RULEBOOK

Version 7•2025

WELCOME!

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

Good luck with your racing!

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

Chapter 1 ..... General Regulations
Chapter 2 ..... Track
Chapter 3 ..... Road and Stage Racing
Chapter 4 ..... Cyclo-cross
Chapter 5 ..... Mountain Bike
Chapter 6 ..... Collegiate
Chapter 7 ..... Championships
Chapter 8 ..... Discipline
Chapter 9 ..... Records
Chapter 10 ..... Gran Fondo
Appendices
Glossary

Updates to these regulations may be found from time to time on the USA Cycling website. See the revision date (version month/year) on the footer of each page. Schedule of fees, USA Cycling Bylaws, Policies, Records, and updates to the regulations be found on the USAC website at **www.usacycling.org**.

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MPORTANT UPDATES FOR VERSION 8•25 (EFFECTIVE 8/19/2025)

Collegiate Racing
6C6(b) Defined the team relay requirements for Club and Varsity.
6C7 Clarification for riders when racing in a combined category race
6C8 Removed limit of riders for combined categories as defined in 6G7.

Records
9A2 Added deadline for submitting claims for records.

IMPORTANT UPDATES FOR VERSION 7•25 (EFFECTIVE 7/31/2025)

GENERAL REGULATIONS
1A Licenses
1A1 Generalities
(f) Updated language to state a USA Cycling license would be canceled without refund if a license holder holds a license in another country and with USA Cycling.

1A3 Membership and Licensing
(**b)** Defined UCI ID.

1E. Rider Upgrading and Downgrading
1E1. General Information
(b) Referred members to Policy VIII for details around upgrades.

1F2 Temporary Teams
(c) Add language around inclusion at UCI races.

1F3 Clubs and Team
(c) Updated the language to reflect club/team registration are on a rolling 12-month cycle.

1G Officials
1G1 Licensing and Categories of Officials
(a) Replaced Category A with National Commissaire.

1G2 Assignment
(c) Clarification regarding the payment of fees and per diem are due at the end of the event.

1G3 Uniform Updated language for officials clothing and logos.

1G9 Registrars Added a registrar may be a member of the race organization.

1G10 Race Secretary
(e) Indicated electronic copies of communiques are accepted and preferred.

1H Races
1H3 Team-limited Races Clarified in addition to USA Cycling, race organizers may designate a team size for a race.

1H4 Entry in Races
(c) Added clarification for individual time trials at Championships, riders may only enter the category or age group shown on their license.
(g)(i) Emphasizes when age-graded champions may wear their National Champions jersey.

1H10 Mixing of Classes, Categories, and Genders
(d) Additional clarification for when U23 and junior riders are eligible to race in an older age group.

1I3 Bicycle Types Updated description of handcycle and tricycle
(e) Updated description of tricycle

1H4 Entry in Races
(h) Rider Categories for UCI races Updated categories Women U23 and Women Junior**.**

1J Rider's Uniform
(f) Added further clarification regarding approval and wearing of the National Champions jersey.

1K2 Violation of Rules
(d) Updated language on fine payment.

1O Mishaps
Moved mishaps from the track regulations section to the general regulations.

1P Protests and Hearings
Renumbered and clarified where and to whom protests should be directed.

TRACK RACING

2B General Track Rules
2B5 Moved definition of mishap to General Regulations and renumbered 2B6 – 2B22.

2B7 Updated the number of Madison teams allowed on a 166 m track.

2B8 Updated the number of riders allowed on a 166.66 track.

2B12 Warning – Disqualification Updated to reflect current UCI language as it pertains to warnings and unsportsmanlike behavior.

2B19 Terms
(d) Added a definition for Omnium that refers to the actual event.
(e) Added a definition for Omnium Scoring that refers to scoring individual events at a competition that roll up to an overall. Previously section 2P Omnium.

2C Scratch Race Reorganized section.
2C2(b) Updated distances for Women Elite and Women Junior to match the UCI regulations.

2E Elimination Race Reorganized section.

2F Sprint
2F6 Race Stoppages
(e) Race Stoppages Added what decisions will be made if a Sprint is interrupted and unable to restart before the end of the competition.

2I Time Trial
2I7 Race Stoppages Added what decisions will be made if a Time Trial is interrupted and all competitors are unable to ride in a session.

2J Individual Pursuit Reorganized section.
2J4 Race Stoppages Added what decisions will be made if an Individual Pursuit is interrupted and unable to restart before the end of the competition.
2J11 Ties Defines how ties are broken

2K Team Pursuit Reorganized section.
2K5 Race Stoppages Defines what decisions will be made if a Team Pursuit is interrupted and unable to restart and complete before the end of the competition.
2K8 Ties Defines how ties are broken

2L Team Sprint Reorganized section.

2L4(d) Race Procedure Specifies the leading rider shall lead the first lap.
2L5 Race Stoppages Defines what decisions will be made if a Team Sprint is interrupted and unable to restart and complete before the end of the competition.
2J8 Ties Defines how ties are broken

2M Points Race Reorganized section.
2M6 Race Stoppages Defines what decisions will be made if a Points Race is interrupted and unable to restart and complete before the end of the competition.

2N Madison Reorganized section.
2N5 Race Stoppages Defines what decisions will be made if a Madison is interrupted and unable to restart and complete before the end of the competition.

2O Omnium Changed "Omnium ("International Omnium") to "Omnium" and reorganized section.
2O1 Updated distances for Women Elite and Women Junior to match the UCI regulations.
2O2(d) Clarified the order the riders will line up for the Scratch Race.
2O4 Race Stoppages Defines what decisions will be made if an Omnium is interrupted and unable to restart and complete before the end of the competition.

2P Tempo Race Reorganized and renumbered section 2P
2P1 Updated distances to match the UCI regulations.

2Q Flying Lap Added section.

ROAD RACING
3B10 Littering Reformatted and language updated around littering.

CYCLO-CROSS RACING
4I Feeding Reformatted and language updated around feeding.
4J Littering Added language regarding the littering zone and disciplinary actions if not followed.

MOUNTAIN BIKE RACING
5A Common Procedures.
5A11 Drop Zone Added language regarding the dop zone and disciplinary actions if not followed.

COLLEGIATE RACING
General Removed all references to divisions and Collegiate Sports Committee

6A Administration
6A2 Regulations Added language to state the USA Cycling regulations are in place for collegiate racing, noting specific conference rules may override the USAC regulations in certain situations.

6C Rider Eligibility
6C3 Unaffiliated Riders Updated language from Collegiate Road A to category 3.

6C5 International Students Clarified students who hold a USAC collegiate license and are enrolled at international school are eligible to compete.

6C6 Juniors/High School Updated language regarding jersey regulations.

6E Rider's Uniform
6E1 jersey Design Requires approval by the Collegiate Director.

6E2 Team Jersey Added language specific to Club teams, as well as who may wear the team jersey when collegiate races are combined with non-collegiate categories.

6G Conference Events
6G1 Prizes Updated to reflect any prizes won may only be distributed to the teams and not individual riders.

6G2 Categories Simplified to state each conference event must have a minimum of two separate races for each gender/discipline.

6G6 Collegiate Mountain Bike/Cyclo-cross Team Relay Updated to state a relay team must consist of four riders, two women and two men. Also updated to indicate how an exchange may occur.

6G7 Super D Language removed and sections 6G8 and 6G9 renumbered to 6G7 and 6G8.

6G8 Updated language from Collegiate Road A to category 1/2 and referenced combined categories.

National Championships
7C Awards
7C3 Junior Track Omniums Updated event to indicate the omnium events for U17 riders, indicating the order for which the riders shall be lined up to start each event. Identified how final omnium standings would be calculated and added specific language for who receives medals.

7D Track Championships
7D3 Category Restrictions Removed category restrictions for the Team Sprint.

7D4 Scratch Race Championships Updated distances to match UCI distances.

7D7 Time Trial Championships Updated distances to match UCI distances, as well as updated 15-16 to match 17-18 distances.

7D8 Individual Pursuit Championships Updated distances to match UCI distances, as well as updated 15-16 to match 17-18 distances.
7D11 Points Race Championships Updated format to the Standard Points Race Table.

7D15 Omnium Scoring Updated to reflect U17 will have omnium scoring in addition to their individual events.

7G Endurance Mountain Bike Championships
7G3 Category Restrictions Updated category requirements.

7G4 Short Track Cross-country Championships Updated category requirements, split 13-14 to 11-12, and added men 40+ and women 30+ age group.

7I Collegiate Championships
7I1 Eligibility Clarified rider eligibility criteria for National Championships. Exceptions shall be considered by the Collegiate Director only. World Tour events will no longer be counted towards starts.

7I6 Road Championship Removed reference to the individual time trial.

7I7 Track Championship Updated distances to match current distances.

7I9 Cyclo-cross Championship Updated distance for women to match current distances

for U23 women.

7I10 Gravel Championship section added for 2026-2027 academic year.

7I11 Start Spots per Event Updated to include Gravel.

DISCIPLINE
8A Penalties of General Application in all Disciplines Clothing infractions

8E Penalties Applicable in Cyclo-cross Reorganized and additional penalties added.

GRAN FONDOS
10C3 Littering Added language regarding the green zone and disciplinary actions if not followed.

Appendix A: Track Seeding and Tables
A4 Championship Points Race Table removed and all championships will use the A3 Standard Points Race Table.

A6 Championship Madison Table removed and all championships will use the A4 Standard Madison Table.

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CHAPTER 1
General Regulations

USA CYCLING

RULE BOOK

1. GENERAL REGULATIONS

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

1A. Licenses

1A1. Generalities

(a) A **license** is an identity document that indicates its holder has voluntarily agreed to abide by the regulations, policies, bylaws, code of conduct, and decisions of USA Cycling. It permits the licensee to enter any event for which the licensee is qualified, for which a permit has been issued by USA Cycling, and for which the licensee has properly registered and paid an entry fee.

(b) The license or electronic proof thereof must be presented whenever requested by a duly authorized person (race official, race director, USA Cycling staff). If the license does not have a photograph on it, then the licensee must also be prepared to provide a photo I.D.

(c) The license shall be issued to and used under the exclusive responsibility of the licensee or, in the case of a minor, the licensee's parent or legal guardian.

(d) The issuing of a license is subject to payment of a license fee as established each year in the Schedule of Fees.

(e) An annual domestic membership and associated license are valid for one year from the date of purchase. International/*UCI* licenses are valid from January 1 through December 31. USA Cycling may choose to begin issuing licenses for the following year prior to January 1st at its discretion.

(f) A license holder may not hold a USA Cycling license in the same year that the license holder holds a license from another country. *If USA Cycling determines a license holder holds two licenses, their USA Cycling license will be canceled without a refund.*

(g) USA Cycling issues annual licenses only to licensees who reside in the United States. Licensees residing in foreign countries must be licensed by that country.

(h) Annual racing licenses are available to members who have a minimum chronological age of 6.

1A2. License Functions

USA Cycling issues annual licenses for the following functions

(a) Rider, Coach, Manager, Mechanic, Official, Soigneur, Doctor, Paramedical Assistant, Team Director, Staff, Driver, Race Director, Agent.

(b) A licensee carrying out multiple functions must be duly licensed for each function.

1A3. Membership and Licensing

USA Cycling issues several membership and licensing options:

(a) Race **Memberships** include a domestic racing license valid for participation in **domestic events** in the United States.

(i) A Race membership allows the member to race in any category and class they are qualified for at any domestic race.

(a) Collegiate licenses allow the member to race in any category and class they are qualified for, at any domestic and/or collegiate race. Collegiate licensees must comply with all Collegiate criteria, including categorization for non-collegiate events, in Chapter 6 of these regulations.

(b) International/*UCI* licenses are annual licenses valid in the United States or any country for events sanctioned by a cycling federation affiliated with the UCI. International/*UCI* licenses are required for UCI (international) events held within the United States, as well as National Championships for UCI categories - Elite, U23, and Junior 17-18 unless otherwise noted in the eligibility guide for the event.

(i) The **UCI ID number** *is an 11-digit unique number used by the UCI to identify riders, support staff, and commissaires. It is issued upon the first purchase of an international/UCI license or when requested by USA Cycling. Proof of citizenship is required.*

(c) One-day licenses may be purchased on-line through the USA Cycling registration system or on-site at any USA Cycling sanctioned event and are valid for a single day of racing.

(i) One-day licenses may only be purchased by the lowest category of racer for that discipline; i.e., Novice men and women for road, track, cyclo-cross, and mountain bike.

(ii) Experienced one-day race licenses may be purchased on-line only by former members to race in categories excluded by the One-day license.

(iii) One-day licenses may not be used for Championship events.

1A4. Issuing Procedure

(a) USA Cycling licenses may be purchased either manually by filling out and signing a hard-copy application or electronically through a member's USA Cycling on-line account.

(b) Liability Release. All persons applying for a license are required, as a condition of issuance of the license, to read, agree to, and sign an agreement and release of liability in *the format* determined by USA Cycling.

(c) All persons who are under the age of 18 years, or who are minors under the laws of their home state at the time they apply for a license, must also have their parent or legal guardian read, agree to, and sign an agreement and release of

liability in *the format* determined by USA Cycling. A parent or legal guardian of a minor may revoke that minor's license by written notice to USA Cycling.

1A5. License Format

Licenses will have the following characteristics:

(a) The license is in the form of an identification card with information on the front and back *or* electronic facsimile (USA Cycling membership app).

(b) The front of all licenses indicates the member's name, license number, date of birth, gender, and state.

(c) The back of all licenses carries the statement that the member is agreeing to abide by the rules and regulations of USA Cycling as well as the anti-doping policies of USADA and WADA.

(d) A racing license also indicates the racing age of the rider, citizenship status, UCI ID number, the affiliated club(s) and race team(s), if any, of which the rider is a racing member, and the rider's racing categories.

(e) An international*/UCI* license also includes the rider's nationality, a space for a photo, and spaces for the rider's signature.

1B. Rider Nationalities

1B1. Riders have a nationality that specifies for which country they may compete internationally and in whose National Championships they may participate. This nationality is specified on their international*/UCI* licenses by a three letter *country* code established by the UCI.

1B2. A rider holding multiple nationalities shall choose between them on the first application for a license. This choice is final for the rider's entire career barring the specific changes as indicated below.

1B3. Changes to a rider's racing nationality are set by the UCI, with current criteria set forth in Part I of the UCI Regulations.

1C. Rider Classes

1C1. Age-based Classes

All riders are classified according to age as shown below. All ages are based on racing age, which is the year of the event minus the rider's birth year. A rider's racing age in Cyclo-cross is the rider's age on December 31st of the year that the Cyclo-cross season ends. Cyclo-cross season begins on September 1st of one year and ends on the last day of February of the following year.

(a) Youth riders are riders with a racing age of 8 and under.

(b) Juniors are riders with a racing age between 9 and 18.

(c) U23 riders have a racing age from 19 through 22.
(d) Elite riders have a racing age of 23 through 29.
(e) Master riders have a racing age of 30 and over. However, master riders may choose to hold elite status. *Riders on UCI teams are considered professional and* are always considered Elite and not Master even if they are over 30.

1D. Rider Categories

1D1. Category Definitions**:**
(a) Beginning riders are assigned a **Novice** category.
(b) Experienced riders are assigned to one of the following categories with smaller numbers representing increasing rider proficiency and ability:
(i) Road, Track, and Cyclo-cross: 4, 3, 2 and 1 for men and women.
(ii) Mountain Bike: 2, 1, Pro

1D2. Professional Categories
In addition to the numerical categories above, Road, Track, and MTB also have the category of Professional.
(a) Road, Track and Cyclo-cross: A professional rider on the road, track or cyclo-cross is one who is a current member of a UCI road, track or cyclo-cross team, respectively.
(b) Mountain Bike: A professional rider in MTB is one who is a current member of a UCI MTB team or who has earned that category via other USA Cycling procedures.

1D3. Assignment
(a) Rider categories are assigned by USA Cycling based on a rider's experience and performance. Riders are assigned to the lowest ability category until a higher category has been earned.
(b) Categories indicate cycling abilities relative to riders of the same gender without regard to age.

1E. Rider Upgrading and Downgrading

1E1. General Information
(a) Rider requests for upgrades and downgrades are handled electronically through USA Cycling via the rider's online account. The request will be *reviewed* by USA Cycling staff.
(*b*) Rider upgrade/downgrade details for all discipines may be found in USA Cycling Policy VIII Rider Category Upgrading.

1F. Clubs and Teams

1F1. Annual Registered Clubs and Teams
Riders may belong to the following types of clubs or teams in various cycling

disciplines:
(a) UCI WorldTour Teams
(b) UCI Women's WorldTour Teams
(c) UCI ProTeams
(d) UCI Women's ProTeams
(e) UCI Continental Teams
(f) UCI Women's Continental Teams
(g) UCI MTB World Series Teams
(h) UCI MTB Teams
(i) UCI Cyclo-cross Teams
(h) UCI Track Teams
(j) UCI BMX Racing Teams
(k) USA Cycling 1 Road Teams
(l) USA Cycling Domestic Elite Teams
(m) USA Cycling registered cycling clubs
(n) USA Cycling registered cycling teams

1F2. Temporary Teams

Riders may also, from time to time, be members of the following types of teams for a particular event:
(a) USA Cycling National Team
(b) Regional Team
(c) Composite/Mixed Team

(i) To be eligible to compete as a member of a composite/mixed team, the club/team listed on the rider's license, shall not be entered in the race. Riders shall present a letter of permission from their club/team to participate on the composite/mixed team. Such a letter merely grants a rider permission to participate in a particular event and in no way affects the existing contract between riders and their clubs/teams.

(ii) The UCI has strict regulations around the inclusion of Mixed Teams at a UCI event, based on the class of the race and the gender. Refer to the UCI Regulations - Part 2 Road Races for more details.

1F3. Clubs and Teams may register with USA Cycling. Registration requires the paying of an a registration fee described in the Schedule of Fees and *is valid for one year from the date of registration.*

(a) Registered clubs and teams are prohibited from using names, inscriptions, or publicity that may tend to confuse the distinction between them and National Teams of USA Cycling or the duty and authority of USA Cycling as the National Governing Body. Terms such as "American", "National", "US" and "USA" generally

lead to such confusion. Only Registered clubs and teams may be named after a commercial organization.

(b) Registered clubs and teams may use the current USA Cycling logo on club or team stationery and clothing provided that the identity of the club or team appears more prominently than the USA Cycling emblem, that the stationery shows no commercial sponsorship and that follows any guidelines set by USA Cycling. Other uses of the USA Cycling emblem require special permission from the USA Cycling.

(c) Only registered clubs and teams may have clothing bearing commercial sponsorship in addition to the manufacturer's logo and club name.

1F4. Club Membership

(a) Licensed riders must register with a club and USA Cycling before they are eligible to present themselves as a member of that club. This includes, but is not limited to wearing a club's jersey or entering a race as a member of the club.

(b) Riders are only permitted to be a licensed member of one registered club per discipline, which is shown on the racing license.

IF5. Teams.

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

1F6. Race team membership.

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

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

1F7. Additional team matters. Clubs and teams may also do the following:

(a) Add one or more guest riders to a team for a particular event

(b) Form a mixed team to compete in a particular event. The mixed team may take on additional sponsorship for that event.

(c) When a team is participating in a race where entry is by team and there is a limit on how many race teams may be entered by any registered club or team, no rider may participate independently of his team or as a guest rider on another team.

(d) No club may use profanity or inappropriate language in their club name, nor may it be present on a club uniform at a sanctioned USA Cycling event.

1G. Officials

1G1. Licensing and Categories of Officials.

(a) Officials are licensed and categorized according to the positions of responsibility to which they may be appointed. Categories C through *Natoinal Commissare* represent increasing proficiency, with separate categories for different disciplines. Beyond *National Commissaire* are the designations UCI Elite National Commissaire and UCI International Commissaire.

(b) Whenever practicable, the assignment of duties shall be rotated between equally qualified officials.

(c) Any licensed official, in order to remain in good standing with USA Cycling, must pay any license fees and complete any required training.

(d) Race officials are licensed by USA Cycling. Licensure by USA Cycling neither grants an Official the right to any particular race assignment, nor does licensure require an Official to accept any particular race assignment. An Official is not an employee of USA Cycling.

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

1G2. Assignment.

(a) The duties of the assigned officials (Chief Referee, Chief Judge, Starter, Race Secretary, etc.) shall be performed by licensed officials. One person may perform more than one duty.

(b) Licensed officials who are assigned by USA Cycling or the Local Associations, and who attend a race event for the sole purpose of officiating, shall be paid in accordance with the Schedule of Fees.

(c) Payment for standard fees *and* per diem shall be tendered by the Race Director before the conclusion of the race event. Payment for overtime and additional expenses for which receipts have been provided shall be tendered by the Race Director within 10 business days of the conclusion of the event or upon receipt of the final invoices and all applicable receipts, whichever is later.

(i) Payments tendered beyond this time, shall be subject to a 10% surcharge payable to each official receiving late payment. Payments tendered greater than 30 days, in addition to the above, shall be subject to a fine payable to USA Cycling per 8A5(n).

1G3. Uniform. All officials shall wear the designated uniform while acting as an

official at an event.

(i) A *current* logo or "USA Cycling Official" emblem shall be visible on the front of the uniform.

(ii) Officials may wear older logos or clothing styles up to 1-year after updated logos or clothing styles are released with the exception of National Championships. Officials assigned to National Championship events must wear current clothing style and logos.

1G4. Chief Referee.

(a) The Chief Referee supervises the general sporting aspect of each race. The Chief Referee is empowered to interpret and enforce the rules of USA Cycling and to make a ruling on any point that is not specifically covered in the rules.

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

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

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

(f) The Chief Referee shall prepare an invoice for payment of officials of the race event, complete the USA Cycling post-event report online, collect any on-site license sales, and confirm that all officials are paid prior to the conclusion of the race event, in accordance with USA Cycling regulations.

(g) The Chief Referee shall upload appropriate occurrence reports directly in the post-event process immediately following the race event, along with the waivers for the injured riders, and within five days shall complete the post-event report online.

(h) The Chief Referee shall be independent of the race organization. Race Directors, their employees, contractors, members of the organizing club(s), event sponsors or any financially interested party of a given race, shall not serve as the Chief Referee, except in cases where no officials are available, as determined by the local assigning authority and USA Cycling.

1G5. 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 report all

rule violations whether or not a protest is received. Reports of infractions shall be made in writing and signed by the official.

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

1G6. Starter.

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

(b) 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 and staff 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.

1G7. Chief Judge.

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

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

(c) The Chief Judge will maintain a record of riders entered in the race, and will provide a report of riders starting the various events to the Chief Referee so that they may enter the correct information into the post-event where fees owed to USA Cycling will be calculated.

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

(e) When the Race Director has hired a professional timing company, the Chief Judge works in conjunction with the timing company to verify their results.

1G8. Assistant Judges. The assistant judges assist the Chief Judge in the results process. A timing/photo-finish operator is considered to be an assistant judge.

1G9. Registrars. The registrars shall confirm that each entrant has presented a valid racing license (or direct electronic proof of said license via their USA Cycling account), is the person named on the license, and is qualified and properly entered

according to the rules of the race event. *The Registrar may be a member of the race organization.*

1G10. Race Secretary

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

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

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

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

(e) Shall be responsible for keeping a complete set of all the communiqués issued and results and, at the completion of the event, producing a book for the Race Director, USA Cycling, Chief Referee, and Chief Judge. *Electronic copies are acceped and preferred to reduce waste.*

1G11. Judge-Referee (Track)

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

Nevertheless, the chief referee may request that a decision made by the judge-referee be reviewed by the commissaires' panel. After review, only the chief referee may overturn a decision made by the judge-referee.

1G12. Assistant Chief Referee

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

1G13. Minimum Age for Officials

The minimum chronological age to hold an officials license is sixteen. An official who is a minor may not perform the function of a Referee, Registrar, or Chief Judge.

1H. Races

1H1. Race Permits

USA Cycling issues permits to organize USA Cycling-sanctioned events. The issu-

ance of an event permit is solely within the discretion of USA Cycling in accordance with its rights and responsibilities as the National Governing Body of cycling.

1H2. Race Titles

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

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

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

(d) The term **"National Tour"** may be used only for those events so designated by the CEO.

(e) Invitational races may be held on certain occasions, subject to the approval of the CEO. They must not dominate the local racing program.

(i) Invitations may be extended to (a) individuals, (b) teams, or (c) any combination thereof.

(ii) USA Cycling invites representatives of foreign national federations, the Race Director invites all others.

