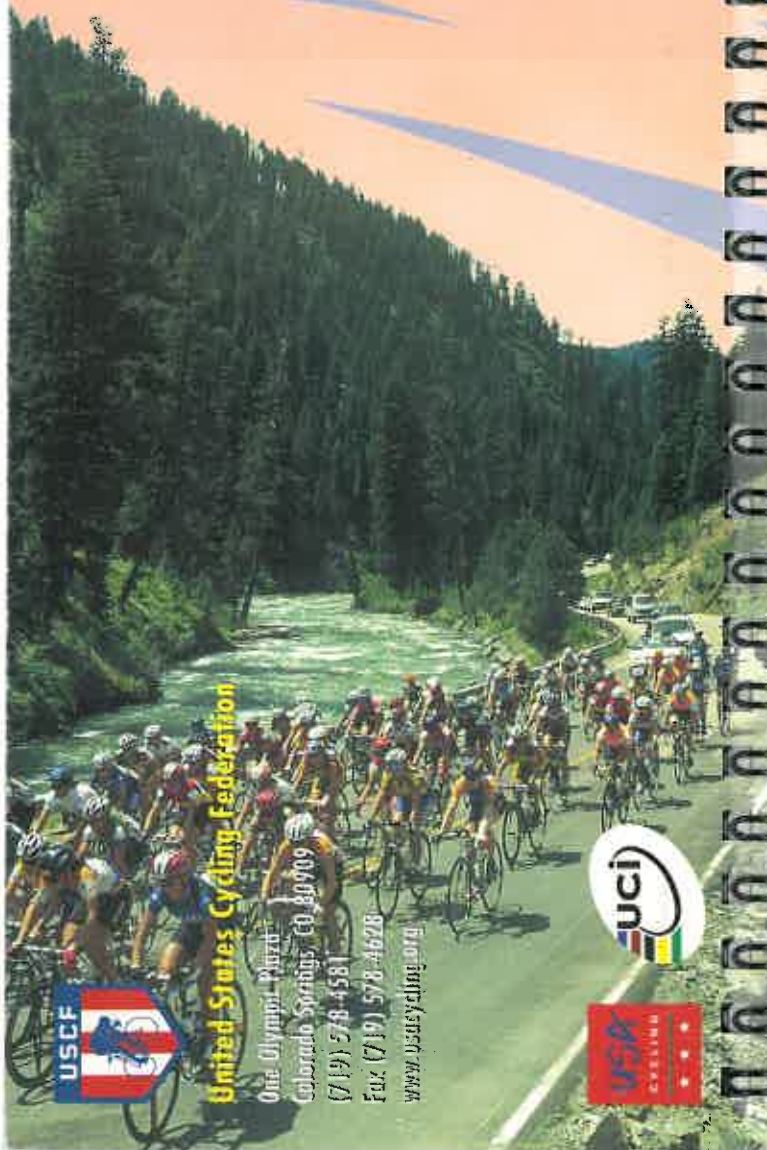
(Save \$59 off the annual newsstand price.)

Call 800/494-1413 and get into the value of *VeloNews*.

VELONEWS
THE JOURNAL OF COMPETITIVE CYCLING

More value than ever

Canadian subscribers: \$56 U.S. per year. All other international orders: \$102 U.S. per year, and must be pre-paid U.S. funds. All international subscriptions shipped via air mail.



Non-Profit Org.
U.S. Postage
PAID
Indianapolis, IN
Permit #7867



United States Cycling Federation

One Olympic Plaza
Colorado Springs, CO 80909
(719) 578-4581
Fax (719) 578-4628
www.uscycling.org