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

1H4. Entry in Races

(a) 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

(b) It is the rider's responsibility to enter a race in the proper class and category. The fact that the registrar accepted the incorrect entry will not be taken as an excuse.

(c) Riders may choose to enter single-day individual time trials in their proper category or any higher category, but not a lower category.

(i) For State, Rgional, and National Championships, riders may only enter the individual time trial for the category or age group as shown on their license.

(d) Team entry in races.

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

(i) Races that have team entry, or are team-limited events, are covered by the

following general rules concerning entry:

(a) Each racing team or club may enter only one team.

(b) When a racing team or club has entered a team, additional team/club members may not enter as individuals, guest riders on other teams, or on a mixed team.

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

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

(a) separate management and support;

(b) geographical separation (in the case of multiple club teams or shared sponsors);

(c) skill level and experience (club professional teams versus general club riders, or professional teams versus regional development teams);

(d) major or minor sponsorship (in the case of shared sponsors).

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

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

(e) 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.

(f) Any rider who enters a race while under suspension will become liable to additional penalties.

(g) National and World Champions **race entry.**

Current UCI World or U.S. National Champions, who enter races with a prize list of $5,000 or greater (including National Championships) by the specified pre-registration closing date, and shall be refunded their entry fee (not including insurance fees and surcharges) provided that they are eligible to wear their championship jersey in the race, and do so.

(i) Age-graded champions (Junior, U23, and Masters) are only eligible to wear their National Champions jersey when competing in the discipline and class in which the jersey was won.

(h) Rider Categories for UCI races. USA Cycling licensees entering UCI races held under a

USA Cycling permit are subject to category restrictions. Restrictions may be stated in the race announcement or technical guide. The default USA Cycling category requirements for entering the following UCI classes are:

	Men Elite	Women Elite	Men U23	Women U23	Men Junior	Women Junior
Road	Cat 1	Cat 1/2	Cat 1/2	Cat 1/2	Cat 1/2/3	Cat 1/2/3
Track	Cat 1	Cat 1/2	Cat 1/2	Cat 1/2	Cat 1/2/3	Cat 1/2/3
Cyclo-cross	Cat 1/2	Cat 1/2/3	Cat 1/2/3	Cat 1/2/3	Cat 1/2/3	Cat 1/2/3
MTB	Pro	Pro	Pro/Cat 1	*Pro/Cat 1/2*	Pro/Cat 1	*Pro/Cat 1/2*

(i) Acceptance of Risk.

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

(ii) All riders must sign and submit a written entry form which includes the terms of the standard USA Cycling Competitive and Non-Competitive Event Release Form, as then published by USA Cycling, to the Race Director before each race. The signature on the release must be an original handwritten signature; electronic signatures are only acceptable in the case of on-line registration using registration providers approved by USA Cycling. By competing in a race conducted under USA Cycling rules, a rider, or a parent or legal guardian who permits a minor rider to compete, acknowledges understanding and acceptance of the regulations covering the event and agreement to the terms of the Standard Athlete's Entry Blank and Release Form (as then published by USA Cycling), and those terms shall be binding even when no proper entry form has been signed and submitted for a rider.

1H5. Maximum Field. Entries shall be accepted in order of receipt by the Race Director up to the field limit, and subsequent entries shall be returned. The maximum field limit in any youth race shall be 50.

For massed-start road events (road races, circuit races, criteriums) the field limit for an event that includes Novice men or women shall be 75. For other massed start road events and cyclo-cross events, if no field limit is given in the official race announcement, a field limit of 100 shall be used. For road races the field size shall be limited to 200, except for mass participation events, e.g. Gravel Grinders, Grand

Fondos.
For criterium and cyclo-cross events with multiple fields on the course, any field limit is applied to the total number of riders on the course unless stated otherwise in the race flyer.

1H6. Minimum Field. If the number of entries for a given race is less than the minimum field size stated in the race announcement at the close of entries or within 30 minutes of the starting time, whichever is earlier, the Race Director may optionally cancel the race and refund the entry fees and surcharges of those who have entered, or may combine the race and as many prizes from its prize list as there were riders who registered for the canceled race with another race on the program. If no minimum field size was given in the official race announcement, "one" shall be assumed for time trials and "four" for other events.

1H7. National-level Events are races on a National or UCI Calendar, designated National Championships, and races that have $5,000 or more in prize money for the highest paid category.

1H8. Registration

(a) In order to compete in USA Cycling races, riders must present a valid racing license from USA Cycling or an international license from another national federation that is affiliated with the UCI, along with any required documentation from a foreign federation. However, the Chief Referee may approve admission of a rider known to be currently licensed or whose licensed status is confirmed by authoritative documentation, including accessing the member's USA Cycling on-line account.

(b) Active participants in National-level events (including officials, riders, team managers, drivers, and mechanics) must hold a USA Cycling license or a license from a governing body that is a member of the UCI and must show such license at registration or when called upon to do so by race officials.

1H9. Withdrawal. After having entered a race, a rider may not withdraw and compete in another race until the race first entered is completed, except with the written consent of the Race Director.

1H10. Mixing of Classes, Categories, and Genders

(a) Eligibility. No rider may race in a class or category other than that which is stated on his or her license, other than as allowed below.

(b) UCI Team members are not allowed to enter Masters Races.

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

(d) Under 23 and **Junior** riders may compete in races for their age group or *in an older age group*, subject to category restrictions. Under 23 and Junior riders are

not eligible to enter Masters races.

(e) At state, regional, or national championships riders are restricted to competing in races specific to their race age and/or category.
(f) Youth riders may enter only youth races. Youth races may include only riders from age 6 through 8.
(g) In mountain bike endurance races, **junior riders** age 14 and younger who ride with older Juniors may race up at the discretion of the race administration, but generally should enter races for riders up to category 2.
(h) Women may enter any men's race for which they are eligible by age, category, and any performance requirements. They may also enter categorized races for men that are up to one category lower than their women's category. For road, track, and cyclo-cross events, category 1 women may enter men's races up to two categories lower.
(i) Master women may compete in men's masters races as follows:

(i) category 1 and 2 master women may enter men's events for riders up to 10 years above their racing ages;

(ii) category 3 and 4 master women may enter men's events for riders up to 20 years above their racing ages.

(j) A Race Director may offer races for combined classifications and categories but the categories in a given race must be the same for all age groups. However, Youth races may include only riders from ages 6 through 8.
(k) Riders with foreign Elite licenses and riders classified as Elite may not enter Masters races in a discipline for which they have Elite status.
(l) With the permission of USA Cycling, members of UCI WorldTeams may enter a maximum of five national calendar road events per year, with no more than three team members competing per event.
(m) Riders on UCI ProTeams, UCI Continental teams and UCI Women's Continental teams may only enter domestic events that specifically include professionals on the permit and the race flyer (i.e. Pro/1/2), otherwise they are ineligible.
(n) Professional riders are not eligible for State, Regional and District Championships in the discipline in which they are a Professional unless a separate category has been established for them.

1H11. Prizes

(a) The complete Prize list, with values for each place, shall be available to competitors on the first day of the event. Prize evaluations shall be based on the retail prices.
(b) A Dynamic Prize List must state the minimum prize list, the minimum number

of participants required for each event to be conducted and may only be increased from the minimum prize list published in race announcement.
(c) 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.
(d) In youth races and races exclusively for Novice riders, no prizes (including primes) of commercial value may be awarded – only such things as trophies, medals, ribbons, and certificates.
(e) In club races, individual prizes may not exceed a $50 value.
(f) In MTB races, a race that offers a Pro category must also offer a cash purse for that category.

1I. Bicycles
1I1. Bicycles used in competition must be propelled solely by the rider's legs moving in a circular motion, without electric or other assistance. Bicycles 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. In cyclo-cross, the tire must not incorporate any type of spike or stud.
(d) The **handlebar** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to minimize danger without impairing steering. In road, track, or cyclo-cross races, handlebars with ends, features, or attachments that extend forward or upward or that provide support for other than the rider's hands are permitted only in time trial and pursuit events. Handlebar coverings are limited to standard handlebar tapes and wraps. No additional padding, shapes or supports designed to facilitate resting the rider's forearms on the bars are allowed in massed start road events. At Mountain Bike National Championships clip-on extensions, inner bar ends, and traditional road handlebars are not allowed but traditional bar ends are allowed.
(e) Brake controls shall be attached to the handlebars and be hand operated. Brakes shall be operable with hands on the brake supports or positioned on the handlebar.
(f) Bicycles must meet current UCI technical regulations at events that select

17-18, U23 and Elite riders for international competition or national teams. All bicycles used in National Championships (for UCI recognized classes listed above) must comply with the current UCI regulations. At the discretion of USA Cycling, UCI rules may be adopted or modified for other National Championships or national-level events.

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

(h) A massed-start bicycle is a road or track bicycle that is legal in all events within the road or track discipline, rather than a bicycle that is restricted to particular events. Handlebars for massed-start bicycles may not have forearm supports nor handlebar extensions or attachments that point forward.

(i) Mass-start bicycles are required for riders 14 and under as indicated in 1I5 Young Junior/Youth Bicycles.

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

(j) 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.

(k) Rider Position. The rider shall normally assume a sitting position on the bicycle. This position requires that the only points of support are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle.

1I2. Riders are responsible for their selection of competition equipment and for taking reasonable precautions to ensure 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). Equipment may be inspected irrespective of its use in competition if located at an event venue as defined by 8K3(d).

(b) 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.

(c) Evading, refusing or failing to allow or enable an official or other competent body to conduct an equipment check, including returning after being notified of a later inspection, shall be sanctioned as follows:

(i)Rider or other team member: suspension of between one month and one year

(ii)Team: suspension of between one and six months

1I3. Bicycle Types

(a) For **track races**, only a bicycle with a single cog fixed wheel and without derailleurs, brakes or quick releases may be used. However, in pursuit and time trial events that are not championships or selection events, brakes, freewheels, quick releases, and derailleurs may be installed on the bicycle so long as only one gear is functional.

(b) For **road, cyclo-cross** and **MTB races**, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.

(c) A **Single Speed** is any type of bicycle, meeting all other requirements of a massed-start bicycle, with no means of altering the gear ratio in any way during the race (blocked shifters or blocked out gears are allowed). For National Championships or where prohibited by event special regulations, Single Speed bikes may possess only one rear freewheel cog and only one front chainring.

(d) A **Handcycle** is *either an arm powered, arm-trunk powered, or kneeling position*, 3-wheeled *vehicle propelled soley through a chainsest and conventional cycle drive train of crank arms, chainwheels, chain and gears with handgrips replacing foot pedals. It shall be propelled by hands, arms and upper body. Additional details are available in Part XVI: PARA-CYCLING in the* UCI Regulations.

(i) For riders with a reclining position, the eye level of the rider must be equal to or higher than the bottom bracket housing, with the head and shoulders fully supported.

(ii) *For road races,* a rear-view mirror is required for reclining riders.

(iii) *Leg and foot rests shall be fitted as necessary, with a secure means of protecting static lower* limbs from all moving parts and contacting the ground. Covered or enclosed foot rests are not allowed.

(iv) When kneeling, the rider's legs and feet must be supported and protected from contacting the ground.

(v) In all races, it is mandatory that a handcycle be fitted with a rear safety bar. Details on size and placement are availabe in the UCI Regulations link above.

(*vi*) If allowed, handcycles should be staged separately from the standard bicycles and given a separate start time.

(e) A **Tricycle** is *a vehicle with 3 wheels of equal diameter*, allowing the rider to sit in a traditional cycling position. The front wheel(s) shall be steerable, and the rear

wheel(s) shall be propelled by the legs through a drive train. Only a single wheel of the dual wheels may be connected to the drive train, unless there is a differential gear. Tricycles must have front and rear wheel brakes. Brakes on the dual wheels must be dynamically linked. *Additional details are available in Part XVI: PARA-CYCLING in the* UCI Regulations.

(i) In all races, a tricycle with two rear wheets must be fitted with a rear safety bar. Details on size and placement are availabe in the UCI Regulations link above.

(ii) If allowed, tricycles should be staged separately from the standard bicycles and given a separate start time.

(f) E-bikes. Outside of competitions for bicycles defined by 1I1 that are solely powered by the rider, **E-bikes** are allowed only as a separate class of competition and only where allowed by local jurisdiction at the location of these competitions or rides.

(i) An **E-bike**, for USA Cycling events, shall comply with the Consumer Safety Products Council (CPSC) as Class 1, low speed electric bicycle with fully operable pedal system (pedals, crank, chain and gears), without a throttle, 750 watt or less motor which engages only with pedaling, and motor assistance that stops at 20 mph (32 kph).

(ii) E-bikes may be subject to inspections, including label verification, motor output diagnostics, performing motor speed cut-off tests, wheel dimension controls, and possible impounding before and after the event.

(iii) If allowed, e-bikes should be staged separately from the standard bicycles and given a separate start time.

(g) A **Tandem** is a vehicle for two riders, with two wheels of equal diameter, an shall not measure more than 270 cm in length and 50 cm in width overall. The front wheel shall be steerable by the front rider, known as the “pilot”. Both riders shall face forward in the traditional cycling position and the rear wheel shall be driven by both cyclists through a system comprising pedals and chains.

(i) If allowed, tandems should be staged separately from the standard bicycles and given a separate start time.

1I4. Youth/Junior Gears. The maximum gear limit for Junior riders on the track is based on the rider’s age and applies in all events in the track discipline. There are no gear restrictions for Road, Cyclo-cross or MTB races.

(a) The track gear limits are:

17-18:	Unrestricted
15-16:	6.93 meters
13-14:	6.45 meters

9-12: 6.05 meters

(b) Junior riders competing in a race for an older age group may use the same gear limit, if any, applied to that race.

(c) All tests for compliance shall be done using the "roll-out" method, which is the distance covered with one full revolution of the pedals.

1I5. Young Junior/Youth Bicycles

All riders aged 14 and under are restricted to massed-start bicycles as defined in 1I1(h). These bicycles must also have at least 16 spokes and no wheel covers may be used.

1J. Rider's Uniform

1J1. Helmets. At all times when participating in an event held under a USA Cycling event permit, including club rides, any rider on a bicycle or motorcycle shall wear a protective, securely fastened helmet that satisfies the standards specified in USA Cycling Policies. (Policy I, Sections 1 and 2 – see Appendix C.) "Participating in an event" means riding a bicycle in the vicinity of a race at any time between the beginning of registration and the last awarding of prizes, but does not apply to riding rollers or stationary trainers in order to warm up.

1J2. For **MTB Downhill and Four Cross (4X) events**, a full-face helmet must be worn. **Full-face helmets must also be worn for Dual Slalom at National Championships**.

1J3. For all MTB gravity events, additional padding is strongly recommended. Examples: body armor, elbow and kneepads and full finger gloves

1J4. Motorcycle helmets meeting U.S. Department of Transportation standards must be worn by all motorcycle drivers and passengers in races and club rides.

1J5. Jerseys must be worn in all races and shall cover the shoulders.

(a) Sleeveless jerseys are allowed only in non-international MTB races and individual time trials. Skinsuits may not be worn in Pro gravity events per UCI rules.

(b) 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.

(c) Advertising may appear only on the uniform, including caps, shoes, and helmet of riders who are licensed members of registered USA Cycling clubs or teams.

(i) Advertising may not contain wording or images that might damage the image of USA Cycling, the sport of cycling in general, or conflict with the USA Cycling Fan Code of Conduct.

(d) UCI Teams and Category 1 & 2 riders who are members of the same team or club must wear identifiably similar uniforms when competing in a massed start

race except where different uniforms are called for by USA Cycling regulations. This also applies to over garments such as vests, jackets, and rain jackets, which must be transparent or identifiably similar. Members of mixed teams and guest riders may wear the shorts of their regular team. With the permission of the race organization, they may also wear generic clothing with no advertising in time trial stages.

(e) 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, nor may a club/team create a jersey, design or emblems that might be confused with the US National Team or National Champion jersey.

(f) ***National Champion Jerseys.*** Only current National Champions may wear National Championship jerseys and only in the *discipline* (road race, time trial, criterium, cyclo-cross, short track cross-country, marathon, downhill, Madison, etc.) and class (Junior, Master, U23, Elite) in which the title was won.

Master and Junior champions may wear the jersey in other age classes within their overall class, age group and discipline; e.g., 15-16 road race champion in a 17-18 road race or 45-49 scratch race champion in a 35+ scratch race.

(i) All National Champion's jerseys must comply with UCI rules for advertising as published in the UCI Jerseys Visual Guidelines on the UCI website *and be approved by USA Cycling's Technical Director prior to production*.

(ii) In Elite races, only the USA Cycling Elite champion may wear the jersey in the appropriate discipline. *If the Elite champion is not in the race, the U23 champion in the same discipline may wear the jersey.*

(iii) In stage races, the jersey may only be worn by the current National Champion in the same *discipline and class* as the stage; e.g., *Elite* Criterium Champion in a criterium stage of a stage race for Elite riders. For MTB stage races, Marathon National Champion wears their jersey regardless of stage type.

(iv) Members of registered clubs/teams may place advertising on the jersey. Riders or teams that create their own National Champions jerseys must follow the approval procedure outlined by USA Cycling and must follow the approved format recognized internationally.

(v) Only former National Champions are permitted to wear the Stars and Stripes pattern on the trim of their jerseys. The Stars and Stripes pattern may be worn in all disciplines, not just the discipline in which it was won.

(vi) A National Champion in one discipline (mountain bike, collegiate etc.) may not wear the jersey in events of another discipline, except as noted above.

(vii) The defending National Champion may not wear their National Championship jerseys in the subsequent National Championship.

(g) National Team Jerseys. Members of National teams must wear the uniform

designated by USA Cycling. This uniform may be worn only while actually representing the USA.

(h) In **stage races, omniums**, and **race series**, the race leader or those leading other categories must wear a special jersey if it is provided by the Race Director, but only for the duration of the race and as long as the leadership lasts. The jersey may bear only the name of the race, the special classification, and the Race Director's sponsors on the upper two thirds of the front and back panel of the jersey. The lower third of the front and back panel shall be in a plain background available for the rider's club or UCI team. In time trial stages, the race leader may wear the aerodynamic jersey or skinsuit of their team if the Race Director does not provide an aerodynamic leader's jersey or skinsuit.

(i) 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.

(j) Jersey priority. For all disciplines, unless otherwise stated in the regulations, should various provisions requiring the wearing of different jerseys apply to the same rider, the order of priority shall be as follows:

(i) The leader's jerseys of the stage race
(ii) The world champion's jersey
(iii) The leader's jersey of the cup, series or UCI/USA Cycling classification
(iiii) The continental champion's jersey (as mandated by the Continental Federation)
(iv) The national champion's jersey
(iiv) The national team jersey

1J6. The use of radios is limited to events in the road discipline for races that are composed exclusively of riders that are Category 2 and higher, and in time trial events on the road for all categories. The use of radios is prohibited for *all* junior and collegiate races. The use of radios is subject to the following restrictions:

- the power of the transceiver may not exceed 5 watts;
- the range of the system shall be limited to the space occupied by the race;
- its use is limited to exchanges between riders and the sports director and between riders of a same team.
- rider may wear only one earpiece

Audio playback devices are expressly forbidden in all disciplines and categories.

1J7. Racing numbers.

(a) Racing numbers are provided by the Race Director. The numbers shall be printed in block letters using black waterproof ink. Numbers shall be constructed

from materials sufficiently durable to last the race without tearing or disintegrating, even in adverse weather. The name of the race or race sponsor may appear on a competitor's number.

(b) Riders shall place their numbers as prescribed by the Race Director or officials and in such a way that they are visible when the rider is in a racing position. When shoulder numbers are provided for cyclo-cross, they are worn on the upper arm to be visible from the front. Hip numbers shall be attached securely at least at the four corners and no accessory or hair may obstruct a clear view of the number. If shoulder or frame numbers are provided, they too shall be placed as prescribed. Numbers may not be folded, trimmed, or otherwise defaced. Numbers are to be worn on the outside of clothing and may not be placed inside of pockets or behind any material which reduces their visibility. Riders competing in individual time trials, team time trials, individual pursuites, team pursuits, or the team sprint may place their number in a clear pocket provided the number is unaltered (cut or folded), clearly visible and always readable.

(c) A Local Association may impose additional number requirements.

Numbers required per event (minimum):				
Event	Body Numbers	Shoulder Numbers	Frame Number	Handlebar
Track				
Timed Track Events	1			
Other Track Events	2			
Road				
National-level Road events*	2		1	
Road Time Trial	1			
All Other Road Events	1			
Cyclocross				
National-level Cyclocross events*	1	2		
All Other Cyclocross Events	1			
Mountain Bike				
All Mountain Bike Events	1**			1

*National Calendar, National Championships, UCI races, and races with prize money for one race of $5,000 or more.

**UCI races, including UCI categories at National Championships

Numbers Size table (minimum sizes – all dimensions are in centimeters):				
Type of Number	**Height**	**Length**	**Digit Height**	**Digit Line Width**
Body	18	16	10	1.5
Frame	9	13	6	0.8
Shoulder	9	7	5	0.8
Handlebar	18	18	8	1.5

1J8. Chip Timing/Scoring

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

(b) Riders shall place the chips as prescribed by the Race Director and in such a way that they will activate the chip sensor upon passing the line.

1K. Racing Rule Generalities

1K1. Scope

(a) For Olympic and other international events, and the activities of UCI teams, the applicable regulations of the UCI shall take precedence over USA Cycling regulations.

(b) National Championships for 17-18, U23 and Elite riders will be run under UCI rules, except as specifically noted elsewhere in these rules. At the discretion of USA Cycling, other races for 17-18, U23 or Elite riders that are used to qualify riders for national teams or international competition may use UCI rules, either completely or in part.

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

(d) Whenever a specific rule is in conflict with a more general rule, the specific rule takes precedence.

(e) Exceptions to these rules may be made only with prior approval of the CEO in a particular race event. A request for exception should be made in writing to the CEO.

(f) Time Period. An entrant in an event held under USA Cycling regulations shall be subject to these rules from the beginning of registration for the first event to the completion of the event, including the last awarding of prizes.

1K2. Violations of Rules

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

(b) Recommended penalties for first offenses under normal circumstances are

given in Chapter 8.
(c) A rider who is disqualified after having collected prizes for an event must promptly return any prizes and primes won in the event, though this obligation shall be stayed while a protest or hearing is pending.
(d) Fines issued to licensees or teams must be paid to USA Cycling directly *after receiving the invoice via email*. Licensees who fail to submit their fine within 15 days of their notification shall *have their membership suspended until payment is received.*

1L. Start of a Race
1L1. 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.
1L2. No Delays. No licensee may unnecessarily delay the start of a race. 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.
1L3. 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.
1L4. 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.

1M. Finish of a Race
1M1. 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.
1M2. 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. If the finish line is off the immediate course, the bell shall be sounded at the point of departure on the preceding lap.
1M3. Should the **bell be rung by error** on 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.
1M4. Dead Heats
(a) Should two or more riders make a dead heat for a qualifying place in a trial

heat, they shall be allowed to enter the final, subject to more specific rules of each discipline.

(b) Should two or more riders make a dead heat for first place only, they shall reride the final sprint for 1,000 meters to determine the winner or may ride a shorter distance considered sufficient by the Chief Referee to allow for a fair settlement. If the dead heat is for any other place, the riders concerned shall be declared equal and the prizes for those places shall be added and equally divided or duplicated at the discretion of the Race Director.

1M5. 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.

1M6. Results tabulation.

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

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

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

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

(e) It is the responsibility of the Race Director to provide resources appropriate to the scale of the race for results acquisition and production. The Race Director's staff is responsible for reproduction and distribution of the results.

1M7. Results posting.

The Chief Judge will inform the riders of the time and place where the results will be posted or announced, and the Chief Judge shall be available there to resolve any protest. Prizes may not be distributed until all protests which affect the podium and awards have been answered and at least 15 minutes have passed since the results were announced.

1N. Conduct

1N1. No rider shall benefit from their misconduct. Misconduct on the part of a

team member or support person may result in penalties to any member of the team.

1N2. General Misconduct. The following offenses may be punished by suspension or lesser penalties:

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

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

1N3. Identity Fraud. No licensee may enter a race under an assumed name nor conspire to allow another rider to enter a race under an assumed name. This includes fraudulent use of another rider's license, racing numbers, or timing/scoring chip.

1N4. Rules and Course. It is the rider's responsibility to familiarize themselves 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. The fact that tape or barriers may have moved or fallen shall not stay the responsibility of the rider to stay on the designated route.

1N5. Instructions. Riders shall follow the instructions of the race organizers, the officials and police.

1N6. Withdrawal. Riders must immediately follow a Referee's order to withdraw from the race.

1N7. Abuse.

(a) No rider or other licensee may be disrespectful toward anyone at a race.

(b) No rider or other licensee may use foul or abusive language or conduct during a race event.

(c) No licensee may assault (an unlawful attempt, coupled with the present ability, to commit a violent injury on the person of another) or do battery (any willful and unlawful use of force or violence upon the person of another) to anyone connected with any event held under a USA Cycling permit.

(d) Violent assault and/or battery as described in 1N7(c) committed by a licensee against a race official at a USA Cycling permitted event shall be subject to additional penalties.

1N8. No rider may make an **abrupt motion** so as to interfere with the forward progress of another rider, either intentionally or by accident.

1N9. Dangerous Rider. Any rider who appears to present a danger to the other competitors may be disqualified by the Chief Referee, either before, during, or after a race.

1N10. Pushing or pulling among riders is prohibited in all races except the Madi-

son and then only between members of the same team. No rider may hold back or pull an opponent by any part of their clothing, equipment or body.

1N11. Competitors may make no progress unaccompanied by a bicycle. In the case of a crash, they may run with their bicycles to the finish line, staying on the course.

1N12. A licensee may be penalized for causing a crash or spill through inadequate tightening or adjustment of a bicycle component, including gluing of tires.

1N13. Non-Competitor on Course.

A rider may not be on the track or course during a race for which the rider has not entered and registered, or from which the rider has withdrawn or been directed to withdraw.

1N14. No person with official responsibilities at a race (including, but not limited to, race officials, marshals, race directors, timing or results companies, and race announcers) shall consume alcoholic beverages or other intoxicants while races are in progress and any such person who is or appears to be under the influence of alcohol or other intoxicating substances shall be promptly relieved of responsibilities.

1N15. No person with official responsibilities at a race (including, but not limited to, race officials, race announcers, marshals, timing or results companies, or Race Directors) may lay a wager on the outcome of the race they are participating in.

1O. Mishaps

A recognized mishap shall be considered a legitimate fall, a puncture, or the breakage of an essential part of the bicycle. All other incidents are considered unrecognized mishaps.

1P. Protests and Hearings.

All protests regarding the qualification of riders or bicycles or the regularity of entries or classifications should be lodged with the Chief Referee before the race. Any protests concerning the order of finish shall be examined and resolved by the Chief Judge *at the event*.

1P1. Protests.

Protests in single day 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 protester's finish time *directly to the chief referee at the event*.

(b) In order for riders to be eligible for awards, a protest regarding the final results must be made within 15 minutes after the announcement of results *and directly to the chief judge at the event.* Protests made after the awards ceremony, waives the rider's right to any and all awards.

(i) Once the results have been finalized on-site and the awards have been given out, any further results protests concerning order of finish may be submitted directly to USA Cycling, who will consider them at its discretion. Any such results protests must be submitted at the latest 30 days after the results are posted on the USA Cycling website.

(c) All other protests must be in writing, signed by the protester, and accompanied by a deposit as specified in the Schedule of Fees on the USA Cycling website. These 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 *at the race*.

1P2. Hearings.

Administrative, eligibility, and disciplinary hearings are processed according to USA Cycling Policy III.

(a) Field of Play decisions made by the race officials, including without limitation, the imposition of penalties such as relegation, additional time, disqualification, or the imposition of a fine of less than $500 are not subject to review by a hearing panel, even if those decisions affect eligibility or order of finish.

CHAPTER 2

Track Racing

USA CYCLING

RULE BOOK

2. TRACK RACING

2A. Track Markings

The longitudinal lines on the track above the blue band shall be of uniform width of 5cm. Perpendicular lines shall be 4 cm wide unless otherwise specified.

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 counter-clockwise 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 50 cm wide, or 10% of the track width shall be placed below the inner edge of the track all the way around.

(d) A **stayers line** is a blue line that is drawn at one third of the total width of the track or 2.45 meters (whichever is greater) from the inner edge of the track, the distance being measured from the inner edge of the stayer's line.

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

(a) The **finish lin**e 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. General Track Rules

These rules apply to massed start races, except as noted.

2B1. Leader If the leader is below the sprinters line, the following riders may not pass underneath.

2B2. A competitor **overtaking** another must pass on the outside unless the rider ahead is riding above the sprinters line. Should the leader leave the sprinters lane, the leader may not re-enter the lane unless the rider maintains a clear lead (no

overlap of wheels). A rider who passes another must not in any way impede the progress of the passed rider.

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

2B4. Blue Band. The blue band is not a part of the racing surface. In all races it is permissible to ride below the measurement line, but never below the track surface on the blue band, unless done so involuntarily. A warning, relegation or disqualification may be issued depending upon the advantage gained or seriousness of the incident involving the use of the blue band.

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

2B6. Riders who suffer a **mishap** may be assisted in restarting. They shall resume the race at the point where they left the track.

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

16 (12 teams for Madison) on a 166.66 m track
20 (15 teams for Madison) on a 200 m track
24 (18 teams for Madison) on a 250 m track
36 (20 teams for Madison) on a 333.33 m track
40 (20 teams for Madison) on a 400 m track

2B8. Where a massed **rolling start** is used, there shall be a neutral lap to ensure that the riders are sufficiently together to provide a fair start in the judgment of the starter.

2B9. Re-rides and Replacements. Unless prevented by unavoidable circumstances, any riders qualifying for a re-ride or for any of the final rounds of a race shall start the re-ride 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.

2B10. Other than when prevented by circumstances beyond their control, all riders qualifying for the following round of the competition must participate or else they will be disqualified.

2B11. 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. This rule may be precluded by a specific rule for a given discipline.

2B12. Warning – Disqualification.
(a) Any misconduct not specifically penalized, and *any dangerous or unsportsmanlike* behavior may be punished with a warning or by disqualification according to the seriousness of the fault, notwithstanding a fine. The warning and disqualification are relative to one competition only.
(b) If a rider is relegated in an event, that relegation may also carry with it a warning, depending on the gravity, intent and impact of the fault.
(c) If a rider is issued a warning in an event, the warning will also be carried to the other events with the same competition. A rider receiving a second warning, *within the same event is disqualified from the event and for the rest of the competition. A rider receiving 3 warnings in a competition,* or being relegated for a third time is disqualified for the rest of the competition.
(d) A rider disqualified in an event for *dangerous or unsportsmanlike* behavior is effectively disqualified for the entire competition.
2B13. Riders shall refrain from any **collusion**, maneuver, or movement that hinders another rider or distorts the result of the race.
2B14. While riding on the track, riders shall at all times be in firm control of their bicycle and have at least one hand on the handlebar (or extension).
2B15. Riders may carry no object on them or on their bicycles that could fall onto the track. Any electronic device with a display (speedometer, power meter, etc) must be hidden such that the riders cannot read it while riding.
2B16. Non-competitor track access. The race director shall control the access to safety zone (the track apron) in coordination with the commissaires. Only persons with official duties and with permission may enter the safety zone during competition. Only coaches of riders currently competing are allowed on the safety zone and only one person per rider is allowed. In timed events, that person may occupy a position before or after the finish line of their rider or team for the purpose of indicating time and position.
2B17. For timed events, on tracks longer than 250 metres, the blue band shall be made un-rideable by placing pads every 5 metres starting from each Pursuit Line, up until the end of the second turn after that Pursuit Line. For the Flying 200 metres event, only, these pads shall be placed every 5 metres in the corners only. The pads shall be 50 cm long and a maximum of 10 cm wide and 10 cm high made of a synthetic material heavy enough to not be moved by the airstream.
On 250 meter tracks or shorter, no pads are required on the blue band.
For the Hour Record and any special attempt on the track, the blue band shall be made impractical for riding by the placement of pads every 5 meters the entire way around the track.

2B18. Bunch Events refers to the following track events:

- Points Race (2M)
- Scratch Race (2C)
- Omnium (2O3)
- Madison (2N)
- Elimination Race (2E)
- International Tempo Race (2P)

2B19. Terms

For clarification, the following terms are defined as follows:

(a) Competition - refers to any track competition permitted by USA Cycling.

(b) Event - refers to a type of track races identified in sections 2C - 2P.

(c) Session - refers to a block of events within the competition. It can refer to a day or part of the day.

(d) *Omnium - refers to a single event consisting of 4 indivudlual events held over the course of one day (see section 2O3).*

(e) *Omnium Scoring - refers to the cumulative result for a set of races at a competition where points are awarded for each place earned towards a seperate overall omnium standing. In case of a tie on total points, the tie will be broken in favor of the rider who has:*

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

(ii) 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.

2B20. Restart in Standing Start Events

In each round of a standing start event, a team or a rider is only permitted two starts. A restart shall only be given in the result of a false start, or in the event of a recognized mishap.

(a) A team or a rider which causes a further false start or suffer a further recogniszd mishap in the qualifying round shall be eliminated (DNF).

(b) A team or a rider which causes a further false start or suffer a further recognized mishap in the first competition round shall be relegated.

(c) A team or a rider which causes a further false start or suffer a further recognized mishap during the finals loses the final.

(d) If a team or rider stops after suffering a mishap and the starter determines it is not a recognized mishap, the team or rider shall be disqualified from the qualifying round of the event or be relegated in the following rounds.

2B21. Safety Zone. During all track events, except Individual Pursuit and Team Pursuit, all team staff shall remain on the infield (off the safety zone and track).

(a) During Team Pursuite and Individual Pursui, one coach per team is permitted on the safety zone.

(b) Specific support staff may be permitted to access the safety zone (i.e. the

mechanic after a crash) at the commissaires discretion.
(c) Irrespective of the above, 2B17 applies.

2C. Scratch Race
2C1. A Scratch Race is an individual race over a specified distance.
2C2. Organization of the Event.
(a) The races shall be held over the following distances (see Chapter 7 for other age groups):

(i) Men Elite & Women Elite 10 km
(ii) Men Junior & Women Junior 7.5 km

(b) If the number or riders entered exceeds the track limit, qualifying heats shall take place to reduce the number of riders according to the table below. The heats shall be run in such a way as to qualify up to the track maximum number of riders, without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall be eliminated from each heat, at a minimum of 2 riders per heat, among the riders who have started the race.

CATEGORY	HEAT DISTANCE
Men *& Women* Elite	7.5 km
Men *& Women* Junior	5 km

2C3. Race Procedure.
(a) Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in t he sprinter's lane.
(b) A flying start shall be taken after one neutralised lap.
2C4. 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.
2C5. Mishaps.
(a) Free laps up to a distance nearest to 1250 meters may be taken in a case of a mishap. Upon returning to the track, the rider will assume the position occupied prior to the mishap.
(b) Riders with mishaps may not return to the track within the last kilometre. Should this last kilometre start during the allowed free lap period of a recognised mishap, and the riders are not able to return prior to the start of the last kilometre, these riders will not appear in the final placings.
(c) Riders who suffer a mishap and do not return to the track will not be placed.
2C5. Finish. Riders are classified according to the order in which they cross the line

during the final sprint, taking into account laps gained/lost.
2C6. Race Stoppages. If the race is stopped for any reason, the commissaires' panel shall determine the duration of the interruption. If the race is restarted in the same competition session, it shall be restarted as follows:
(a) The riders will restart with their already gained or lost laps;
(b) The number of laps remaining in the race shall be as at the time the race was stopped (for example, if the race was stopped with 15 laps remaining, the race shall be restarted with 15 laps remaining). If fewer than 10 laps were remaining when the race was stopped, the number of laps remaining in the race shall be adjusted to indicated 10 laps remaining (for example, if the race was stopped with 4 laps remaining, the race shall be restarted with 10 laps remaining);
(c) All riders will start together in a single group. In exceptional cases, the commissaires' panel may decide to allow riders who were more than a half lap ahead of the declared main bunch to start a half lap ahead of the remaining riders on the track.
(d) If it is not possible to restart the race in the same competition session, the race shall be completely rerun.

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. After the start, the race shall be run as a scratch race.

2E. Elimination Race

2E1. The Elimination Race is an individual race in which the last rider in each intermediate sprint is eliminated.
2E2. Organization of the Event.
(a) If the number of riders exceed the track limit, qualifying heats shall take place to reduce the number of riders. All riders entered shall first participate in quali-

fying Scratch Race heats run over the distance as per the regulations for Scratch Race heats. The heats shall be run in such a way so as to qualify up to the track maximum number of riders, without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall be eliminated from each heat, at a minimum of 2 riders per heat, among the riders who have started the race.
(b) All riders not qualifying to participate in the final of the Elimination Race shall be placed jointly in last position. Any riders not finishing any of the qualifying rounds shall not be placed (DNF).

2E3. Race Procedure.

(a) Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.
(b) A flying start shall be taken after one neutralised lap during which the riders shall ride in a compact group at a moderate speed.
(c) A sprint shall be run every third lap on tracks of less than 200 meters, every second lap on tracks of 200 meters to 333.33 meters, and every lap on track of 333.33 meters or more.

(i) On tracks of less than 333.33 metres, each lap that precedes the sprint shall be indicated by a bell.

(d) After each sprint the last rider, according to the position of his rear wheel on the finishing line, shall be eliminated (back edge of rear tire).

(i) If one or more riders are lapped or abandon the race between sprints, they shall be the riders eliminated in the next sprint.

(ii) In certain cases, the commissaires may decide to eliminate a rider other than the last rider in the sprint (for example, if a rider passes on the blue band). The president of the commissaires' panel shall be responsible for making the final decision on who will be eliminated based on information from the judge-referee and other commissaires.

(iii) In all cases, the decision on which riders shall be eliminated must be made and announced prior to the riders crossing the pursuit line on the back straight after the elimination sprint. If no decision can be made by this time, then no riders shall be eliminated until the next sprint. This shall be indicated by a green flag on the start line.

(iv) An eliminated rider shall leave the track immediately, failing which he shall be penalised depending on the gravity of the situation (relegation with a warning, or disqualification). In the case where the rider does not leave the track immediately, the president of the commissaires' panel may decide to neutralise the race in order to remove the rider.

(e) Riders eliminated shall be placed in inverse order according to the time of their elimination (for example, the first rider eliminated is placed last, the second rider

eliminated is places second last, etc).
(f) The last two riders remaining in the race shall ride the final sprint. Their placing shall be based on the position of their front wheels on the finishing line.
(g) The fact that a rider may gain a lap shall not count.
2E4. Mishaps.
(a) In the case of a recognized mishap by one or more riders, as decided by the president of the commissaires' panel, the race shall immediately be neutralized for a maximum distance of the number of laps closest to 1250 metres to allow the affected riders to return to the bunch. In the case where all riders on the track suffer a recognized mishap, the race shall be neutralized for a maximum of 3 minutes to allow the affected riders to return to the race.

(i) The neutralization shall be indicated by a yellow flag on the start line and all riders on the track shall ride in a compact group at a moderate speed. No account shall be taken of the position of any riders off the front or back of the bunch at the time of the mishap.
(ii) The race shall be restarted, when affected riders are back on the track or when the neutralisation is over, by the withdrawal of the yellow flag and the firing of the starter's pistol. Any riders not able to rejoin the race at this point shall be considered as eliminated and their position determined according to the time of their elimination. The bell shall be rung the following lap to indicate the start of a sprint lap.

(d) Except in the case when all riders on the track suffer a recognized mishap, once four or fewer riders remain on the track, no neutralization shall be granted, and any riders not finishing shall be eliminated and their position determined according to the time of their elimination
2E5. Miss-and-Out. A Miss-and-Out is a non-championship event that may be conducted with riders being eliminated every lap, every other lap or at some other interval specified in the race announcement. The race is generally run under the rules of an Elimination Race except that a 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 2-4 riders. The number and composition of the races is organized by the chief referee to meet the needs of the racing program for the number of riders. The sprint rounds may be preceded by a flying start 200 meter time trial to seed or select riders who will take part in the

sprint heats. If two or more riders make the same time during a seeding time trial, the tie will be broken by the drawing of lots by those involved. The official race announcement shall state the format and seeding method to be used.

(a) In championship format sprints, riders compete in qualifying and succeeding rounds in such a way that the fastest riders shall meet in the final race. Appendix A1 shows standardized sprint seeding tables used for championship events, except as noted in (d) below.

(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.

(d) For all Elite and Junior National Championships and other qualifying events, the UCI Sprint World Championship regulations shall be in force. See Appendix A1 for the UCI Sprint seeding tables.

(e) Flying 200 m Time Trial departure. The push by the coaches must be done (i.e., rider released) before the pursuit line without the coaches coming onto the racing surface of the track.

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

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

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

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

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

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

(a) The rider on the inside of the track, unless overtaken, shall lead at least at walk-

ing pace and make no maneuver to force their opponent through until reaching the pursuit line (the middle of the back straight) on the opposite side of the track. Should the leading rider not respect this requirement, the race shall be restarted and the rider not at fault shall decide their starting position.

(b) After reaching the pursuit line, a maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds following which, the leading rider shall be directed by the starter to continue. If the rider fails to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately rerun as a two or three-up race, without the relegated rider.

(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. Race Stoppages. In the case of a fall, the starter may stop the race.

(a) If the fall is caused by a competitor riding too slowly in a curve or by any other unintentional fault, the race shall be restarted and the rider not at fault shall decide their starting position.

If the fall was intentionally caused by a competitor, that competitor shall be relegated or disqualified from the competition according to the gravity of the fault committed and the other competitor declared the winner. In three or four-up heats, the race shall be immediately restarted with the remaining two or three riders.

If the fall is not caused by a competitor committing a fault, the commissaires' panel shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the fall should be considered final.

(b) In the case of a puncture or the breakage of an essential part of the bicycle, the starter may stop the race. Even if the race is not stopped, the commissaires' panel shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the incident should be considered final.

(c) In the case of a rider losing their balance or touching their opponent or barrier before the start of the sprint, the starter may stop the race. The race shall be restarted, and the rider not a fault shall decide their starting position.

(d) In the case where a rider commits a flagrant infringement before the bell rings to indicate the start of the final lap or before the start of the sprint, whichever is sooner, the starter shall stop the race and the commissaires' panel may relegate or disqualify the rider committing the infringement. In a three or four up heat, the race shall be immediately restarted with the remaining two or three riders in their same positions.

If the rider committing the infringement is not relegated or disqualified, the race

shall be restarted, and the opponent shall decide their starting position.
(e) In the case the event is interrupted for any reason, and it is not possible to restart the event before the end of the competition, the commissaires' panel shall decide pursuant to the table below:

DECISIONS		
Interrupted before completion of the 1/4 finals	*Interrupted after completion of the 1/4 finals, but before the completion of the semifinals*	*Interruption after the completion of the semifinals*
No final classification. No results will be submitted and in the case of a UCI event, no UCI points will be awarded	*Riders qualified for the semi-finals will be awarded 4th place.* *All other riders will be ranked according to the rules applicable for this event.*	*Riders qualified for the gold medal final will be awarded 2nd place, and riders qualified for the bronze medal final will be awarded 4th place.* *All other riders will be ranked according to the rules applicable for the event.*

2F7. Before the sprint has begun riders may utilize the full width of the track, but must leave room on the right for riders to pass and avoid movements that could cause a collision, a fall, or force a rider off the track.
2F8. Once the sprint has begun (the riders are moving at full speed or near full speed):
(a) No rider may attempt to overtake an opponent using the blue band, either while passing or pulling out of a passing maneuver;
(b) The leader must always leave room 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, the leader 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 the leader is so far ahead that there is no hindrance to opponents;
(d) If the leader is riding above the sprinters line, the leader shall make no abrupt motion to keep other riders from passing and may make no move to the right (whether abrupt or not) that could have caused a fall or that exceeds 90 cm. (same as the width of the sprinters lane). Following riders may pass on either side. The leader may move to the left into the sprinters lane only if the trailing edge of the leader's rear wheel is ahead of the leading edge of the front wheel of the following rider [relegation for foul riding]. There is no penalty at the finish if the lead rider accidentally drops below the measurement line or even onto the blue band.

2F9. Falls. A rider in a two-up sprint who intentionally causes another rider to fall shall be disqualified. A rider who falls while attempting an illegal maneuver shall be relegated. The wronged party shall be declared the winner without necessarily passing the finish line.
2F10. No-shows. If one rider in a two-up heat fails to appear, that rider loses the sprint and the other rider must put in an appearance on the starting line in order to be declared the winner, but need not cover the distance. Any rider not showing for a heat is eliminated except in special circumstances as determined by the Chief Referee.
2F11. Blocking. In a sprint with **three or more contestants**, a rider who is pinned at the bottom by other riders may not force his their way out of the box, nor may a rider block or interfere with another rider. No rider may deliberately cause a crash. Whenever such a situation is detected the race should be stopped, if not completed, and in any case shall be rerun without the rider responsible. In the case of an accidental collision before the sprint has begun, the race will be stopped by the starter and rerun with the original participants in the same starting positions.
2F12. In the case of a **dead heat**, the race will be rerun with only the riders who made the dead heat.

2G. Tandem Sprint

2G1. Tandem sprint events on the track shall be run in accordance with sprint regulations except that:
(a) The start shall be taken from the Pursuit line in the finishing straight.
(b) In no case shall more than four tandems be raced together, or tracks of 333 meters or less, a heat shall be ridden with a maximum of three tandems.
(c) The qualifying heats shall be run over one lap with a flying start.
(d) The race shall be run over the distance of 3 laps.

2H. Keirin

2H1. A **Keirin** is a race in which riders sprint after completing one-half the distance behind a pacer who leaves the track at the pursuit line. The event is run over a number of laps closest to 1.5 km. The race will be 6 laps on a 250 m track, 5 laps on a 333 m track and 4 laps on a 400 m track. If the number of entrants warrants, there may be qualification and/or repechage rounds leading to a final race. Keirin rounds normally contain no more than 6-7 riders. No more than nine riders may compete in a Keirin round, depending upon the safe capacity of a particular track. Normally the pacer rides a derny or motorized pacing bicycle. For any competition that is run under UCI Rules (Elite National Track Championships and most Junior 17-18 Track National Championships) the competition will be organized according to the table included in Appendix A2.

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. At the start, riders shall take their positions determined by the draw, directly behind the pacer, for at least the first lap, failing which the starter shall stop the race and riders that failed to comply shall be disqualified. In the restart, the remaining riders shall again take their same relative positions behind the pacer.

(b) From the end of the first lap prior to when the pacer leaves the track the riders may pull out of line. However, each rider retains the obligation to retake their position in line if their place is not immediately claimed by another rider. Failing to do so may result in a warning or disqualification.

(c) If there is a mishap in the first half lap, the race shall be stopped and immediately restarted.

(d) The pacer shall ride on the measurement line, starting at starting at 30 km/h and shall gradually increase speed to 50 km/h which should be reached at the latest when leaving the track, after the pursuit line on the home straight 3 laps to go (250 m tracks).

(i) For other track sizes, the pacer should leave the track closest to 750m from the finish.

(e) In the case when one or more riders pass the leading edge of the front wheel of the pacer before the pursuit line when the pacer leaves the track, the race will be stopped and rerun without the rider(s) at fault, which will be disqualified.

(f) The race will be stopped in the event of illegal behavior by one or more riders while behind the pacer. The race shall be rerun without the rider(s) at fault, who will be penalized depending upon the gravity of the situation (relegation with a warning, or disqualification).

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

KEIRIN TABLE IN MILES PER HOUR

LENGTH OF TRACK	TOTAL LAPS	LAPS W/ PACER	PACER SPEED (MPH)						
			LAP						
			0	0.5	1	1.5	2	2.5	3
250	6	3	19	21	23	25	27	29	31
333.33	5	2.5	19	21	24	26	29	31	
400	4	2	19	22	25	28	31		

KEIRIN TABLE IN KILOMETERS PER HOUR

LENGTH OF TRACK	TOTAL LAPS	LAPS W/ PACER	PACER SPEED (KPH)						
			LAP						
			0	0.5	1	1.5	2	2.5	3
250	6	3	30	33	37	40	43	47	50
333.33	5	2.5	30	34	38	42	46	50	
400	4	2	30	35	40	45	50		

2I. Time Trial

2I1. In Time Trial events, riders are timed over a **fixed distance**. If a session is interrupted, all competitors must ride in a subsequent session. The event is run as a final, except in the cases where it is being used as a qualifying event for sprints.

2I2. Organization of the Event.

(a) The starting order shall be set by the commissaires.

(b) The time of each rider shall be taken at each half-lap. The time shall be measured on the front wheel of the rider.

2I3. Race Procedure.

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

(b) The competitors shall either be started one at a time or two at a time, with one rider starting on each side of the track, and the starting procedure the same as for

the individual pursuit.
(c) When **events** such as the individual pursuite, team pursuit or team sprint are run as a single time trial ride, rather than multiple rounds, the rules for the **qualifying round** for that event shall cover recognized mishaps, false starts, and restarts.
2I4. Restarts. The general principle is that a restart is **charged** to a rider if the rider causes the restart, through a mishap or false start. Some restarts are not charged – examples include timing failure or unsafe conditions.
(a) In the case of a false start, the rider shall restart immediately.
(b) In the case of a recognized mishap:

Qualifying round:
Where practical, the other rider shall continue. The starter shall not stop the race unless the track is obstructed. The affected rider(s) shall take a new start, if allowed, at the end of the qualifying round, or at a suitable time as decided by the commissaires' panel.
A rider suffering a second mishap during a subsequent ride shall be eliminated (DNF).

Final round:
In the event of a recognized mishap, the race is stopped and restarted immediately. A rider suffering a second mishap during a subsequent ride shall be considered beaten.

(c) A rider is permitted at most, one charged restart per 2B21.
2I5. The Kilometer and 500 meter Time Trial at the National Championships and qualifying events for UCI categories shall be organized as follows:
(a) Qualifying rounds shall be organized in two-up heats to find the 8 best riders. In the finals each participant shall take the track alone.
(b) This event shall be organized in two phases:
(i) The qualifying rounds to select the 8 best riders on the basis of their times;
(ii) The finals.
2I6. Ties. Should two or more riders make the same time, they shall be placed as follows:
(a) Kilometer and 500 meter TT: placed by the rider who records the best time for the final lap, shall be declared the winner.
(b) Standing start time trials greater than 1 km: based on the best final lap time.
(c) 200 meter TT: The riders concerned will be classified according to the best time in the last 100 meters. In the case that the last 100 meter time cannot be determined, or if the riders are still tied, the riders concerned will draw lots.

2I7. Race Stoppages. *All competitors must compete in the same session. If it is not possible for all the participants to ride this race, for example because of atmospheric conditions, the entire race shall be rerun in the following session and no account shall be taken of the times previously made.*

DECISIONS	
Interrupted before completion of the qualification round, or completion of the final in case of a direct final	**Interrupted after completion of the qualification round**
No final classification. No results will be submitted and in the case of a UCI event, no UCI points will be awarded	Classification according to the results from the qualification round.

2J. Individual Pursuit

2J1. Individual Pursuit is a race between two riders competing over a fixed distance. The riders start on opposite sides of the track. The winner is determined by either catching the other rider or recording the fastest time over the specified distance.

2J2. Organization of the Event. The event shall be organized into qualifying rounds leading to a final.

(a) The Qualifying Round selectes the best 4 riders on the basis of their times.

(i) If a rider is caught, they must finish the distance to have a time recorded.

(ii) A caught rider may not ride in the slipstream of their opponent, and may not re-pass the rider that caught them (disqualification).

(iii) The catching rider may not ride in the slipstream of their opponent (disqualification).

(b) In the Final Round, the riders with the two best times in the qualifying round shall ride off for first and second place and the other two riders shall ride off in the final for third and fourth place. The race is over when each rider crosses the finishing line for the final time at the full distance or at the point that one rider catches the other rider.

(c) The time and the classification of each rider shall be taken at each half-lap. The time shall be measured on the front wheel of the rider.

(d) A rider is caught when the catching rider's chainset draws even.

2J3. Race Procedure. 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. After the qualifying round, the rider with the faster time in the preceding round shall be started so as to finish in the home straight.

(a) The start shall be taken on the inside edge of the track, with the riders held by

starting blocks or commissaires if starting blocks are not available.
(b) The start shall be by countdown. The riders shall be held by starting blocks or a commissaire at the start and shall be neither restrained nor pushed. If held by commissaires, the same two commissaires shall hold all riders except in the case of unavoidable circumstance. The commissaires located at each starting point shall insure that all riders start in exactly the same manner and shall indicate when the rider is ready for the start with a single raised flag. A red flag shall be used for the homestraight and a green flag for the backstraight.
(c) There shall be separate lap cards and a bell for each rider.
(d) The starter shall stop the race for a false start or recognized mishap by a double pistol shot.
2J4. Race Stoppages. *In the case the event is interrupted for any reason, and it is not possible to restart and complete the event before the end of the competition, the commissaires' panel shall decide pursuant to the table below:*

DECISIONS	
Interrupted before completion of the qualification round	***Interrupted after completion of the qualification round***
No final classification. No results will be submitted and in the case of a UCI event, no UCI points will be awarded	*Classification according to the results from the qualification round.*

2J5. Mishaps.
(a) Qualifying Round:
(i) **During the first half-lap**, if a rider suffers recognized mishap or false start, the race is stopped and restarted immediately.
(ii) **After the first half-lap** the race shall not be stopped. A rider who suffers a recognized mishap shall be permitted to ride again at the end of the qualifying rounds (either alone or matched against another rider in the same situation).
(iii) A rider is allowed only one reride for false starts or mishaps. Therefore, a rider is entitled to only two starts in any given round.
(b) Final Round:
(i) **During the first half-lap**, if a rider suffers a recognized mishap or false start, the race is stopped and restarted immediately.
(ii) **After the first half-lap** no mishap will be taken into consideration. The rider that suffers a mishap shall be considered beaten in the finals.
2J6. Finish.

(a) During the qualifying round, a single gunshot shall be fired when the first rider finishes the specified distance and another shot when the second rider finishes.
(b) During the finals, a pistol shot shall mark the end of the race at the moment each rider crosses their finish line at full distance or at the moment that one rider catches the other.
(c) Should a rider fail to take the start of a final, the opponent is declared the winner. A rider failing to start the final for 1st and 2nd places shall be placed 2nd; a rider failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee, the absent rider shall be disqualified and the place shall remain vacant.
2J7. Ties*. In the event that riders record the same times, the rider who records the best time for the final lap shall be declaired the winner.*

2K. Team Pursuit
2K1. Team Pursuit is a race with two opposing teams, starting on each side of the track. The winner is determined by either catching the other team or recording the fastest time. The event is run over 4 km (3 km for Men Masters 55+ and Women Masters 35+).
(a) Italian Pursuit is a race between teams of any number of riders over a specified distance. The teams are spaced at equal intervals around the track at the start. The leading rider of each team shall lead for one or two laps, as specified, then pull off. The second rider shall then take the lead for the same number of laps and also stop. The same procedure shall be followed until there is only one rider on the track per team during the last one or two laps. The team whose last rider is farthest ahead as compared to the team's starting position, wins.
2K2. Team. There may be up to six riders registered for each team and the composition of the team may vary from one round to another. Teams with less than 4 riders are not allowed to start.
2K3. Organization of the event. The event shall be organized into qualifying rounds leading to a final.
(a) In the Qualifying round selects the four best teams on the basis of their times shall advance to the finals. Teams must complete the full distance in order to finish the round.
(b) In the finals, the teams with the two best times in the qualifying heats ride off for first and second and the other two teams ride off for third and fourth. The race is over when the third rider of each team crosses the finishing line for the final time at the full distance or at the point that one team catches the other team.
(c) The time and the classification of each team shall be taken on that of the

third rider of each team, at each half-lap. The time shall be measured on the front wheel of the third rider of each team.

(d) A team is caught when the opposing team (at 3 riders riding together) arrives at or within the distance of one meter.

2K4. Race procedure. 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.

(a) The riders of each team start side by side with a lateral distance of 1 meter between riders.

(b) The rider, placed on the inside of the track, shall be held by a starting block and shall be the leading rider on the start. The other riders on the team shall be held by commissaires.

(c) The start shall be by countdown.

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

(e) The starter shall stop the race for a false start or mishap by a double pistol shot.

(f) Pushing between members of the same team is strictly forbidden. Disqualification in the Qualifying Round and the team loses in the finals.

(g) When a **team is about to be caught**, the commissaires shall, in order to avoid a collision with the other team or hinder its progress, signal to the team about to be overtaken with a red flag and a whistle that it may not perform any more relays and must remain at the bottom of the track until the opposing team has passed.

(i) Teams failing to act on this instruction shall result in immediate disqualification.

2K5. Race Stoppages. *In the case the event is interrupted for any reason, and it is not possible to restart and complete the event before the end of the competition, the commissaires' panel shall decide pursuant to the table below:*

DECISIONS	
Interrupted before completion of the qualification round	**Interruption after the completion of the qualification round**
No final classification. No results will be submitted and in the case of a UCI event, no UCI points will be awarded	Riders qualified for the gold medal final will be awarded 2nd place, and riders qualified for the bronze medal final will be awarded 4th place. All other riders will be ranked according to the rules applicable for the event.

2K6. Mishaps.

(a) Qualifying Round:

(i) **During the first half-lap,** if any team suffers a recognized mishap or false start the race shall be stopped and restarted immediately.

(ii) **If a recognized mishap occurs after the first half-lap** and only one rider is involved, the team may continue to ride with 3 riders or stop. Where practicable, the other team shall continue.

(iii) **If the team with a recognized mishap chooses to stop**, it must do so within one lap of the place of the recognised mishap or they face disqualification. The team shall restart at the end of the qualifying round, or at a suitable position that does not disrupt the preparation of other teams, as decided by the commissaires, where applicable with another team in the same situation.

(iv) **If a team suffers a mishap or faulse start during its subsequent ride,** it shall continue with three riders or be disqualified.

(b) Final Round:

(i) **During the first half-lap,** if a team suffers a recognized mishap or false start, the race shall be stopped and restarted immediately.

(ii) **After the first half-lap**, no mishap will be taken into consideration. The team shall continue if they still have three riders on the track; otherwise the starter shall stop the race and the other team shall be declared the winner.

2K7. Finish.

(a) During the qualifying round, a single gunshot shall be fired when the first team finishes the specified distance and another shot when the second team finishes.

(b) During the finals, a single pistol shot shall mark the end of the race at the moment each team crosses their finish line at full distance or at the moment that one team catches the other.

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

2K8 Ties. *If both teams have the same time at the finish, the teams shall be placed according to the faster lap times nearest the finish.*

2L. Team Sprint

2L1. Team Sprint is a race with two opposing teams, each of whose riders shall lead for one lap. The event is run over three laps of a track by teams of three riders.

2L2. Team. There may be up to four riders registered for each team and the composition of the team may vary from one round to another. Teams with less than 3 riders are not allowed to start.
2L3. Organization of the event. The event shall be organized into qualifying rounds leading to a final.
(a) The Qualifying round selects the four best teams on the basis of their times.
(b) In the finals, the teams with the two best times in the qualifying heats ride off for first and second and the other two teams ride off for third and fourth.
2L4. Race Procedure. The starts shall be taken in the middle of each straight. During the qualifying round, the place of each team shall be determined by the commissaires. Subsequently, the team having made the best time in the preceding round of the event, shall start on the home straight.
(a) The riders of each team shall start side by side with a lateral distance of 1.5 meters between riders.
(b) There shall be separate lap cards and a bell for each team.
(c) The rider, placed on the inside of the track, shall be held by a starting block or holder and shall be the leading rider.
(d) The leading rider shall *lead the first lap and* move towards the outside of the track after one lap and then drop back and leave the track without hindering the other team.
(e) The rider that was in second position shall lead the following lap and then shall drop out in the same manner.
(f) The third rider shall complete the last lap alone.
(g) At the completion of their lap, the leading edge of the leading rider's front wheel must cross the pursuit line ahead of the leading edge of the front wheel of the following rider. Thereafter, the leading rider must draw aside immediately and ride above the sprinter's line within 15 meters after the pursuit line.
(h) Pushing between members of the same team is strictly forbidden.
(i) If there is doubt that the above requirements have been met, a review of available information is to be made. If confirmed, the team shall be relegated to the last place in that stage of the competition.
2L5. Race Stoppages. *In the case the event is interrupted for any reason, and it is not possible to restart and complete the event before the end of the competition, the commissaires' panel shall decide pursuant to the table below:*

DECISIONS	
Interrupted before completion of the qualification round	***Interruption after the completion of the qualification round***
No final classification. No results will be submitted and in the case of a UCI event, no UCI points will be awarded	*Riders qualified for the gold medal final will be awarded 2nd place, and riders qualified for the bronze medal final will be awarded 4th place.* *All other riders will be ranked according to the rules applicable for the event.*

2L6. Mishaps:
(a) Qualifying Round: In the event of a recognized mishap or false start, the race shall be stopped and restarted immediately. **In the event that a second recognized mishap or false start occurs during the second attempt, the team shall be eliminated.**

(i) Any team which may have been hindered by a mishap to its opponents may, by decision of the officials, be granted a restart at the end of the qualifying rounds.

(b) Final Round: In the event of a recognized mishap, the race shall be stopped and restarted immediately. After the first half-lap no mishap will be taken into consideration. In such a case, the team must stop and will be considered beaten in the finals.

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

276. Finish. The team whose rider crosses the line first shall be the winner.
2L8. *Ties. In case of a tie, the team with the best time on the final lap shall be declared the winner. All timings are based on the lead rider.*

2M. Points Race

2M1. A **Points Race** is a specialty in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps.
2M2. Organization of the event.
(a) If the number or riders entered exceeds the track limit, qualifying heats shall take place to reduce the number of riders according to Appendix A3. The heats shall be run in such a way as to qualify up to the track maximum number of riders, without necessarily qualifying the maximum number of riders permitted. An equal

number of riders shall be eliminated from each heat, at a minimum of 2 riders per heat, among the riders who have started the race.
(b) On tracks shorter than 333.33m, sprint intervals occur every 10 laps (20 laps for 166.66m U.S. tracks).
(c) On tracks 333.33m or longer, sprint intervals occur every 5 laps.
(d) The race shall be held over at least the distances, number of laps, and number of springs as shown in Appendix A3.
(e) In the case where the total number of laps is not divisible by the indicated number of laps between sprints, the "additional" laps shall be ridden prior to the first sprint.
(f) The first rider in each sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point. Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points).

(i) In the case of a tie in the sprint, the riders shall be awarded the same position, with the corresponding points for that position (for example, if two riders tie for first in a points sprint, they will both score 5 points; there will not be a second place in this case).
(ii) Any rider that gains a lap on the main bunch is awarded 20 points.
(iii) Any rider that loses a lap on the main bunch is penalised 20 points.

(g) When two or more riders are **equal on points**, the places in the final sprint shall declare the winner.

2M3. Race Procedure.
(a) Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.
(b) A flying start shall be taken after one neutralized lap.
(c) Sprints shall be run according to the regulations governing Sprint races.
(d) When the bell is rung by the commissaires, the head of the race is defined and decisive for the awarding of the sprint points. At the moment of a sprint considered for classification, if one or more riders gain a lap, they shall be awarded 20 points plus the points awarded for the sprint.
(e) One or more riders having dropped behind the bunch and having been caught up by one or more riders ahead of the bunch may not lead these riders (disqualification).
(f) 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. In addition, riders may not accept assistance from riders who have lost contact with the bunch (disqualification).
(g) Riders one or several laps down may be withdrawn by the commissaires' panel.

2M4. Gaining Laps.
(a) A rider shall be considered to have lapped the main bunch upon reaching a position to take shelter behind the main bunch. One or more riders shall be considered to have taken shelter behind the main bunch when the distance between the last rider in the main group and the first rider of the overtaking group is less than 5 meters or 16 feet.
(b) The **main bunch** or **field** is the largest group on the track. If two or more groups are the same size, the leading group shall be the main bunch.
(c) If the riders are strung out so that no main bunch exists, the chief commissaire shall determine when a rider or group of riders has passed enough riders to be credited with having gained a lap.
2M5. Losing Laps.
(a) Riders who lose laps may sprint for points only after being absorbed by the main bunch (largest racing bunch on the track) 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.
2M6. Race Stoppages. If the race is stopped for any reason, including if more than half the riders fall, the commissaires' panel shall determine the duration of the interruption. If the race is restarted in the same session, it shall be restarted as follows:
(a) The riders will restart with their already accumulated points;
(b) The number of laps remaining in the race shall be adjusted to indicate the number following the previously held sprint (for example, if the previously held sprint was on 40 laps remaining and the race was stopped with 33 laps remaining, the race shall be restarted with 39 laps remaining);
(c) All riders will start together in a single group. In exceptional cases, the commissaires' panel my decide to allow riders who where more than a half lap ahead of the declared main bunch to start a half lap ahead of the remaining riders on the track.
(d) If it is not possible to restart the race in the same session, the commissaires' panel shall decide pursuant to the table below:

DECISIONS	
Race stopped before 40%	Complete rerun.
Race stopped between 40-80%	Resume race with points accumulated/lost.
Race stopped after 80%	Let results stand.

If less than 80% of the race is completed by the end of the competition, there will be no final classification. No results will be submitted and no UCI points will be awarded.

2M7. Mishaps.

(a) Free laps up to a distance nearest to 1250 meters may be taken in a case of a mishap. Upon returning to the track, the rider will assume the position occupied prior to the mishap.

(b) Riders with mishaps may not return to the track within the last kilometre. Should this last kilometre start during the allowed free lap period of a recognised mishap, and the riders are not able to return prior to the start of the last kilometre, these riders shall appear in the final placings depending on the points and laps accumulated prior to the mishap.

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

2M8. Finish.

(a) A Points Race ends when the leader completes the required distance. All other riders will finish on the same lap as the leader. Riders who have mishaps and are prevented from returning to the race by 2M7(a) will retain their points for the final classification. Other riders who fail to complete the race shall not be placed.

(b) Where two or more riders are **equal on points**, the places in the final sprint shall declare the winner.

2N. Madison

2N1. A **Madison** is an event involving teams of 2 riders, in which the final placings are determined according to the accumulated points won by teams during the sprints and by taking laps.

2N2. Organization of the Event.

(a) If the number of teams entered exceeds the track limit, qualifying heats shall take place according to Appendix A5. The heats shall be run in such a way as to qualify up to the track maximum number of teams, without necessarily qualifying the maximum number of teams permitted. An equal number of teams shall be eliminated from each heat, at a minimum of 2 teams per heat, among the teams

who have started the race.

(b) The event shall be held over at least the following distances (number of laps), and number of sprints as shown in Appendix A5.

(c) There shall be an equal number of laps between all sprints, starting from the final sprint, according to the following:

(i) Tracks of less than 333.33m – 10 laps (20 laps for 166.66m U.S. tracks)

(ii) Tracks of 333.33m or more – 5 laps

(d) The race shall be held over at least the distances, number of laps, and number of springs as shown in Appendix A4.

(e) In the case where the total number of laps is not divisible by the indicated number of laps between sprints, the "additional" laps shall be ridden prior to the first sprint.

(f) The two riders of each team shall wear the same jersey and shorts, and shall wear the same rider number but of a different color.

(g) The first team in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point. Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points).

(i) In the case of a tie in the sprint, the teams shall be awarded the same position, with the corresponding points for that position (for example, if two riders tie for first in a points sprint, they will both score 5 points; there will not be a second place in this case).

(ii) If a relay between two teammates takes place on the line during a sprint, the front wheel of the second rider will count.

(iii) The relay is considered as passed, as soon as both riders are no longer in contact.

(iv) Any tam that gains a lap on the main bunch is awarded 20 points.

(v) Any team that loses a lap on the main bunch is penalised 20 points.

(h) When two or more teams are **equal on points**, the places in the final sprint shall declare the winner.

2N3. Race Procedure.

(a) A first group of riders, formed of one rider of each team, take their places at the start in the order listed on the start list. Half of this group shall be lined up along the outside rail and the other half shall be lined up in the sprinters' lane with holders.

(b) A second group of riders, formed of the other riders of each team, shall be lined up along the opposite outside rail.

(c) A flying start shall be taken by the first group of riders after one neutralised lap.

During the neutralised lap, the second group of riders must remain motionless.
(d) Riders of the same team may relay one another at will by a touch of the hand or shorts. 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.
(e) A relay without a touch or drawing event may result in the being penalized a lap.
(f) Sprints shall be run according to the regulations governing Sprint races.
(g) A team who drops behind the bunch shall not assist chasing team(s) to gain a lap (disqualification of team).
(h) When the bell is rung by the commissaires, the head of the race is defined and decisive for the awarding of the sprint points. At the moment of a sprint considered for classification, if one or more teams gain a lap, they shall be awarded 20 points plus the points awarded for the sprint.
(i) Teams lapped one or several times may be withdrawn by the commissaires' panel.
2N4. Gaining and losing laps by teams in a Madison race are determined in the same way as for riders in a Points Race (see 2M4 and 2M5).
2N5 Race Stoppages. If the race is stopped for any reason, including if more than half the teams fall (calculated on the basis of one rider per team), the commissaires' panel shall determine the duration of the interruption. If the race is restarted in the same session, it shall be restarted as follows:
(a) The teams will restart with their already accumulated points.
(b) The number of laps remaining in the race shall be adjusted to indicate the number following the previously held sprint (for example, if the previously held sprint was on 40 laps remaining, and the race was stopped with 33 laps remaining, the race shall be restarted with 39 laps remaining);
(c) The restart will be held as for a normal Madison race start. No account shall be taken of any team who were off the front or back of the main bunch at the time the race was stopped. The racing riders shall start as a single group.
(d) If it is not possible to restart the race in the same session, the commissaires' panel shall decide pursuant to the table below:

DECISIONS	
Race stopped before 40%	*Complete rerun.*
Race stopped between 40-80%	*Resume race with points accumulated/lost.*
Race stopped after 80%	*Let results stand.*

If less than 80% of the race is completed by the end of the competition, there will be no final classification. No results will be submitted and no UCI points will be awarded.

2N6. Mishaps

(a) Should one of the riders suffer a mishap, the other teammate shall immediately take the team position and continue to race without relief until their teammate returns, no free laps are granted.

(b) If both riders suffer mishaps, the team shall be entitled to free laps equal to the number of laps nearest 1250 meters. On returning to the race, a member of the team shall resume the position the team occupied before the mishap.

(c) Teams taking free laps may not return to the track in the final kilometer; a team entitled to free laps at that point shall be placed according to the laps and points held at the time of the mishap.

2N7. Finish.

(a) A Madison ends when a team completes the required distance. All other teams will finish on the same lap as the leader. Teams who have mishaps and are prevented from returning to the race by 2N6 will retain their points for the final classification. Other riders who fail to complete the race shall not be placed.

(b) Where two or more teams are **equal on points**, the places in the final sprint shall declare the winner.

2O. Omnium

2O1. The Omnium is an event consisting of four races run with a maximum number of riders set by the track limit which shall be held over one day in the following order:

(i) Scratch Race:
10 km for Men Elite and *Women Elite*
7.5 km for Men Junior and *Women Junior*

(ii) Tempo Race:
10 km for Men Elite and *Women Elite*
7.5 km for Men Junior and *Women Junior*.

(iii) Elimination

(iv) Points Race:
25 km for Men Elite
20 km for Women Elite and Men Junior
15 km for Women Junior.

2O2. Organization of the Event. All races in the Omnium will be run under the rules specified in the regulations for that particular event, except as noted below.

(a) In competitions for which the number of riders entered exceeds the track limit and there is no existing qualification system to establish the number of participating riders, their selection shall be determined as follows:

(i) All riders entered shall first participate in qualifying Points Race heats run ove the distance and with the number of sprints as list in Appendix A3. The heats shall be run so as to qualify up to the track maximum number of riders without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall be eliminated from each heat, at a minimum of 2 riders per heat, among the riders who have started the race.

(ii) All riders not qualifying to participate in the Omnium shall be placed jointly in last position. Any riders not finishing any of the qualifying rounds shall not be placed (DNF).

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

(c) Any rider failing to start in one of the events shall not be allowed to compete in the subsequent events and will be considered to have abandoned the competition. The rider will be placed last in the final classification as a "DNF" (did not finish).

(d) For all the races, riders shall be lined up in single file along the railing and in the sprinters lane in the order listed on the start list. For the Scratch Race, this order shall be *based on the latest UCI Omnium Ranking for UCI categories or by the Chief Commissaire or their delegate for non-UCI events.* For the Points Race, Elimination, and Tempo Race, this order shall be based on the current intermediate Omnium classification.

2O3. Ranking.

(a) A full result shall be produced for the first three events. For these three events only, each winner shall be awarded 40 points, each second place shall be awarded 38 points, each third place shall be awarded 36 points, etc.

(i) Riders ranked 21st and below shall each be awarded 1 point.

(b) Prior to the start of the Points Race, a current ranking with the points totals shall be drawn up, and riders will start the Points Race with these points accrued over the first three events. Riders shall add to, and lose points from, their points

totals based on laps gained and lost, and points won in sprints, during the Points Race.

(i) Final overall Omnium ranking shall evolve through the Points Race.

(ii) The winner of the Omnium shall be the rider who as obtained the highest total of points.

(d) Any rider abandoning any of the events shall be considered to have abandoned the competition and shall be recorded in the final classification after the last placed rider with the provision "DNF" (did not finish}.

(e) In the case of the Scratch Race and Tempo Race, a rider losing two laps shall be withdrawn. That rider will be penalised with a deduction of 40 points in the classification of the Omnium and will be allocated the next available rank determined by the number of riders remaining on the track at this moment. If for any reason the rider is not withdrawn, they will be classified as though they had been at the point at which they lost their second lap (including the deduction of points).

(f) In the case of the Scratch Race any rider not finishing the race due to a fall in the final kilometre, or not being able to return to the track during the final kilometre, will be allocated the next available ranking (and points) considering the laps taken and the number of riders remaining on the track at this moment.

(g) In the event of a tie in the final ranking, the places in the final sprint of the last event, the Points Race, shall break the tie.

2O4. Race Stoppages. *During the Omnium, in the case one of the races is stopped for any reason, and the omnium can't be completed before the end of the competition, the commissaires shall decide as follows:*

During the final Points Race, section 2M6 shall be applied.

(i) In the case where less than 80% of the distance of the Points Race has been completed, but cannot be restarted, the intermediate standings after the Elimination Race will become the final classification of the Omnium.

(ii) If the track becomes impracticable after the Elimination Race has been completed, but before the start of the final Points Race, the intermediate standings will become the final classification of the omnium.

(iii) If the track becomes impracticable before the Elimination Race has been completed, no final classification will be considered for the omnium. As a result, no results will be submitted and no UCI points will be awarded for the Omnium.

2P. Tempo Race

2P1. The Tempo Race is an event in which the final placings are determined ac-

cording to accumulated points won by riders during the sprints and by taking laps.
(a) UCI categories races shall be held over the following distances:
(i) Men Elite & *Women Elite* 10 km
(ii) Men Junior & *Women Junior* 7.5 km
(b) *Non-UCI categories are at the discretion of the race organizer.*
2P2. Organization of the Event.
(a) Except for the specific details (even implicit) in this sub-section, the rules of the Points Race shall apply equally to the Tempo Race.
(b) After the first 4 laps, sprints shall be conducted every lap. After the completion of four laps, the bell will be rung to indicate the start of the sprint laps.
(c) The first rider in each sprint shall be awarded 1 point, including for the final sprint.
(d) Any rider that gains a lap is awarded 20 points.
(e) Any rider that loses a lap id deducted 20 points.
2P3. Variations on the regulations noted above are permissible if specified in the race announcement. However, sections 2P1 and 2P2 above must apply to any Tempo Race held within the Omnium event.
2P4. Race Procedure.
(a) Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane**.**
(b) A flying start shall be taken after one neutralised lap during which the riders shall ride in a compact group at a moderate speed.
2P5 Race Stoppages. If the race is stopped for any reason, including if more than half the riders fall, the commissaires' panel shall determine the duration of the interruption. If the race is restarted in the same session of the competition, it shall be restarted as follows:
(a) The riders will restart with their already accumulated points;
(b) The number of laps remaining in the race shall be adjusted by adding 5 laps to the total being shown (for example, if the number of laps remaining was 11 when the race was stopped, the race shall be restarted with 16 laps remaining). If there were 5 or fewer laps remaining when the race was stopped, the race shall be restarted with 11 laps remaining;
(c) The start will be held as for a normal Tempo Race. After the first 4 laps, sprint shall be conducted every lap. After the completion of four laps, the bell will be rung to indicate the start of the sprint laps.
(d) All riders will start together in a single group. No account should be taken of any riders who were off the front or back of the main bunch at the time the race

was stopped.
(e) If it is not possible to restart the race in the same session, the race shall be completely rerun.

2Q Flying Lap
2Q1. The Flying Lap is a race against the clock with a flying start from the finish line.
2Q2. Race Procedure.
(a) Riders shall take the start in the order determined by the commissaires.
(b) The rider shall enter the track as soon as he has been passed by the previous rider who has triggered the timing device.
(i) The push by the coaches must be done (i.e., rider released) before the pursuit line without the coaches coming onto the racing surface of the track.
(c) The distance to accomplish including the momentum and the lap of the track is fixed as follows, depending on the length of the track:

- 250 meter track or shorter: 3.5 laps
- 285 meter track: 3 laps
- 333.33 meter track: 2.5 laps
- 400 meter track: 2 laps

(d) In case of tie, riders will be ranked according to the best times in the last 200 metres.

CHAPTER 3

Road Racing

USA CYCLING

RULE BOOK

3. ROAD RACING

3A. Road Course

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

3A2. Multiple Fields. Race Directors are responsible for the planning and coordination of races to generally avoid overlapping of groups on the same course. If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen such that groups will not overlap. If these conditions are not met, the Chief Referee may change the schedule or cancel some or all of the events.

3A3. Markers. In all road events, at a minimum a conspicuous marker shall denote the final kilometer. A panel shall indicate the final 200 meters from the finish. Panels including the following distances from the finish line: 500 m, 300 m, 150 m, 100 m, and 50 m are recommended.

Panels indicating the last 25, 20, 10, 5, 4, 3 and 2 km are recommended for all road races. In races ending on a circuit, only the last 3, 2 and 1 km are to be displayed.

3A4. The **finishing area** should be at least eight meters wide and be adequately protected so as to prevent spectators from entering onto the course. The last 200 meters should be free of turns and curves.

3A5. The **finish line** shall be perpendicular to the racecourse. For any championship event it shall be a black line of uniform width between 4 and 6 cm painted in the middle of a 72 cm wide white stripe.

3A6. The **Race Director** shall ensure that feeding stations are correctly located, that police and marshal facilities have been established to help ensure 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 delay or cancel the race.

3A7. National-level events. The Race Director shall do the following in National-level events and is encouraged to do them for other road races.

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

(b) Provide a finish area that includes the following: a finish line that meets the championship specification, fencing on each side of the finish line, and a banner above the finish line bearing the word “Finish”.

(c) Provide a covered podium for the officials and a public address system at the finish line.

(d) Provide photo-finish equipment at the finish line that supplies continuous, frameless finish order for massed start events or an electronic timing system for time trials.

(e) Provide a results room in a quiet location near the finish area for use by the officials.
(f) Provide at least two body numbers and one frame number for competitors in massed-start events.
3A8. Inflatable arches.* The use of inflatable arches on or crossing the road of a race course are subject to the following requirements:
(a) Redundant power is available in case of failure.
(b) Monitored by staff with the ability to react immediately if a problem occurs.
(c) Properly secured/anchored.
(d) Removed in the case of inclement weather that would impact stability (i.e. high winds, heavy rain).
**Beginning January 1, 2025, inflatable arches on the road or crossing the road of a race course are prohibited, except to mark the position of the start line.*

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.
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.
3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure. The following rules apply to railroad crossings and other closures:
(a) If one or more riders who have broken away from the field are held up at a railroad crossing and the gates open before the field catches up, then no action shall be taken and the closed crossing shall be considered a mere race incident.
(b) If one or more riders with more than 30 seconds lead on the field are held up at a railroad crossing and the rest of the field catches up while the gates are still closed, then in this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed. If the lead is less than 30 seconds, the closed crossing shall be considered a mere race incident.
(c) If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed crossing shall be considered a race incident.
(d) If a group of riders is split into two groups by the closure of a railroad crossing, the first group will be neutralized or stopped in order to allow the delayed riders to return to the first group
(e) Any other situation (e.g., prolonged closure, etc.) shall be resolved by the officials.
3B4. The responsibility of **keeping on the prescribed** course rests with the rider. A rider may not leave the prescribed course unless ordered to do so by public

authorities or a race official.
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.
3B6. Competitors who suffer a **mishap** may be assisted in remounting and may be pushed up to 10 meters.
3B7. Riders are permitted to start with **feeding bottles** or such refreshments as they wish to carry, but glass containers are strictly prohibited.
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.
3B9. Feeding. The passing of food or refreshments to competitors shall be at the discretion of the Chief Referee [relegation, disqualification, and/or fine for unauthorized feeding].
3B10. Littering
All riders must respect nature and the environment throughout the course and not to pollute the site. Riders may not discard materials that are not biodegradable; they may pass or throw such material *in designated green zones or* to support personnel in places far from any bystanders. *It is strictly forbidden to throw waste directly onto the course or outside the areas as noted above [fine and/or disqualification for littering].*
3B11. Use of sidewalks, paths, or cycle paths. It is strictly prohibited to use sidewalks, paths or cycle paths that do not form part of the course.
3B12. Position on the bicycle. Riders must observe the standard position as defined by 1I1(k). Sitting on the bicycle's top tube is prohibited. Furthermore, using the forearms as a point of support on the handlebar is prohibited except in time trials.

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 dif-

ferent 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, unless excused by the Chief Referee from covering the full distance.

3C4. Caravan.

(a) Only vehicles authorized by the Race Director 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.

(b) Team cars and neutral service vehicles should be 1.66 meters in height or less, with windows that are not opaque. If non-complying vehicles are allowed in the caravan, the Chief Referee may change their position based on vehicle characteristics. Caravan vehicles may not utilize rear mounted bike racks or carriers.

(c) In stage races, caravan order is determined by individual general classification when it is available.

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

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

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

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

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

(f) The Race Director shall appoint a technical director to coordinate technical support and shall provide a sag wagon.

(g) 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.

(h) Riders may be assisted only 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.

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

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

3C5. Feeding.

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

(i) In specified feed zones by hand-ups from the Race Director's staff or the rider's support staff;

(ii) From support vehicles during the race.

Feeding will normally begin 30 km from the start. Feeding shall be authorized thereafter except for the last 20 km. This may be modified by the Chief Referee depending on the nature of the course and the weather.

(b) When a referee grants permission to feed from cars, the procedure is for riders to slowly move to a position even with their team car to receive food and drink. The team car must be positioned behind the referee's car unless the group contains 15 riders or less, in which case, with permission of a referee, the team car may move up to the rear of the group to feed. No supplies may be sought or provided 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.

3C6. National-level **races.** The Race Director should do the following in National-level races and is encouraged to do them for other road races:

(a) Provide at least two neutral service 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 as well as radio tour.

(d) Provide technical support vehicles with radio receivers.

(e) Provide radio tour and a radio tour operator for races that will have a team caravan. Provide radio tour receivers for all caravan vehicles.

(f) Provide rider feeding supplies for stage races.

3D. Criterium

3D1. A criterium is a closed-loop course entirely closed to traffic. The length of the course is between 800 m and 5 km. The minimum width throughout the course should be 7 m.

3D2. Riders may only ride in a **forward direction** on the course but may dismount

and run backward to a repair pit when it is safe to do so.

3D3. The following are alternative methods for handling lapped riders or riders out of contention in criteriums. The method chosen by the Race Director with the Chief Referee must be clearly explained to the riders prior to the start of the race.

(a) A rider who falls so far behind as to be considered out of contention may be removed from the race by the officials and may be placed according to the distance covered and placing amongst those pulled that lap.

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

3D4. Riders who have lost contact with the field, and are then caught by a break-away from the field, may not lead. Riders off the front of the field may not accept assistance from riders who have lost contact with the back of the field. Lapped riders may rejoin and race with the field in cases where lapped riders are not being withdrawn by the officials.

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 recognized mishaps. A recognized mishap is defined in **2B5**. Unless the official race announcement states that no free laps will be allowed, one free lap may be granted for each recognized mishap subject to the following rules. On courses shorter than 1 km, two free laps may 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. 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.

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

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

3D6. Feeding is not permitted unless specifically authorized by the Chief Referee.

3D7. Primes are sprints within a race. They may be for the lead riders or any group or field of riders. A bell shall be sounded on the lap preceding the prime sprint at the appropriate line for that prime sprint. The line used for prime sprints need not be the same as the start or finish line. Primes may be either predetermined for

certain laps or spontaneously designated under the supervision of the Chief Referee. All primes won shall be awarded to riders even if they withdraw from the race. Lapped riders are not eligible for primes except in the following situation: when a breakaway has lapped the main field, riders in the main field and the breakaway riders are then both eligible for primes. When primes are announced for a given group, only riders in that group or behind it at the beginning of the prime lap are eligible.

3D8. Field finish option. If two or more riders have lapped, or are about to lap, a substantial group of riders, the Chief Referee may direct all lapped riders to sprint early, usually two to four laps before the end of the race, then retire. The decision to do this shall be communicated to the riders several laps in advance of the final sprint. No continuing rider may take pace from a rider who has finished.

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.

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 at least one hour before the start.

3E5. Start.

(a) Each rider shall report to the starter at least three minutes before their 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. A rider who leaves the line early shall have that time added to their overall time as a penalty unless an electronic starting mechanism is triggered on the rider's start.

(b) The rider shall be held at the start, but shall neither be restrained nor pushed.

(c) No restarts are permitted for any reason.

3E6. Rider Conduct.

(a) On an out-and-back course, riders shall stay to the right of the centerline or enforcement line at all times.

(b) No rider shall take pace behind another rider closer than 25 meters (80 feet) ahead or 2 meters (7 feet) to the side.

(c) No two riders may ride abreast other than when attempting to pass and such attempts shall not be maintained beyond a distance of 1 kilometer. If the pass is not made cleanly within 1 kilometer, the caught rider must drop back to a distance 25 meters behind the rider who caught *them*.

3E7. Penalites. *Time trial penalites are referenced in section 8I.*

***3E8*. Support Vehicles.**

The Race Director and Chief Referee with decide whether support vehicles will be allowed. Rules governing support vehicles in an Individual Time Trial are as follows:

(a) Support vehicles must be authorized and under the control of the Chief Referee to be on the course.

(b) Each rider may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.

(c) A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 25 meters behind the rider, except when the rider has a foot on the ground.

(d) A support vehicle may not take a position between two riders unless there is a distance of at least 75 meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.

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

(f) No rider may be handed supplies during a time trial, whether from a support vehicle or not.

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 or circuit courses may be used for record purposes.

(b) The recommended minimum roadway width is 12 meters for 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.

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

3F3. Only **road bicycle**s 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 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.
(c) No restarts shall be permitted for any reason.
3F7. In **championship events**, teams shall normally 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.
3F9. All **pushing** of riders is forbidden, even among teammates.
3F10. No team shall take pace behind another team closer than 25 meters (80 feet) ahead, or 2 meters (7 feet) to the side.
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
The Race Director and Chief Referee with decide whether support vehicles will be allowed. Rules governing support vehicles in a Team Time Trial are as follows:
(a) Support vehicles must be authorized and under the control of the Chief Referee to be on the course.
(b) Each team may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
(c) A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 25 meters behind the riders, except when a rider has a foot on the ground.
(d) Support vehicles shall not be allowed to drive in front of or beside its team but must remain at least 10 meters behind the riders and must not pass any rider until there is a 75 meter gap between the riders, or until the referee decides that

it is safe. Should this distance diminish, the support vehicle shall immediately drop back behind the following rider.
(e) No attendant may lean or hold any piece of replacement equipment out of a vehicle.
(f) No rider may be handed supplies during a team time trial, whether from a support vehicle or not.

3G. Track Events on the Road

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

3H. Stage Racing

3H1. A **stage race** is an event with a common entry, run on consecutive days, comprising a sequence of road races (i.e., individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. Riders must successfully complete each stage in order to be eligible for the next one. In stage races by time, the sum of the rider's times for each stage determines the final results. In stage races by points, the sum of the rider's points for each stage determines the final results. Stage races shall be conducted in accordance with General Racing and Road Racing rules as modified by specific exceptions given below. The Race Director shall prepare a technical guide - a complete set of race regulations that specify how each stage will be conducted.
3H2. The race regulations shall specify the **maximum number of riders** per team and may specify a minimum number of riders in order for the team to start. Only one team may be entered in a stage race by any given club.
3H3. Duration and Distance
(a) A **prologue individual time trial** may be conducted and is included in the count of competition days, as long as the following conditions are met:

(i) It may not exceed 8 km.
(ii) If more than 60 riders are involved, the interval between the start of any two riders shall not exceed one minute.
(iii) The results are used to determine individual general classification.
(iv) Any rider who suffers a mishap during the prologue and is unable to complete the distance shall be permitted to race the following day, shall be placed last and given the time of the last rider completing the course.
(v) No rider may participate or be made to participate in a second race on the same day as the prologue.

(b) 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 double stage days.

3H4. Classifications

(a) Competitions in stage races by time. The following classifications are normally determined for stage races by time:

(i) Individual general classification
(ii) Individual points classification
(iii) Individual climbing classification
(iv) Team general classification.

There also may be other special classifications, such as most aggressive rider or best young rider. Other forms of classifications 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.

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

(i) In mass-start events, all riders of a group reaching the finish together shall be credited with the same time unless the group is drawn out, in which case a new time shall be recorded at each break in the group.

(ii) Where electronic/photo timing is required, a new time is assigned when there is a difference of one second or more between the back of the rear wheel of the last rider in a group and the front of the front wheel of the first rider of the following group. Where electronic timing is not required the method of determining gaps shall be specified in the race technical guide and the interpretation of new gaps and groups shall be at the discretion of the Chief Judge/Timer.

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

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

(v) Time bonuses may only be awarded for massed start stages. No bonuses for intermediate sprints may be awarded during stages or half-stages unless a bonus is also awarded at the finish. If bonuses are awarded they shall be as follows:

(vi) In the event a full stage includes only one intermediate sprint, the orga-

nizer may double the allocation of bonuses (i.e., 6", 4", 2"). In such a case, this decision must be documented in the technical guide for the event.

	1st Place	2nd Place	3rd Place
Stage Finish	10"	6"	4"
Half-Stage Finish	6"	4"	2"
Intermediate Sprint	3"	2"	1"

(c) Individual General Classification.

(i) Each rider's general classification shall be calculated by summing that rider's time in all individual stages, taking into account any time bonuses and penalties. In case two or more riders are tied in their final general classifications, their order shall be determined by adding the fractions of a second from the individual time trial stages (including the prologue) back into the total time. If this does not resolve the tie, the next method is adding their places obtained in each stage, except team time trial stages. 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.

(d) Individual Points Classification.

(i) Placings in the points or sprint 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.

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

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

(e) Individual Climbing Classification.

(i) 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.

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

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

(f) 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.

(i) If two or more teams make the same time in any given stage, their order in the team daily classification shall be determined by the total number of places obtained by the three best riders of each team in the placings for that stage. If the teams are still tied, they shall be separated by the placing of their best rider on the stage finish.

(ii) If two or more teams have equal general classifications, their order shall be determined by the number of first places in the daily team classification obtained by each team, then by the number of second places in the daily team classification and so forth until such time as the number of places obtained by one or other of the teams permits their final placings to be determined. If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.

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

(g) Competitions in stage races on points.

(i) The primary competition is individual general classification. It is calculated by summing points won in stage finishes and in intermediate sprints and sub-

tracting any point penalties. Prizes are generally offered for individual stage finishes and final individual general classification.

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

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

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

3H5. Equipment

(a) All riders of a given team shall wear **identical jerseys** in all stages; however, the race leader and each leader in other categories shall wear special jerseys provided by the Race Director, provided that one is supplied that fits the rider concerned. Leadership jerseys may be worn only for the duration of the race and as long as the leadership lasts. Current National or World Champions on the road may also wear their jerseys instead of their standard team jersey.

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

3H6. Special Procedures

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

(b) Road Course.

(i) Any change in route shall be decided jointly by the Chief Referee and the Race Director. Once adopted, such a decision shall be immediately transmitted to all Team Managers.

(ii) Should some or all riders head off in the wrong direction, the Race Director's staff shall do all in their power to redirect such riders back to the correct route at the point at which they left it, but they shall not be held responsible for routing errors by riders. Should such riders be in the lead, but the redirect-

ing 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) Finish.

(i) 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.

(ii) A recognized mishap is defined in **2B5**. A rider who suffers a recognized mishap in the last three kilometers of a road race stage or after free laps have ended in a criterium stage shall be given the same finish time as the rider or group of riders the rider was with at the time of the recognized mishap, provided that the recognized mishap was observed or otherwise verified by a race official. The rider shall be given their actual place across the finish line. Riders affected by the incident are asked to make themselves known to an official by raising their hand, as well as report it directly to an official immediately after the finish of the stage.

If the rider is unable to cross the line following a recognized mishap in the last three kilometers, the rider shall be placed last in the stage and given the same finish time of the rider or group of riders the rider was with at the time of the recognized mishap.

Free laps in a criterium will be considered to have ended when the rider is unable to rejoin the race due to free laps expiring as set forth by regulation 3D5 (Free Lap Rule) as long as the rider is otherwise eligible for a free lap. This rule shall not apply in cases of a hill climb finish. The Race Commission shall determine the applicability of this rule to particular stages and circumstances.

(iii) 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.

(iv) Riders must normally finish each stage within a time limit equal to the winner's time plus a percentage, as specified in the race regulations. However, if the number of riders beyond this time cut exceeds 20% of those who started the stage, then the time cut may be extended if so decided by the Chief Referee after consultation with the Race Director. All riders finishing within the revised deadline shall qualify for the following stages without this setting a precedent for subsequent stages. Unanticipated extreme circumstances will

be decided by the commissaires panel.

(d) Incidents. 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:

(i) Temporarily neutralize the race;

(ii) Restart the race, beginning with sign-in; or,

(iii) Reroute or shorten the stage; or,

(iv) Cancel the stage and any results of that stage.

(e) Individual Time Trial Stages.

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

(ii) The starting order shall be the inverse of general classification after the previous stage, with the Leader of Individual GC starting last. However, the officials may change the starting order to avoid having two riders from the same team following one another. When a time trial stage is held on the first day, whether as a prologue or a stage, 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.

(f) Team Time Trial Stages. Team time trial rules shall govern.

(i) The starting order of team time trial stages shall be the inverse order of the general team classification, with the exception of the leader's team, which starts last. Where no such classification exists, the starting order shall be determined by drawing lots.

(ii) The classification of these stages shall count towards the general individual time classification and the general team classification. The race regulations shall determine how times be recorded, including those of riders who drop behind.

(g) Criterium Stages. 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.

(i) 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 x L / (L - D), where:

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

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

(ii) In a criterium stage where riders who are about to be lapped are required to withdraw, they should be assigned estimated finish times assuming that they would have continued to lose laps at the same rate.

The following formula may be used to compute the estimated finish time:

A = W + W / (L - R), where:

A = adjusted finish time of the withdrawn rider

W = finish time of the winner of the race

L = total number of laps in race

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

3H7. Conduct of Participants

(a) 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.

(b) Managers Meeting. The Race Commission and a representative of the Race Director shall meet the Team Managers to comment on the regulations of the event and, if necessary, to draw lots to determine the order of cars for the first stage.

(c) The **Team Manager** shall:

(i) Promptly respond to any summons issued by the race commission and represent the team to the Race Director and officials;

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

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

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

(d) Withdrawal.

Any rider dropping out of the race shall immediately remove their racing numbers and shall board the sag wagon or team vehicle. When a rider abandons and enters the team vehicle, the team manager will immediately inform a commissaire of the identity of the rider who abandoned.

(e) Protest. Any protest must be submitted in writing, accompanied by a deposit as specified in the Schedule of Fees, and be filed with the Race Commission within the following deadlines:

(i) Concerning placings: no later than the close of sign-in for the next stage;

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

(iii) Concerning the final general placings: up to 15 minutes after the official announcement of final placings.

3H8 Race Commission

(a) Functions. Competitive aspects of stage races shall be directed by a Race Commission (a.k.a., Commissaires Panel or Race Jury), which will be composed of three or five officials, including the Chief Referee.

(i) 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.

(ii) All decisions adopted by the Race Commission shall be transmitted to the Race Director, who shall be responsible for informing Team Managers and members of the press.

(b) The Chief Judge shall determine the racing time of each rider in each stage. At least one judge shall continue timing finishes until the sag wagon arrives.

CHAPTER 4

Cyclo-cross Racing

RULE BOOK

4. CYCLO-CROSS RACING

4A. Course and Obstacles

4A1. The course shall be held over varying terrain including roads, country or forest paths, and open terrain alternating in such a way as to ensure changes in the pace of the race and allow the riders to recuperate after difficult sections.

4A2. The course shall be rideable in all conditions, regardless of the weather. Clay or easily flooded areas, such as fields, should be avoided.

4A3. The course shall form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable.

4A4. Over its full length, the course shall be a minimum of 3 meters wide and be well marked and protected. The use of dangerous elements, such as wires (barbed or not), and sharp or uncapped metal poles shall be forbidden. Furthermore, the course shall not be placed near any object that could constitute a danger for riders.

4A5. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line. For championships and other major events eight lanes with a width of 75 cm and a length of 10 meters shall be marked off at the start line to facilitate organizing the riders into starting order.

4A6. The starting stretch shall be a minimum of 200 meters in length and at least 6 meters wide to allow the field to string out properly. It shall be as straight as possible and not downhill. The first narrowing or obstacle after the starting stretch may not be abrupt, but shall allow all the riders to pass easily.

4A7. The finishing stretch shall be a straight line. It shall have a minimum length of 100 meters and a minimum width of 6 meters for championships or 4 meters for other events (6 meters is recommended). It shall be flat or uphill.

4A8. The starting and finishing stretches shall be free of obstacles.

4A9. Obstacles

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

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

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

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

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

4A10. The course may include a single section of temporary artificial barriers. This shall consist of two barriers of wooden or other non-metallic material, standing vertically, up to 40cm tall, between 4 and 6 meters apart, and taking up the full width of the race course. The surfaces of the barriers must have no gaps from the

top to the ground. Barriers may be placed on flat or uphill terrain; downhill barriers are expressly forbidden. Either or both of the planks referenced above may be replaced by one or two tree logs whichever the case may be. If a tree log is used, its maximum thickness shall be below 40cm. Otherwise, all rules applicable to the specifications of planks shall apply to tree logs as well.

4A11. Races which are not UCI events, national championships, or used to qualify riders for national teams or international competition may have two additional sets of temporary artificial barriers (3 total). The barriers must meet the specifications in 4A10, and the total number of artificial obstacles may not exceed 6. The addition of additional temporary barriers should be done only in unusual circumstances (e.g., local tradition at a particular event or the lack of suitable terrain)

4A12. The course may cross bridges or footbridges provided that they are a minimum of 3 meters wide and that there is a guard rail on both sides. A non-slip surface (carpet, wire mesh, or special anti-slip paint) shall be used on bridges and footbridges. A separate footbridge shall be provided for spectators.

4A13. No acrobatics on the part of the riders shall be required to overcome obstacles.

4A14. Having consulted the Race Director, the Chief Referee may decide that artificial obstacles shall be removed if the circuit is unusually slippery.

4B. Equipment Pits

4B1. An equipment pit is the only part of the circuit where riders can change wheels or bicycles.

4B2. Two equipment pits shall be located around the course, in agreement with the Chief Referee, in places where speeds are not high but not on stony, gravel, or downhill stretches. They shall be straight and free of obstacles. If, during each lap, the course passes two points sufficiently close to each other, just one pit – known as a double pit – may be set up at that point. A double pit is required for championships and recommended for other events.

4B3. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked by tape at the very least. The pit lane shall be a minimum of 3 meters wide at all points. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics and stationing of bicycles and equipment.

4B4. The equipment pits shall be sign-posted and marked by means of a yellow flag at the beginning and the end of where the course is divided between the race and pit lanes.

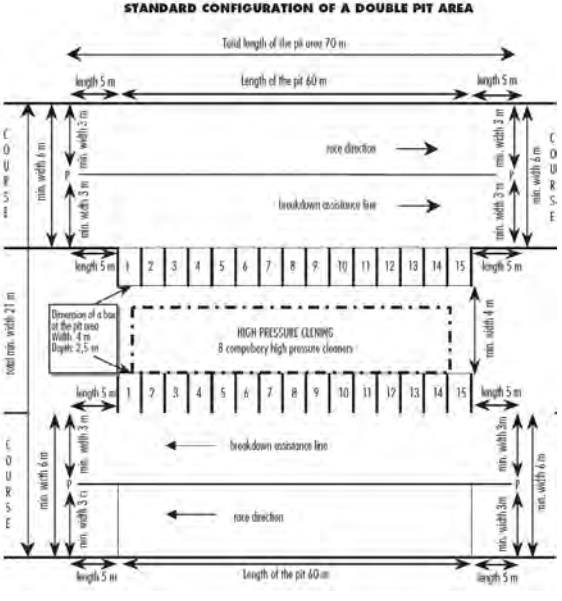
4B5. In championship events, a supply of water for cleaning equipment shall be available in the immediate vicinity of the equipment pits. The water supply and

connections for high-pressure cleaning equipment shall be made freely available.

4C. Equipment Changes

4C1. A rider may use the pit lane only to change a bicycle or wheel(s) or for other mechanical assistance.

4C2. Changing of equipment shall be done at the same point with no advance in the rider's position.



4C3. A rider passing the pit entrance and continuing beyond the pit exit (yellow flagged area) may not enter that pit, but must continue around the course to the next pit. A rider not passing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance.

4C4. The exchanging of wheels or bicycles between riders shall be forbidden.

4D. Starting
4D1. The riders shall assemble in the roll-call zone a maximum of 10 minutes before the start.
4D2. For championships, the call up order shall be listed on the race announcement, information pamphlet, or at registration.
4D3. Any rider causing a false start shall be disqualified.

4E. Duration of Races
4E1. The length of the race may be specified by number of laps or by time.
4E2. In events based on time, the number of laps to be ridden shall be determined on the basis of the time of the first rider to complete 2 full laps. From the 3rd lap on, the laps to go will be displayed at the finish line.
4E3. Officials shall strive to maintain the schedule set forth by the Race Director considering the necessary timing requirements of staging, starting and finishing subsequently scheduled events, considering available daylight. The Chief Referee is empowered, by announcement, to adjust distances and scheduled duration of events as necessary to achieve the advertised schedule, in consultation with the Race Director.

4F. Abandons
4F1. Riders dropping out shall immediately remove their body number, leave the course, and may not cross the finish line.

4G. Overtaking
Lapped riders must yield the course to overtaking riders as quickly, efficiently and as safely as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.

4H. Finish
4H1. All riders shall finish on the same lap as the leader, and shall be placed according to the number of laps behind the race leader, and then on their order of finish. Any rider who leaves the race without being pulled by an official shall be listed as DNF in the results. Before the start of the race, it shall be announced how lapped riders will be managed in the race. One of the following methods, chosen by the Race Director in consultation with the Chief Referee, shall be announced and clearly explained to the riders prior to the start of the race. In choosing the method, the Race Director and Chief Referee should consider appropriate and

relevant event specific details, such as the event schedule, timing and results services available, the number of participants, the category of a specific event, or the number of starts in a particular wave of starts.

(a) Lapped riders remain. All lapped riders remain in the race and finish on the same lap as the leader, regardless of whether they received notice of their final lap.

(b) Lapped and Withdraw. [The intent is to remove lapped riders on the same lap they are caught by one or more of the race leaders.] Riders who have been lapped shall continue riding to a designated location and withdraw, under the control of the officials.

(c) 80% rule. Any rider whose time is 80% slower than the race leader's first lap will be pulled out of the race. The rider will be pulled by officials, typically at a fixed location just before or after the finish line, except when the rider is approaching the final lap and is not susceptible of being lapped by the leaders of the race. The figure 80% is an approximation based on a typical course. The 80% rule is normally used for a race where a single class is competing, and is usually used at UCI eligible categories at national championships. All international events use the 80% rule. [The intent is that all out of contention riders should be pulled before the start of the lap on which they will be caught by the race leader(s), so that the leader of the race should not have to pass any out of contention riders.]

(d) Target Finish Bell. When the leader on the course is on their 2-to-go lap, the lap cards will turn to 1-to-go about 1/2 to 1/3 through this lap. A bell shall be rung for all remaining riders. When the "first finisher" is on the finishing straight the lap cards will be turned to "0". Regardless of whether a bell is received, when the lap cards show "0" all riders shall finish on that lap. If this method is used, riders are to be informed on the start line. [The intent is riders out of contention will be given a bell and allowed to stay on the course as long as possible, and finish within the time allocated for the race.]

4I. Feeding

Feeding is *not allowed during cyclo-cross races unless specifically authorized by the Chief Commissaire. Nevertheless, a* rider may keep and use food or drinks which they carry on their bikes *[relegation, disqualification, and/or fine for unauthorized feeding].*

(a) If *feeding is* authorized *by the Chief Commisssiare, the following items shall be taken into consideration:*

(i) A recommended temperature of at least 68°F or 20°C.

(ii) The location for the feed zone will be determined by the Chief Commissaire in conjunction with the Race Organizer, and it shall not be locat-

ed in the pit.
(iii) There should be no feeding in the first two and final two laps of the race.

4J. Littering

All riders must respect nature and the environment throughout the course and not to pollute the site. The littering zone will be the pit area along its entire length. Waste must be deposited on the side of the course. It is strictly forbidden to throw waste directly onto the course or outside the designated area. [fine and/or disqualification for littering].

CHAPTER 5

Mountain Bike Racing

USA CYCLING

RULE BOOK

5. MOUNTAIN BIKE RACING

5A. Common Procedures

5A1. Races for Junior 17-18, U23, or Elite riders that are National Championships or used to select riders for national teams or international competition shall use UCI rules. In all other events, USA Cycling rules apply.

5A2. All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the start.

5A3. Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun, with the exception of 24-Hour races as explained in section 5D.

5A4. Except as noted in section 5C, all repairs during an event will be performed by the individual racer. No outside support is permitted. Riders whose bicycles are not functional will be allowed to continue to the finish line, where they may be asked to withdraw from the race by the Chief Referee.

5A5. Except as noted in section 5C, all spare parts and tools shall be carried by the individual racer, to be used only by that racer; cannibalizing other bikes is not permitted. A racer can only use spare parts or tools that the racer started with at the beginning of the race.

5A6. The responsibility of keeping on the prescribed course rests with the rider. A rider is required to stay on the designated trail that is marked and or specified as the race course. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official.

5A7. Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.

5A8. Only riders officially entered in the event may practice or compete on the designated race course, and they must wear their number plates and numbers while practicing. No rider previewing the course may interfere with a race in progress.

5A9. Riders should be given the opportunity to walk the course and participate in practice runs whenever practical.

5A10. Intentionally removing obstacles deemed by officials to be part of the character of the race course is prohibited.

5A11. Drop Zone. *The riders must respect nature and must make sure that they do not pollute the course venue. If a drop zone is implemented on the course, riders must use it and must abide by any instructions given in this respect. It is strictly forbidden to throw waste directly onto the course or outside the designated drop zone if one is provided. [disqualification for littering].*

5B. Course Markings

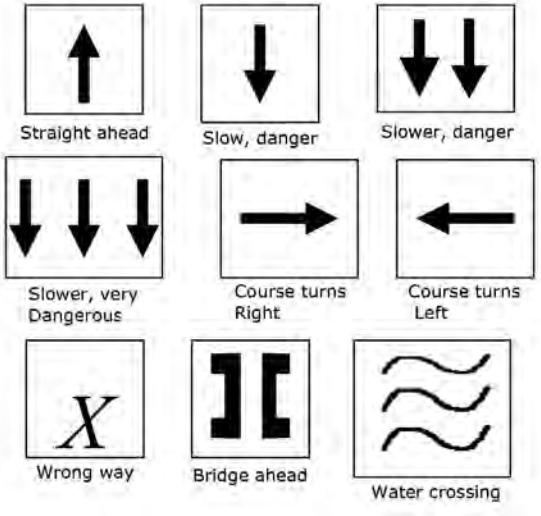
In the interest of consistency in mountain biking, the following course markings are used universally by USA Cycling, UCI, and other national governing bodies.

5B1. Arrows mark the entire length of the official course. The arrows will be of a contrasting color on a white background, on signs measuring a minimum of 1' x 2' (30 cm by 60 cm). The signs indicate the course to follow, curves, intersections and warn of situations which are challenging for the competitors. Signs are posted along the course at regular intervals to indicate to competitors that they are on course.

5B2. An arrow placed 30 meters before the intersection should mark each intersection. Another arrow is placed at the intersection. The direction of travel is then confirmed by another arrow located 30 meters further in the new direction.

5B3. In all hazardous situations, two or three arrows placed upside down must be located 30 meters before any obstacle on a circuit. A hazard on the circuit may be an obstacle, quality of the surface, or angle of the track, or any other condition not specifically addressed.

5B4. Directional arrows should always be placed on the right and at racing eye



level, about three feet from the ground.
5B5. The course should also be marked every half-mile or 1 kilometer with signs indicating kilometers yet to be raced. There may be a sign indicating 1 kilometer to go.
5B6. The signs that are to be used on a mountain bike circuit are shown below:

5C. Feeding and Technical Assistance
5C1. Feed/Technical Assistance Zones are permitted in the following events:
(i) Ultra-Endurance Events (Marathon, 6-Hour, 12-Hour, 24-Hour events)
(ii) UCI Cross Country (XCO) events (UCI classes only)
(iii) Cross Country National Championships for the collegiate and UCI classes (Pro men, Pro women, Junior 17-18 men, and Junior 17-18 women). Note that when Category 1 Junior 15-16 riders are on the course at the same time as the Category 1 Junior 17-18 riders, they will also have access to Technical Assistance Zones.
5C2. Authorized technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame and fork. Bike changes are not permitted and the rider must cross the finishing line with the same handlebar number plate that the rider had at the start.
5C3. Technical assistance and feeding shall normally only be given in the feed/technical assistance zones. Physical contact between the feeders/mechanics may only take place in these zones. However, technical assistance may be given between teammates competing in the same race outside of the technical assistance zones subject to the limitations of 5C2 above.
5C4. Each feed/technical assistance zone should be located on flat or uphill sections which are slow and wide enough for the purpose. The zones should be long enough and reasonably spaced around the course. Double feed/technical assistance zones are recommended.
5C5. For Olympic format cross-country events (XCO) 2 zones will be set up. For marathon format cross country events (XCM) at least 3 zones or opportunities for feeding/service will be set up.
5C6. Team staff working in the feed/technical assistance zones must wear team clothing identifiably similar to the clothing of the riders.
5C7. No rider may ride backwards on the course to reach a feeding/technical assistance zone.

5D. Endurance Events
5D1. Cross Country (XCO)
A massed-start competition that is held on a circuit course comprising forest roads,

forest or field trails, and unpaved dirt or gravel roads.

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

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

(c) Lapped riders must yield the course to overtaking riders from the same class and category as quickly and efficiently as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.

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

5D2. Short Track Cross-Country (XCC)

A shortened cross-country style race, designed to be spectator-friendly and easily televised. The course is 100 percent rideable regardless of terrain and weather conditions. It is a multiple lap race with lap distances as close to 2 km as possible, with a race duration of 20-30 minutes at the Pro/Elite level. Spectator viewing and access are key.

5D3. Time Trial (XCT)

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

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

(i) Bib number sequence
(ii) Random start determined by the Race Director and/or Chief Referee
(iii) Seeding

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

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

5D4. Multi-Stage Races (XCS)

A stage race is a series of cross-country races in which teams and individual riders may take part. Riders must complete each stage according to the specific procedures for the event in order to be eligible for the next stage. A technical manual must be produced that delineates the timing or scoring (Omnium) procedures for each stage.

(a) Teams are composed of at least two and a maximum of 6 riders.

(b) Stage races are run over multiple days, with a maximum of nine days.

(c) A variety of types of endurance events, with the exception of cross-country eliminator (XCE), may be used for the stages. When a stage finishes on a circuit, times are taken on completion of the laps on the finish line.

(d) The individual men's and women's general classification on time or points are obligatory. The individual general classification is based on an individual competitor's cumulative time/points for each stage.

(e) Where two or more riders make the same time/points in the general individual classification, the fractions of a second registered during individual time trials (including the prologue) are added back into the total time to decide the order. If the result is still tied or if there are no individual time trial stages the classifications obtained in each stage are added and, as a last resort, the place obtained in the last stage ridden decides the finish.

(f) Other general classifications for men and women, such as points general classification, mountains general classification, and the men's and women's team general classifications are optional.

(g) Both the men and women's team general classification is established by adding the times/points of the two best riders in each stage.

(h) Bonuses are shown only in individual general classifications. No bonuses are awarded for individual time trial events.

(i) Vehicle transfers should be kept to a minimum.

(j) The organizer should provide a leader's jersey for the leader of the individual men and women's general classification.

5D5. Marathon (XCM) and Ultramarathon Cross Country

(a) Any event between 37 and 62 miles (60-100 km) is classified as a Marathon. An event over 62 miles (100 km) is an ultramarathon. The course must be marked to ensure that it can be followed without problems.

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

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

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

(i) Time limits at checkpoints must be clearly stated or announced at the start of the event.

(ii) Riders unable to meet the time limit set for a given checkpoint, shall be pulled and placed accordingly.

(iii) Riders who exit the course on their own will be considered as "did not finish".

(e) The Race Director should provide a motorcycle to mark the front of the race ("lead bike") and a motorcycle to mark the rear of the race ("sweep bike").

(f) A minimum of 3 feed/technical assistance zones should be set up on the course, with staff and team support access.

5D6. Hill Climb

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

5D7. 24-Hour Racing

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

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

(c) Any rider who has entered the course in support of another may bring equipment and tools and may even swap bikes with the rider in need of support. The cannibalizing of bikes is permitted in 24-hour racing.

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

(e) Batons, if used, will be handed out upon log-in. Starting racers must have their bikes pre-positioned in the Start/Finish area. The event may use a Le-Mans style start. Racers must display their official bike handlebar number plate whenever on course. In the case of a bike swap, racers must swap the bike number to the new bike prior to continuing the race

(f) Batons: The 24-hour National Championships may utilize a "baton" hand off between laps. The end of the first racer's lap automatically becomes the start of

the next racer's lap regardless of whether or not there is a racer ready to start.
(g) A racer may ride consecutive laps.
(h) Loss of the baton, if used by the race, penalties will be set by the race director before the start of the event and included in the pre-race instructions to riders.
(i) Drafting other vehicles or a non-registered rider is prohibited.
(j) Lighting: Racers entering the course two hours before sunset and up to one-half hour before sunrise must have both primary and secondary light sources installed and in good working order.
(k) Once on course, a racer is expected to complete the lap. However, the team has the option of canceling a racer's lap and restarting the lap from the start/finish line with a substitute, should the first racer be unable to complete the lap for any reason, including injury. Any team member can cancel a racer's lap by notifying the timers/official. If a team cancels a racer's lap and is restarting with a new racer, a new baton maybe issued without penalty. However, the team's original baton must be returned to the registrar. The new racer inherits the start time of the canceled racer's lap. Once a cancellation has been made, it cannot be rescinded. The canceled lap does not count as a completed lap.
(l) Every team member must complete at least one lap except in the case of a report of occurrence (confirmation of an injury).
(m) Each team's final placing will be determined by the number of laps the team has completed and the sequential order of finish within the team's last lap. The last racer's lap for each team must be completed before the end of the 24th hour in order for the lap to be counted.
(n) In the case of catastrophic failure due to weather or another extenuating circumstance that prevents the ongoing scoring of the event or creates a racing environment that is deemed too dangerous for the participants, the race may be called as of a certain time. Final results will be calculated in one of two ways as determined by the Chief Referee in consult with the Race Director:

1) The race will be considered over at the point it was called and the results will be taken from the last completed lap.
2) The riders will be allowed to finish their current lap after the point the race is called and those results will be taken as final.

In the case that the race is stopped and restarted, the combined results of both parts of the race will be used.

(o) In the event that a racer stops to assist in the care of a seriously injured fellow racer which requires an EMS response, Ghost Rider procedures will be implemented. The EMS personnel will radio to the Log Tent the name and number of the assisting racer. Race staff will then inform the team of the assisting racer to prepare

the next rider on their team. That rider will be allowed to start their lap based on the assisting racer's "ghost rider" lap time which will be based on the fastest of either the assisting rider's average lap time or the team's average lap time.

5D8. Team Relay (TR)

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

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

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

5D9. Cross-Country Eliminator (XCE)

(a) The course must be between 500m - 1000m, include natural or artificle obstacles, and should be completely ridable and avoid singletrack sections to allow competitors opportunities for overtaking another rider.

(b) Following a qualification round, riders race against each other in an elimination format (heats) to determine a winner.

(c) The start and finish area should be separated.

(d) The qualifying Round should have at least *6* riders entered to have a competition. The qualifying round takes the form of an individual timed run of one or two laps of the course. See Appendix B2 for seeding.

(e) Riders who are DNF, DSQ or DNS in the semifinals may not enter the final for third and fourth.

(f) The starting area shall have the following characteristics:

(i) A start grid must be drawn on the ground and extend for 10m.

(ii) The initial straight should be a minimum of 20m before the first significant turn.

(iii) The riders must be lined up next to each other on one line.

(iv) The riders in each heat may choose their starting position in order of their qualifying time.

(g) The riders may start with one foot on the ground or be held, consistent throughout the event.

5D10. Finish. For cross country and short track cross country events, all riders shall finish on the same lap as the leader, and shall be placed according to the number of laps behind the race leader and then on their order of finish. Any rider who leaves the race without being pulled by an official shall be listed as DNF in the re-

sults. Before the start of the race, it shall be announced how lapped riders will be managed in the race. One of the following methods, chosen by the Race Director in consultation with the Chief Referee, shall be announced and clearly explained to the riders prior to the start of the race. In choosing the method, the Race Director and Chief Referee should consider appropriate and relevant event specific details, such as the event schedule, timing and results services available, the number of participants, or the category of a specific event.

(a) Lapped riders remain. All lapped riders remain in the race and finish on the same lap as the leader, regardless of whether they received notice of their final lap.

(b) Lapped and Withdraw. Riders who have been lapped shall continue riding to a designated location and withdraw, under the control of the officials.

(c) 80% rule. Any rider whose time is 80% slower than the race leader's first lap will be pulled out of the race. The rider will be pulled by officials, typically at a fixed location just before or after the finish line, except when the rider is approaching the final lap and is not susceptible of being lapped by the leaders of the race. The figure 80% is an approximation based on a typical course. The 80% rule is normally used for a race where a single class is competing and is usually used at UCI eligible categories at national championships. All international events use the 80% rule.

5E. Gravity Events

5E1. Downhill (DH)

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

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

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

(i) Fastest time from seeding run.

(ii) Bib number sequence.

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

(c) Regular start intervals of 1 minute or 30 seconds are recommended.

(d) Each rider shall report to the starter at least three minutes before their scheduled starting time and shall start at the scheduled time. A rider starting early shall receive a time penalty, as determined by the Chief Referee. 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 start time shall be used in computing the results unless the rider has been granted a new start time as provided elsewhere in these race regulations or in the technical guide for the event. The rider's bicycle must be stationary at the moment of the start.

(e) A passing rider has the obligation to pass safely.

(f) If a rider leaves the course *for any reason*, the rider must re-enter the course *between the same two course markers* where the rider exited the course.

(g) In the event that a rider experiences an unavoidable delay, the rider must report immediately to the Chief Referee or designated official to request a re-run. The Chief Referee will make the determination if a re-run is granted.

(h) A rider missing a start time may or may not be given a new start time at the discretion of the Chief Referee or an official designee. At the pre-race meeting, the Chief Referee will give the re-start procedure if any is applicable.

(i) If a course hold is issued, any rider that was stopped or who missed their scheduled start time must report immediately to the Chief Referee or official designee. The Chief Referee will then determine a re-run order and new start times if applicable. Riders must request the re-run or new start time within 15 minutes of the announcement of the course hold.

(j) The course must be marked with directional arrows or course tape to notify rider of course direction or hazards. The course must be appropriately marked before the first training session.

(k) Any rider whose time being 100% slower of that of the first established time is listed in the results as DNF (did not finish). This rule is applied for qualifying round and finals. Under exceptional circumstances; the maximum allowed time limit for finishing may be altered during the race. This decision is made by the Chief Referee after consultation with the race director.

5E2. Dual Slalom

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

(a) Everyone will have at least one run for qualifying.

(i) A rider who has a DNS, DNF, or DSQ for infractions in 8G4 in the qualifying round will be eliminated from the competition.

(b) The fastest qualifier will be seeded against the slowest, the next fastest with the next slowest. See Appendix B1 for dual slalom seeding.

(i) In the event of a tie on total qualifying times, ties shall be broken at random for the higher seeded position. [coin flip, drawing lots]

(c) Timing. After qualification, in the final bracket heats, the differential between

the two riders shall be recorded. The losing rider in each ride shall receive the time differential recorded between the two riders. A losing rider may receive a maximum differential of 1.5 seconds applied to slow runs or penalties resulting from jump-starts, missed gates or other infractions. The maximum differential may be modified to account for course length but it must be listed in the event's special regulations.

(d) Racers will race head-to-head on each course. The winner of the two rides shall advance to the next heat.

(e) The winner of each heat shall be determined as follows:

(i) the rider who wins twice, or

(ii) after the second ride, the rider with the smallest recorded differential between the two rides, or

(iii) the rider who finishes or completes the greater distance in the second ride if both riders miss gates, crash or cannot finish.

(f) Ties in recorded differentials between the riders shall be broken in one of the following ways:

(i) If overall times are recorded, the tie is broken by comparing the overall times on the course that both riders completed.

(ii) If only differential times are recorded the winner of the last run is the overall winner.

(g) Starts. The rider's bicycle must be stationary and contacting the gate (if used) at the moment of the start. Failure to comply will be considered a false start.

(h) Runs. Alternating left and right, racers must ride around (not over) each gate, with both tire tracks passing on the outside of the gate. In the event a rider becomes airborne, both tires must pass on the outside of the imaginary vertical plane of the gate. Failure to clear a gate shall be determined by gate ate judges located along the course, whose decision is final.

(i) The final classification of the competition is drawn up in groups from each bracket round, in the following order:

(i) all riders competing in the big final.

(ii) all riders competing in the small final.

(iii) the classification of the other riders is determined by the bracket round reached, then by their qualification time.

(iv) Within each of the above-mentioned groups, DNF riders are classified before DNS. In case of multiple DNF or DNS, the tiebreaker shall be their qualification time.

(v) Riders who fail to qualify, but completed qualification runs, will be ranked in order of qualification times. Riders who DNS, DNF or DSQ in the qualifica-

tion round shall be listed as such.

(j) Riders disqualified from the competition for disciplinary penalties, as listed in 8G Mountain Bike Penalties, shall not appear in the final classification. In this case, all riders below the disqualified rider(s) shall be advanced one position in place.

5E3. Four Cross (4X)

These are guidelines; there are other options for conducting a Four Cross (4X) competition.

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

(b) Start Procedure

(i) All riders will be required to start at the same point, as designated by the Starter. The rider's bicycle must be stationary and contacting the gate (if used) at the moment of the start. Failure to comply will be considered a false start.

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

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

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

(c) The lead rider may take any line available on the track. This also relates to any rider ahead of any other rider. Intentionally moving to initiate malicious contact with another rider, or force a rider off the track is prohibited.

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

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

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

(g) Competition protests regarding qualifying runs must be initiated immediately after the run to the designated official. Once the next round is seeded, no further protests will be accepted.

(h) The fastest qualifier will be seeded against the slowest and bracketed accordingly. Please see Appendix B2 for seeding.
(k) The Chief Referee may alter the starting grids when necessary to arrive at heats with approximately equal numbers of participants in each one.
(l) Riders will race head to head with the first two riders from each heat advancing to the next round.

5E4. Enduro

(a) Mountain Bike Enduro events are extended timed descents or multiple timed descents in single or multiple stages over one or more days.
(b) When multiple timed descents are used in a given day, the timed sections will be connected by transition sections that are not timed. Riders can ride, shuttle, or take a chair lift to the start of the next section as determined by the Race Director and described in the technical manual for the event.
(c) While transition sections are not timed, penalties will be assessed if riders miss their start times at the beginning of the next timed section.
(d) A technical manual should be produced that defines how the event will be scored, either by time or omnium. All stages must be completed to be eligible for a placing.

5F. Observed Trials

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

5G. High School Racing

5G1. Introduction

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

High school male	High school female
Middle school male	Middle school female

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

5G2. Course Length and Difficulty

The ideal high school team cross-country course should be short enough to require multiple loops and composed of terrain that can be completed by beginner riders.

The length should be based on the ability of riders to complete the course within specific time frames. For high school riders, the time should be between 45 and 75 minutes. For middle school riders, the time should be between 30 and 45 minutes.

5G3. Categories, Age Limit, Eligibility

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

5G4. Team Definition and Scoring

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

CHAPTER 6

Collegiate Racing

RULE BOOK

6. COLLEGIATE RACING

6A. Administration

6A1. Penalties In addition to penalties outlined in Chapter 8, collegiate riders and teams that violate USA Cycling rules and regulations may also be penalized by:

(i) Forfeiture of points/placings earned by the rider and/or collegiate team in a collegiate race or event (and moving up of lower placed riders and teams);
(ii) Forfeiture of collegiate national team rankings
(iii) Forfeiture of rider and/or team eligibility;
(iv) Notification to school of rider and/or team of rules violations;
(v) Team suspension.

6A2. Regulations. *The USA Cycling regulations preside over collegiate racing, unless otherwise noted in this chapter or Chapter 7 National Championships.*

(a) Conference Rules In the event of *a conflict with USA Cyclig regulations*, more specific conference rules are followed as long as those rules are published publicly and are approved by USA Cycling.

6B. Teams

6B1. Team Eligibility To participate in collegiate cycling races, a team must meet the following three requirements :

(a) Officially recognized by its school.

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

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

6B2. Conference Affiliation *Each* team must belong to the conference in which its school is geographically located. A team may petition for an exception to this requirement by submitting a petition to USA Cycling. Any exception approved by USA Cycling will be valid until either the team petitions to return to, or until USA Cycling chooses to return the team to, the Conference in which its school is geographically located.

6B3. Separate Campuses Schools that have more than one geographically separate campus, each of which granting a separate degree or having a separate and distinct athletic department, must develop a separate team for each such campus location. Only one team is allowed per campus location. Any questions as to separate campuses will be decided by USA Cycling in conjunction with the Conference Director.

6B4. Team Names For purposes of USA Cycling record-keeping, each team's name will be the name of its school, as recorded in IPEDS and as may be modified by USA Cycling.

6B5. ***Programs.***
(a) USA Cycling recognizes both Club and Varsity programs. At the National Championship level, teams are separated into those two categories for the purpose of omnium scoring and competition.

6C. Rider Eligibility
6C1. Participation To participate in any collegiate cycling race, a rider must meet the following three requirements:
(a) Be a full-time student in good standing at the school that will grant their degree, as defined by the bursar or registrar at that school. Post-doctoral students/fellows are not eligible to participate in collegiate cycling.
(b) Be a member in good standing of the team at the school at which they are a full-time student;

(i) Students in their final semester/quarter and not enrolled full-time, will be eligible to participate if the bursar or registrar at their school verifies the student is enrolled in the courses necessary to complete the degree requirements. Documentation (Reduced Course Load Waiver) must be provided to USA Cycling's Collegiate Programs Manager for verification.

(c) Hold a valid collegiate cycling license and present it at race registration or purchase a one-day license. One-day licenses will only be accepted for entry into the lowest available category above "Intro," where offered, and will not be accepted for entry into category A races. One-day licenses will not be accepted at any Collegiate Cycling National Championship but are accepted at Conference Championships.
6C2. Team Requirements No team may develop eligibility requirements that unduly hamper or deny any student at such school from participating as a rider for such team when the student otherwise satisfies the eligibility requirements of these rules.
6C3. Unaffiliated Riders When universities or colleges with varsity cycling teams have administrative policies that limit team size, riders in excess of this limit, that meet eligibility requirements set forth in 6C1 and elsewhere in these regulations, may petition to be recognized as an Unaffiliated-Independent Rider (UIR). UIR's must apply for this status by submitting their school's policy on team size and evidence that team limit has been met to *USA Cycling's Collegiate Director.*
(a) Any rider who has previously been a part of a varsity team and has been removed due to any circumstances seen fit by the school, is not eligible for UIR status.
(b) Riders granted UIR status are eligible for any conference event, up to the

category 3. UIR's are ineligible to compete in any collegiate national championships. Such recognition and participation are subject to the following criteria:

i. Must race in a blank kit

ii. As a UIR, acknowledge in writing that you are not eligible for any benefits afforded to the restricted team and remain personally responsible for all costs and risks associated with their participation (e.g. travel, housing, coaching, medical costs, entry fees, expenses, accident insurance, etc.) in their participation in USA Cycling Collegiate events.

6C4. Unattached club riders, Students at universities and colleges who have policies that hinder the ability of the student to create a collegiate cycling team, may petition to be eligible for collegiate cycling as an unattached club rider. Unattached club riders must apply for this status by submitting their school's policy which denies participation. Petitions will be considered by USA Cycling's Collegiate Director.

(a) Riders at a school with a current USA Cycling varsity program are not eligible for regulation.

(b) Riders granted unattached status are eligible for any conference event and national championships.

(c) Such recognition and participation are subject to the following criteria:

(i) Must race in a blank kit.

6C5. International students, who otherwise satisfy the eligibility requirements of these rules, are allowed to compete in collegiate cycling races, including collegiate national championships. *This includes any student enrolled at an international university or college who holds a current USA Cycling collegiate license.*

6C6. Juniors/High School, 14+, are allowed to compete in collegiate cycling races, excluding collegiate national championships.

(a) Riders will follow all rules regulating collegiate events

i. Jersey regulations *must* be followed *according to 6E2*.

(b) Category placement will follow those set out in the Policy IX-Collegiate Cycling, unless specified by a conference specific rule.

(c) Only a valid domestic/international or one-day license is required.

6D. Categories

6D1. General Information

(a) All Rider Upgrade/Downgrade details for Collegiate Road, Track, Cyclo-cross and Mountain Bike categories are found in Policy IX-Collegiate Cycling.

6E. Rider's Uniform

6E1. Jersey Design The school's name, nickname, logo, mascot or initials must appear on the team's jersey and must be the largest and most prominent image on

the front and back of the jersey. Sponsors' logos may appear in addition, provided they are smaller than the school name, nickname or initials. Jersey designs must be approved by *USA Cycling's Collegiate Director.*

6E2. Team Jerseys At each race, all riders for a team must wear identifiably similar
(a) team jerseys or
(b) blank jerseys with the School's name or abbreviation prominently displayed.
(c) blank jerseys may be used in time trial events
(d) *Club teams may be given permission by USA Cycling's Collegiate Director to deviate from the items listed above.*
(e) *When collegiate races are combined with non-collgiate categories, see 6G7, only students officially registered for the collegiate race and on the school's collegiate roster may wear the team jersey.*

6E3. Shorts At each race, riders may only wear shorts
(a) of their team or
(b) shorts that are effectively blank.

6E4. At the podium presentations at national championships, riders must wear team or school clothing or jerseys.

6F. Equipment

6F1. Bicycles and Wheels used in competition in all collegiate road events (criteriums, time trials, road races, etc) must use mass-start bicycles as defined in 1I1(g). These bicycles must have at least 16 spokes and no wheel covers may be used.

6F2. Handlebars No handlebar extensions, including "aero bars" or other forms of bars offering forearm support, shall be allowed in collegiate road events.

6G. Conference Events

6G1. Prizes *P*rizes, including primes, may be awarded only to teams, and not to *individual* riders. *Championship jerseys are excluded.*

6G2. Categories At each conference event there shall be a minimum of two separate races for each gender in each discipline.

6G3. Other Races Conferences may organize and score races not otherwise specified in the collegiate rules (e.g. 24-hour mountain bike races)

6G4. Team Time Trial (TTT) Size In conference races, teams for the TTT in the A category consist of at least three and up to four riders. The time of the team is taken when the front wheel of the third rider crosses the finish line. Team sizes for team time trials in categories *3-Novice* consist of at least two and up to four riders, and the time is taken on the front wheel of the second rider.

6G5. Team Time Trial (TTT) Categories Subject to additional conference restrictions, riders from various road categories may form a single TTT team, but the team may not enter a category any lower than the highest category rider on that

team.

6G6. Collegiate Mountain Bike/Cyclo-cross Team Relay

(a) The event is generally defined by each conference within the following parameters:

(i) *The relay* team shall consist of at least one woman and one man

(ii) The maximum number of riders per team is four.

(iii) The race features a mass start on a circuit with lap times of at least 3 minutes, or if lap times are shorter, a minimum of two laps required between rider exchanges. Only one representative from each relay team shall be on course at a time.

(b) The championship format of the team relay, as it is held at the national championships, has the following additional characteristics:

(i) *Club: The relay team must consist of 2 - 4 riders, of which one must be a female and one must be a male. Team compositions may be: FM, FMM, FFM, or FFMM.*

(ii) *Varsity: The relay team must consist of four riders,* two men *and* two women. *Team composition must be FFMM*.

(iii) Half of the laps for each team must be completed by women.

(iv) Riders must exchange each lap and may not race two consecutive laps.

(v) Team boxes will be allocated by the race organization.

(vi) A rider may exit their exchange box once their teammate has *drawn even*.

(vii) The rider finishing their lap must cross the finish line before the rider entering the course.

(c) The race flyer must specify which format of team relay will be used.

6G*7*. Combined Categories At the discretion of the conference director and USA Cycling, collegiate categories may be combined with other categories on an open or invitational basis (e.g. high school categories, P/1/2/3/Collegiate 1/2, etc).

(a) *When racing in a combined category race as noted above, only collegiate riders entered into the collegiate category are eligible to wear their collegiate kit.*

(b) *Collegiate riders registered in the non-collegiate category of a combinded category race are required to wear their trade team kit or a plain jersey.*

(c) *Under no circumstance will the riders entered in the collegiate and non-collegiate races be allowed to work together. Collusion is at the discreation of the commissaires and will request in a disqualification.*

6G*8*. No team shall be able allowed to enter more than 10 riders into a single category *1/2 collegiate* road event. All conferences will follow these limitations.

6H. General Scoring

6H1. Scoring

(a) Scoring related items, to include points tables, are now listed in the Policy IX-Collegiate Cycling.

CHAPTER 7
Championships

USA CYCLING
RULE BOOK

7. CHAMPIONSHIPS

The following sections apply to National Championships in the disciplines and age groups specified. See section 7J for specific differences between National Championships and State Championships

7A. Organization

7A1. The rights to organize National Championships may be awarded to local Race Directors who meet the requirements established by the CEO.
7A2. Massed start races with fewer than 10 participants may be combined with another category at the discretion of USA Cycling and the Chief Referee with riders being scored separately at the end of the event.
7A3. In National Championship events, the defending National Champion (in that event) shall be given highest priority in call-ups except if the event is run under UCI rules. In track events where heats are required, the defending National Champion must compete in the heats.
7A4. Para-cycling National Championships for cyclists with disabilities may be held in conjunction with other national championships. Classifications of para-cycling riders and regulations of competition will follow the Functional Classification System outlined by the UCI.

7B. National Championship Eligibility

7B1. National Championships are open only to riders who hold USA Cycling rider annual licenses or recognized license from a UCI affiliated federation, and meet other qualifications stated in these rules.
(a) National Championships for Junior 17-18, Under 23, and Elites may only be entered by US Citizens with a USA racing nationality.
(b) Regardless of any general rule pertaining to National Championship eligibility, any National Championship that is a direct qualifier for the World Championships or Olympic Games may only be entered by riders who are eligible under international regulations to enter those events as part of the U.S. team.
(c) In National Championships, women may not enter men's events.
7B2. In order to compete in the National Championships, a rider must meet any established performance standards. However, National Champions may defend their titles without having to qualify provided that they are otherwise eligible.
7B3. Junior National Championships are open only to riders in the specified age range of the event who meet other qualification requirements (citizenship and category) stated elsewhere.
(a) Junior National Championships, open to Junior 17-18, may be entered only by US Citizens with a USA sporting nationality and a valid annual USA Cycling interna-

tional or foreign international license, subject to category restrictions shown with the events below. Younger riders allowed to compete in these championships, by invitation or published qualifications, must meet the same citizenship and licensing criteria as noted herein.

(b) Junior National Championships open to Junior 16 and younger, may be entered by:

(i) Permanent Residents (green card) with a valid annual USA Cycling license or

(ii) US Citizens with a valid annual USA Cycling or foreign international license.

7B4. Under 23 National Championships (U23) are open only to riders with the racing age of 19 to 22 who are US Citizens with a USA sporting nationality and a valid USA Cycling international license or foreign international license, subject to category restrictions shown with the events below.

(a) U23 Championships may be conducted as separate events or as a combined event with other Championships at the discretion of USA Cycling.

(b) When combined, the higher category restrictions of the combined event shall apply.

7B5. Amateur National Championships are open to riders with a racing age of 11 or higher who are USA citizen, or permanent residents (green card) who hold a USA Cycling annual license, subject to category restrictions shown below. National Championships for Amateurs may be conducted separately or combined with other classes of riders depending on eligibility requirements established for an event.

7B6. Masters National Championships are open only to Masters riders with racing ages in the specified ranges who are USA citizens, or permanent residents (green card) who hold a USA Cycling annual license. Riders with a racing age of 30 and greater, who hold Elite status (as defined in the Glossary) may not enter Masters Championships.

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

7B7. Mountain Bike Pro Category

(a) All riders with a Pro category on their mountain bike license must compete in the Pro/Elite field in the given mountain bike championship discipline for which they are a Pro, regardless of age.

(b) Pro riders are not required to qualify in order to compete in National Mountain Bike Championships.

7B8. Mountain Bike Qualification: Qualification standards for cross country and downhill national championships will be published 6 months before the National

Championships in each discipline.

7B9. Mountain Bike Qualification Guidelines

(a) Riders shall compete in the highest ability category for each respective discipline in which they have qualified for the USAC National MTB Championships. Masters riders who qualify in a younger age-group in the same ability category are qualified, but will compete in their official racing age-group at the USAC MTB National Championships.

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

7C. Awards

7C1. Podiums. In National Championships categories including Juniors 16 and younger, Collegiate, and Masters, awards shall consist of a first place championship jersey and medals to five places. In National Championships for Juniors 17-18, Under 23, Elites, and Professionals, awards shall consist of a first place championship jersey and medals to three places.

7C2. Masters National Championships are held for riders in five-year age brackets beginning with 30 or 35 years of age, depending on discipline. Jerseys and medals will be awarded for any age group represented. Some events may be run with combined age groups with the awards separated out afterwards.

7C3. Junior Track Omniums.

(a) Competition in classes *for men and women* under 17 shall be conducted as omniums *where points are earned in the following events (distances may be modified for track size):*

Age Group	*Race I*	*Race II*	*Race III*	*Race IV*
11-12	*3 km Scratch*	*6 km Points Race*	*500m Time Trial*	*1 km Scratch*
13-14	*4 km Scratch*	*10 km Points Race*	*500m Time Trial*	*2 km Scratch*
15-16	*5 km Scratch*	*Elimination*	*2 km Scratch*	*15 km Points Race*

(b) For all the races in the omnium, riders shall be lined up in single file along the railing and in the sprinters lane in the order listed on the start list. For Race I, this order shall be random. For Race II, III, and IV, this order shall be based on the current intermediate omnium classification.

(c) Should qualifying heats be required for any event, riders not advancing will

receive points, tied for the next following place.
(d) Points are awarded for each event, with first place receiving 1 point, second place receiving 2 points, and so on. Riders choosing not to start an event will receive last place points plus one, based on the total number of confirmed omnium entrants or 24 riders, whichever is smaller.
(e) Medals will be awarded to the top *five* finishers in each individual *race* within the omnium, but they will not be designated as National Champions nor receive a jersey.
(f) Final omnium standings shall include all riders *who entered one or more omnium races.* The rider with the lowest *overall* points *in their age group* will be *declared* the winner and *awarded* the National Championship jersey *and medal. The remaining overall omnium podium places, 2nd – 5th, will receive a medal.*
(g) In the case of a tie on total individual omnium points among riders, the tie will be broken in the favor of the rider who has:

(i) The most first place finishes or, if still tied, the most second place finishes, etc.; or, if still tied,
(ii) The highest placing in the last individual race *(Race IV*) of the event.

7C4. Collegiate Omniums. In addition to awarding podiums for each race at a collegiate national championship, full podiums shall also be awarded to each individual and team omnium competition.

7D. Track Championships

7D1. Track Championships shall be conducted over the events listed below. Distances listed below may vary based on track size.

Bunch/mass start events: Scratch Race, Points Race, Elimination*, Omnium*, Madison
Sprint events: Sprint, Keirin, Team Sprint
Time Trial events: Time Trial, Individual Pursuit, Team Pursuit
*Elite and Junior 17-18 only unless USA Cycling gives permission for others.

7D2. Track National Championships shall be held on certified velodromes.
7D3. Category Restrictions. Riders must meet the following category restrictions for National Championships:
(a) Track bunch/mass start events:

Men		**Women**	
11-16	No Restriction	11-16	No Restriction
17-18	Cat 1/2/3 Only	17-18	No Restriction
Elite	Cat 1/2 Only	Elite	Cat 1/2/3 Only

35-54	Cat 1/2/3 Only	35-54	Cat 1/2/3 Only
55+	No Restriction	55+	No Restriction

(b) Track sprint events *(no category restrictions for the Team Sprint)*:

Men		Women	
11-16	No Restriction	11-16	No Restriction
17-18	Cat 1/2/3 Only	17-18	No Restriction
Elite	Cat 1/2 Only	Elite	Cat 1/2/3 Only
35-54	Cat 1/2/3 Only	35-54	Cat 1/2/3 Only
55+	No Restriction	55+	No Restriction

(c) Track time trial events:

Men		Women	
11+	No Restriction	11+	No Restriction

7D4. Scratch Race Championships. The following scratch race distances shall be held.

Men		**Women**	
17-18	*7.5 km*	17-18	*7.5 km*
Elite	*10 km*	Elite	10 km
35-49	10 km	35+	5 km
50-59	7.5 km		
60+	5 km		

7D5. Sprint Championships.

(a) The following classes shall have sprint tournaments held at championship events.

Men	**Women**
15-18	15-18
Elite	Elite
35+	35+

(b) Unless stated otherwise on the official race schedule, sprint tournaments will be run in accordance with the Tables shown in Appendix A.

7D6. Keirin Championships. The following classes shall have Keirin tournaments.

Men	**Women**
15-18	15-18
Elite	Elite

7D7. Time Trial Championships. The following time trial distances shall be held.

Men	**Women**

15-16	*1000 m*	*15-16*	*1000 m*
17-18	1000 m	*17*-18	*1000 m*
Elite	1000 m	Elite	*1000 m*
35-49	1000 m	35+	500 m
50+	500 m		

7D8. Individual Pursuit Championships. The following individual pursuit distances shall be held at championship events.

Men		**Women**	
15-16	*3 km*	*15-16*	*3 km*
17-18	3 km	*17*-18	*3 km*
Elite	4 km	Elite	*4 km*
35-49	3 km	35+	2 km
50+	2 km		

7D9. Team Pursuit Championships. The following team pursuit distances shall be held. The number of riders allowed per team is in parentheses next to the distance.

Men		**Women**	
15-18	4 km (4 riders)	15-18	4 km (4 riders)
Elite*	4 km (4 riders)	Elite*	4 km (4 riders)
35+	4 km (4 riders)	35+	3 km (4 riders)
45+	4 km (4 riders)	45+	3 km (4 riders)
55+	3 km (4 riders)	55+	3 km (4 riders)
65+	3 km (4 riders)		

**A minimum of 3 eligible teams must compete to be considered a championship for Elites.*

7D10. Team Sprint Championships. The following team sprint distances shall be held. The number of riders allowed per team is in parentheses next to the distance.

Men		**Women**	
15-18	3 laps (3 riders)	15-18	3 laps (3 riders)
Elite*	3 laps (3 riders)	Elite*	3 laps (3 riders)
35+	3 laps (3 riders)	35+	3 laps (3 riders)
45+	3 laps (3 riders)	45+	3 laps (3 riders)
55+	3 laps (3 riders)	55+	3 laps (3 riders)
65+	3 laps (3 riders)		

**A minimum of 3 eligible teams must compete to be considered a championship*

for Elites.

7D11. Points Race Championships. The following points race distances shall be held at championship events as reflected in the *Standard Points Race Table in Appendix A3*.

Men		Women	
17-18	25 km	17-18	20 km
Elite	40 km	Elite	25 km
35-44	30 km	35-44	15 km
45-59	20 km	45+	10 km
60+	10 km		

7D12. Madison Championships. The following Madison distances shall be held at championships events as reflected in the Standard Madison Table in Appendix A4. Distances may be modified for track size.

(a) A minimum of 5 (6 for Elite) eligible teams must compete for the event to be run.

Men	Women
13-14	13-14
15-18	15-18
Elite	Elite
35+	35+
45+	

7D13. Omnium Championships. The following groups shall have an Omnium Championship.

Men	Women
17-18	17-18
Elite	Elite

7D14. Elimination Race Championships. The following groups shall have an Elimination Race Championship.

Men	Women
17-18	17-18
Elite	Elite

7D15. Omnium Scoring. The following groups shall have omnium *scoring in addition to their individul events*.

Men	Women
11-12	*11-12*
13-14	*13-14*
15-16	*15-16*

7D16. Entry into Team Events. Each rider may enter at the most, one team event per discipline per championship.
7D17. At track championships, **those under suspension**, either by USA Cycling or the UCI, are specifically barred from the infield. Such access may be further restricted as published in advance and approved by the CEO of USA Cycling.

7E. Road Championships

7E1. Road Championships shall comprise four events: road race, criterium, individual time trial, and team time trial.
7E2. National Championships shall follow and adhere to the course characteristics and regulations as outlined in Chapter 3.
(a) Junior 11-14 Championship courses must be closed to traffic.
7E3. Category Restrictions. For all road race and criterium national championships classes, riders must meet the following category restrictions:

Men		**Women**	
Elite	Pro/Cat 1*	Elite	Pro/Cat 1/2*
17-18	Cat 1/2/3 Only	17-18	No Restriction
U23	Cat 1/2 Only	U23	Cat 1/2/3 Only
15-16	Cat 1/2/3 Only	15-16	No Restriction
11-14	No Restriction	11-14	No Restriction
35-54	Cat 1/2/3 Only	35-44	Cat 1/2/3 Only
55+	No Restriction	45+	No Restriction

*Eligibility for non-professional riders shall be set by USA Cycling

7E4. Road Race Championships. National road race championships shall meet the following distances.

Men		**Women**	
Elite	Maximum of 240 km	Elite	Maximum of 140 km
U23	Maximum of 180 km	U23	Maximum of 120 km
17-18	Maximum of 140 km	17-18	Maximum of 100 km
15-16	40-80 km	15-16	30-60 km
13-14	15-40 km	13-14	15-30 km
11-12	10-30 km	11-12	10-30 km
35-39	60-115 km	35-49	45-95 km
40-49	50-115 km	50-59	35-90 km
50-59	45-110 km	60+	35-80 km
60-69	45-100 km		
70+	45-65 km		

7E5. Criterium Championships. Criterium national championships shall meet the

following maximum distances:

Men		Women	
Elite	90 min	Elite	75 min
U23	75 min	U23	75 min
17-18	60 min	17-18	45 min
15-16	45 min	*15-16*	45 min
13-14	30 min	13-1*4*	30 min
11-12	20 min	11-12	20 min
35-44	75 min	35-44	60 min
45-59	50 min	45+	45 min
60+	45 min		

7E6. Individual Time Trial Championships. National Time trial championships shall meet the following distances:

Men		Women	
Elite	Maximum of 80 km	Elite	Maximum of 40 km
U23	Maximum of 40 km	U23	Maximum of 30 km
17-18	Maximum of 30 km	17-18	Maximum of 15 km
15-16	Maximum of 20 km	15-16	Maximum of 15 km
11-14	8-12 km	11-14	8-12 km
35-64	20-40 km	35-54	20-40 km
65+	15-20 km	55+	15-20 km

7F. Cyclo-cross Championships

7F1. Category Restrictions. For all national championships classes, riders must meet the following category restrictions:

Men		Women	
11-16	No Restriction	11-18	No Restriction
17-18	Cat 1/2/3 Only		
U23	Cat 1/2/3 Only	U23	Cat 1/2/3 Only
Elite	Cat 1/2 Only	Elite	Cat 1/2/3 Only
30-54	Cat 1/2/3 Only	30-44	Cat 1/2/3 Only
55+	No Restriction	45+	No Restriction

7F2. Cyclo-cross Distances. Cyclo-cross National Championships shall be scheduled to meet the following durations:

Men		Women	
11-12	20-25 min	11-12	20-25 min
13-14	20-25 min	13-14	20-25 min
15-16	30 min	15-16	30 min
17-18	40 min*	17-18	40 min*

U23	50 min*	U23	45 min*
Elite	60 min*	Elite	50 min*
Singlespeed	40 min	Singlespeed	40 min
30-54	45 min	30-54	45 min
55+	40 min	55+	40 min
Collegiate	50 min	Collegiate	50 min

** Indicates duration governed by the UCI.*

7F3. Cyclo-cross National Championships qualifying. Qualification standards and call up procedures for Cyclo-cross will be published 6 months before the National Championships.

7G. Endurance Mountain Bike Championships

7G1. Endurance mountain bike national championships shall be comprised of three events: cross-country, short track cross-country, and marathon.

7G2. Category Restrictions. For all cross-country National Championships classes, riders must meet the following category restrictions (unless otherwise stated below):

Men		**Women**	
Elite	Pro	Elite	Pro
U23	Pro/Cat/1	U23	*Pro/Cat 1/2*
17-18	*Pro/Cat 1*	*17-18*	*Pro/Cat 1/2*
15-16	*Pro/Cat 1/2*	*15-16*	*Pro/Cat 1/2*
11-14	No Restriction	11-14	No Restriction
Amateur	Cat 1/2 Only*	Amateur	Cat 1/2 Only*
Singlespeed	No Restriction	Singlespeed	No Restriction
23-54	Cat 1/2 Only	23-49	Cat 1/2 Only
55+	No Restriction	50+	No Restriction

*Race age 19-22 only

7G3. Cross-Country Championships. The following classes shall have a cross-country national championship event. The UCI categories should be as close as possible to the race length (in hours and minutes) listed below. Other distances are at the Race Director's discretion.

Men		**Women**	
Elite	1:20-1:40	Elite	1:20-1:40
U23	1:15-1:30	U23	1:15-1:30
17-18	1:00-1:15	17-18	1:00-1:15
25-29		25-29	
19-24		19-24	
15-16		15-16	

13-14	13-14
11-12	11-12
Singlespeed	Singlespeed
30+ (by 5 year groups)	30+ (by 5 year groups)

7G4. Short Track Cross-Country Championships.

(a) The following classes shall have short track cross-country national championship event and rider categories are restricted as listed below.

Men		**Women**	
Elite/19+	*Pro*	*Elite 19+*	*Pro/Cat 1*
11-12	*No restriction*	*11-12*	*No restriction*
13-14	*No restriction*	*13-14*	*No restriction*
15-16	Pro/Cat 1	15-16	No restriction
17-18	Pro/Cat 1	17-18	Pro/Cat 1*/2*
U23	Pro/Cat 1	U23	Pro/Cat 1*/2*
30-39	*Pro/Cat 1*	*30+*	*Pro/Cat 1/2*
40+	*Pro/Cat 1*		
Amateurs 19-29 Cat 1		*Amateurs 19-29 No restriction*	

(b) There will be a 75-rider field limit per category/class. If more than 75 riders enter in a category/class, then qualifying heats will be conducted.

7G5. Short Track Distances. National championships shall have a course distance as close to 2 km as possible. The UCI categories will have a race length (in minutes) as listed below. Other distances are at the Race Director's discretion.

Men	**Women**
Elite/Open 20-30 minutes	Elite/Open 20-30 minutes

7G6. Marathon Championships. The following classes shall have a marathon national championship. The UCI categories will have a race length as listed below. Other distances are at the Race Director's discretion.

Men		**Women**	
Elite/Open 19+	*60-160 km*	Elite/Open 19+	*60-160 km*
Junior 17-18		Junior 17-18	
Junior 15-16		Junior 15-16	
Singlespeed		Singlespeed	
19-29		19-29	
30-34		30-39	
35-39		40-49	
40-44		50+	
45-49			
50-59			

60+

(a) All riders must be race age 15 at the time of the event. Anyone under that age will not be allowed to race.

7G7. Non-championship events. Non-championship events may be held at the discretion of USA Cycling, to be in conjunction with the already established national championship events.

7H. Gravity Mountain Bike National Championships

7H1. Gravity Mountain Bike National Championships shall be comprised of 3 events: downhill, dual slalom, and enduro.

7H2. Category Restrictions. For all gravity national championships classes, riders must meet the following category restrictions except as stated elsewhere:

Men		**Women**	
Elite	Pro	Elite	Pro
15-18	Cat 1 Only	15-18	Cat 1 Only
11-14	No Restriction	11-14	No Restriction
19-54	Cat 1 Only	19-49	Cat 1 Only
55+	No Restriction	50+	No Restriction

7H3. Downhill Championships. The following classes shall have a downhill national championship.

Men	**Women**
Pro 17+	Pro 17+
11-12	11-12
13-14	13-14
15-16	15-16
17-18	17-18
19-24	19-29
25-29	
30-34	30-39
35-39	
40-49	40+
50+	

7H4. Dual Slalom **Championships.** The following classes shall have a dual slalom national championship.

Men	**Women**
Pro	Pro
11-14	All non-pro*
15-18**	

19-29**
30-39**
40+**
**This field is open to all women regardless of category.*
***Must be a cat 1 to race this event.*
(a) Seeding will be based on a competitor's time of one run on the right side and one run on the left side of the course.
(b) Brackets are designated in Appendix B1.
(c) The number of rounds will be determined by the race organizer, regardless of the number of riders registered.

7H5. Enduro Championships. The following classes shall have an Enduro national championship event.

Men	**Women**
Pro/Open	Pro/Open
13-14	13-14
15-16	15-16
17-18	17-18
19-29	19-29
30-39	30-39
40-49	40-49
50-59	50-59
60+	60+

7H6. Non-championship events. Non-championship events may be held at the discretion of USA Cycling, to be in conjunction with the already established national championship events.

7I. Collegiate Championships

7I1. Eligibility

To participate in a Collegiate Cycling National Championship:
(a) Each rider must have a current USA Cycling Collegiate cycling license *and meet the category requirements as listed below:*

Event	*Category*
Road Race/Crit	*1, 2, and 3*
Road Time Trial	*All*
Track Mass-start	*1, 2, and 3*
Track Time Trials	*All*
Endurance	*1 and 2*
Gravity	*1 and 2*
Cyclo-cross	*1, 2, and 3*
BMX	*All*

(b) Each rider must submit proof of eligibility in the form of a properly completed "Collegiate Cycling Championship Eligibility Verification Form" at registration, available from the USA Cycling website, proving that the rider is enrolled as a full-time student, as defined by their School, and is in good standing financially, academically and disciplinary *on the date of the National Championship and*

(i) During the academic term that immediately precedes it (or in the case of track, precedes* or succeeds it), or

(ii) During the majority of events during the conference season for that discipline.

*For Collegiate Track National Championships, the "preceding" term is considered to be the summer, not spring term

(c) Exceptions to eligibility standards for the National Championships shall be considered by USA Cycling's Collegiate Director on a case by case basis. Petitions must be received at least two weeks prior to the National Championship in question. In the event a National Championship commences prior to the championship eligibility period (e.g. track), a rider wishing to compete in that National Championship may satisfy the requirements of this section by providing written evidence that they have made the appropriate tuition payment for the championship eligibility period.

(d) Riders competing at a National Championship, World Championship, *or* World Cup event during the conference season may count these starts towards one weekend/one start, as it pertains to eligibility for Collegiate National Championships in the respective discipline. Any other event must be approved by USA Cycling's Collegiate Director.

7I2. Allocation of Starters *for Varsity and Club Teams*

(*a*) Only points earned from eligible conference events for a discipline count toward a rider's qualification for that discipline's national championship.

(*b*) Teams may bring no more than 12 unique men and 12 unique women to any single national championship event *in the discipline of road, track, mountain bike, cyclo-cross, BMX, and gravel.*

7I3. Call-ups Staging for mass-start races at a collegiate national championship proceeds as follows:

(a) Previous year's national champion for the current race; then

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

(i) In the event a team has the previous year national champion and the current conference champion, that team's conference champion will be called up last in the wave of other conference champions.

(c) One rider per team, called one team at a time in the order of the previous year's team omnium from the national championship in question (for the first wave, and second in the event subsection is in play, to the extent not already staged pursuant to subsections (a) and (b) of this paragraph). Teams that did not attend the previous year's event shall be called up after all other teams have been called up in a random order; then

(d) Step (c) is repeated until all riders have been staged.

7I4. National Championship Scoring information can be found in the Policy IX-Collegiate Cycling.

7I5. BMX Championship

(a) Club and Varsity teams will be scored together and the team omnium standings will be determined without regard for Varsity/Club status and awarded to the top three teams.

(b) Men's and women's individual omnium winners will be determined without regard for Varsity/Club status.

(c) The men's and women's races shall be Challenge/20" class events.

(d) Riders not transferring to the main event will be ranked according to their performance in the rounds they completed, receiving 1 point for each 1st, 2 points for each 2nd, etc. In the event of a tie, the rider with the best finish in the third ride will be the winner, then the best finish in the second ride, etc. Riders are then ranked in ascending order based on these points, and individual and team omnium points will then be assigned based on these rankings.

(e) Riders must have completed at least one weekend of racing at a USA BMX event to be eligible for the event.

(f) The number of riders that each school may enter per event are listed below in 7I10.

7I6. Road Championship

(a) Eligibility. For all road events, riders shall meet the following eligibility standards, in addition to those standards already put forth:

(i) *See 7I1(a) for category requirements.*

(ii) For mass-start events, riders must have competed in at least 3 mass start road events in the current conference season.

(iii) To compete in a time trial, Individual or Team, riders must have raced at least one conference race in the season in any road race discipline in the current conference season.

(iv) If the conference season is shortened or cannot otherwise reasonably accommodate such requirements for riders, the conference director may lower these requirements with the approval of USA Cycling*'s Collegiate Director*.

(b) Road Championship Races. The collegiate road championships shall meet the following distance criteria.

	Road Race	Criterium	Team Time Trial
WOMEN	80-115 km	60-75 min	20-35 km
MEN	100-160 km	60-90 min	20-35 km

(c) The number of riders/teams that each school may enter per event are listed below in 7I10.

(d) Four points primes occur in the criterium, with a point scale of 7, 5, 3, 1, for first through fourth place. These points are for the individual omnium, and therefore are included directly in the determination of the individual rider omnium and indirectly in the determination of the team omnium.

(e) Teams for the team time trials shall consist of three or four riders. Teams will be timed on the leading wheel of the third rider. Riders must be of the same gender and from the same team; no composite teams are allowed. Riders may be of any category, as long as otherwise eligible.

(f) To be eligible for the individual omnium, a rider must score points in both the road race and the criterium.

(g) The team time trial (TTT) shall be contested as a Men's and Women's event for club and varsity.

(h) Men's and Women's individual race winners, team race, and individual omnium winners will be awarded for Varsity and Club.

(i) The team Omnium standings will be determined for both Varsity and Club and awarded to the top three teams within those categories.

7I7. Track Championships.

(a) Eligibility. For all track events, riders shall meet the following eligibility standards, in addition to those standards already put forth:

(i) *See 7I1(a) for category requirements.*

(i) Riders must produce documented evidence of completion of at least two track events that season to compete in mass-start event (a track event in this case is defined as one day of racing).

(ii) Riders participating in events not classified as mass start must produce documented evidence of completion of at least one track event that season (a track event in this case is defined as one day of racing).

(iv) Additionally, if a rider's conference holds a track season, the conference director may require participation in that season for riders to qualify for the national championships.

(b) Track Championship Races. The collegiate track championships shall hold and meet the following distance requirements.

Event	Men	Women
INDIVIDUAL PURSUIT	4 km	*4* km
POINTS RACE*	30 km	20 km
SCRATCH RACE*	*10* km	*10* km
SPRINTS	Championship format	Championship format
TIME TRIAL	1000 m	*1000* m
TEAM PURSUIT	4km	4km
CO-ED TEAM SPRINT	6 laps	6 laps

(c) A rider may compete in all races. However, only the rider's top 3 scores from individual races will count toward the individual omnium. Any additional placings will be included in the determination of the team omnium.

(d) To be included in the individual omnium standings, a rider must score individual points in at least:

(i) one of the following: sprints, scratch race, and time trial; and,

(ii) one of the following: individual pursuit, scratch race, and points race.

(e) Teams for the women's and men's team pursuit shall consist of a minimum of three riders and a maximum of four riders. Teams will be timed on the leading wheel of the third rider. Riders must be of the same gender and from the same Team; no composite teams are allowed.

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

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

(ii) A woman must lead the team for a minimum of two laps.

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

(iv) The event will be limited to mass-start legal bikes.

(g) The number of riders/teams that each school may enter per event are listed below in 7I10.

(h) Men's and women's individual race winners, team race, and individual omnium winners will be determined without regard for Varsity/Club status.

(i) The team omnium standings will be determined for both Varsity and Club teams and awarding the top three teams for each.

7I8. Mountain Bike Championships

(a) Eligibility. For all mountain bike events, riders shall meet the following eligibility standards, in addition to those standards already put forth:

(i) *See 7I1(a) for category requirements.*

(ii) For endurance events, riders must have competed in at least 3 endurance mass start events during the current conference season. Team Relay events shall not count as a mass-start event for qualification purposes.

(iii) For gravity events, riders must have competed in at least 3 gravity events during the current conference season. To compete in downhill, at least 2 of those events must be downhill.

(iv) If the conference season is shortened or cannot otherwise reasonably accommodate such requirements for riders, the conference director may lower these requirements with the approval of USA Cycling*'s Collegiate Director*.

(b) Mountain Bike Championship Races. The collegiate mountain bike championships shall hold the following events:

Event	Distance
CROSS-COUNTRY	1.5-2 hours
SHORT TRACK CROSS COUNTRY	25 minutes
DOWNHILL	*5 minutes max*
DUAL SLALOM	Brackets in Appendix 2
TEAM RELAY	4 laps; 3-6 minutes/lap

(c) In the cross-country race, all riders shall finish on the final lap of the race winner.

(d) In the downhill event, any rider not finishing within X% (where X is decided by the chief official and USA Cycling) of the winner's time, will be listed as DNF and will not score points for either the team or individual omnium.
(e) The number of rounds in the Dual Slalom will be determined by the race organizer, regardless of the number of riders registered.
(f) The number of riders/teams that each school may enter per event are listed below in 7I10.
(g) If the conference mountain bike season would otherwise prohibit riders from qualifying for a given race, alternative minimum requirements for participation in Collegiate Mountain Bike National Championships *may be approved by USA Cycling's Collegiate Director.*
(h) To be included in individual omnium standings, a rider must have scored individual points in at least one individual endurance race and one gravity race. A rider may compete in all races. However, only the rider's top 3 scores from individual races will count toward the individual omnium. Any additional placings will be included in the determination of the team omnium.
(i) Men's and Women's individual race winners, team race, and individual omnium winners will be awarded for Varsity and Club.
(j) The team omnium standings will be determined for both Varsity and Club teams and awarded to the top three teams within those categories.

7I9. Cyclo-cross Championships

(a) Eligibility.

(i) *See 7I1(a) for category requirements.*

(ii) Additionally, if a rider's conference holds a cyclo-cross season, the conference director may require participation in that season for riders to qualify for the national championships.

(b) Cyclo-cross Championship Races. The collegiate Cyclo-cross national championships shall hold the following events and meet the following distance requirements.

Cyclo-cross		**Team Relay**
Men	50 min	4-laps
Women	45 min	

(c) The number of riders/teams that each school may enter per event are listed below in 7I10.
(d) Team relay shall count toward the team omnium only, and shall follow the rules outlined for Collegiate MTB Team Relay Championship Format.
(e) Men's and Women's individual race winners and team relay race, will be awarded for Varsity and Club.

(f) The team Omnium standings will be determined for both Varsity and Club and awarded to the top three teams within those categories.

7I10. Gravel Championships (coming 2026-2027 school year)

(a) Eligibility.

(i) See 7I1(a) for category requirements.

(b) Gravel Championship Races. *The collegiate Gravel national championships shall be held for men and women.*

7I1*1*. Start Spots Per Event

(a) Start spots listed below are per gender per school, unless otherwise stated:

Discipline	Event	Starters
BMX	BMX	8
ROAD	Road Race - Varsity	8
	Criterium - Varsity	6
	Road Race - Club	6
	Criterium - Club	5
	Team Time Trial	1*
TRACK	Points/Scratch Race	4
	Individual Pursuit	8
	Time Trial	8
	Sprints	8
	Team Pursuit	1*
	Co-Ed Team Sprint	1**
MOUNTAIN BIKE	Cross-Country	8
	Short Track	6
	Downhill & Dual Slalom	6
	Mountain Bike Tream Relay	1**
CYCLO-CROSS	Cyclo-cross	8
	Cyclo-cross Team Relay	1**
GRAVEL	Gravel	8

* 1 Team per Gender

** 1 Team per School

7J. State Championships

7J1. State Championships are allocated by the Local Associations to race directors based on the criteria that the LA or its administrator shall determine. Local Associations may combine several states into an Association, Regional or District

Championship.

7J2. Classes and Categories

(a) USA Cycling encourages State Championships to follow the same formats for disciplines and age groups as are used for National Championships.

(b) Local Associations may offer State Championships for specific categories or events that would not be offered at a National Championship.

(c) Local Associations may offer different combinations of classes and categories than would be found at a National Championship. However, women are not eligible for medals in men's events.

7J3. Eligibility.

(a) To be eligible for a State Championship jersey or medal, a rider must hold a current USA Cycling annual license and reside in the state as shown on the rider's license.

(b) State Championships are open to US Citizens and permanent residents (green card) with a USA Cycling annual license.

(c) Members of UCI road teams are not eligible for road championships unless there is a separate class for them.

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

(e) When a local association comprises more than one state, all riders in the local association are eligible for at least one State Championship, depending on which states offer them. Any questions regarding residency will be determined by USA Cycling.

7J4. For state track championships, states without a suitable track may use one nearby for State Championships or may omit these championships at the discretion of the Local Administrator.

CHAPTER 8
Discipline

USA CYCLING
RULE BOOK

8. DISCIPLINE

INTRODUCTORY NOTE. The Table of Penalties includes only matters likely to be encountered by Race Officials in the course of an event. Disciplinary measures should generally be imposed in accordance with the scale of penalties given below. The Chief Referee or Race Commission may increase or reduce any penalty based upon the gravity of the offense(s) committed.

The offenses are described in the table in an abbreviated descriptive form only. If you are uncertain as to applicability of a particular rule, review the complete text of the rule before imposing a penalty.

In imposing discipline remember that the philosophy is that a rider must not benefit from their misconduct or that of their team or support personnel. See Rule 1N1.

Disciplinary measures, including warning, relegation, disqualification (DSQ), monetary fines and/or recommendation for suspension, also may be imposed by a Chief Referee with respect to any offense or inappropriate conduct not specifically set forth in the table below.

Time penalties applicable in time trials are set forth in section 8I.

In stage races, relegations affect only stage placing, but time penalties affect individual general classification. However, the race commission may choose to apply some time penalties to Team General Classification.

FINES. Fines and penalties should be progressively increased to riders or other licensees committing more than one offense or for multiple offenses of the same nature. Fines should rarely be assessed in events other than National-level events.

In National-level events, assessing fines to Category 4 or Novice riders should be done with care and common sense to stop regulation infractions, and normally after warnings and direct interaction with the offending rider has been attempted. Notification of riders receiving fines should be communicated, unless otherwise impractical, verbally or in writing (delivery of fine form or published communique).

SUSPENSIONS. Some serious offenses warrant additional penalization such as a suspension. Neither a Chief Referee nor a Race Commission can impose a suspen-

sion. Suspensions are handled under USAC Policy III. Whenever a Chief Referee or Race Commission believes a suspension is warranted, based on indicated penalties or severity of action, a written suspension request or recommendation should be submitted to the USAC Technical Director as soon as possible. The disciplinary request should state the nature of the offense, identify the licensee(s) against whom the suspension(s) is/are recommended, and provide a statement of the facts and circumstances warranting the suspension. Suspensions can be for a period of days, a racing season, a period of years, or for life, depending upon the specific actions or offenses. Typical suspension periods for the various classes of infractions are set forth in section 8J.

REPORTING PENALTIES. Officials should report all penalties issued at an event when completing the on-line post-event report. Incidents requiring additional attention or suggested disciplinary actions should be emailed directly to the Technical Director (officials@usacycling.org) for review.

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8A - Penalties of General Application in all Disciplines				
8A1 – Equipment and Clothing Infractions				
8A1(a)	Failure to wear a helmet on the course during the event. [While not actually racing.]	1st – Warning 2nd – DSQ + $20 fine	1st – Warning 2nd – DSQ + $50 fine	1st – Warning 2nd – DSQ + $50 fine 1st – Warning + $20 fine 2nd – DSQ + $100 fine
8A1(b)	Intentionally removing helmet during race	DSQ	DSQ + $35 fine	1st -- $50 fine 2nd – DSQ + $100 fine
8A1(c)	Failure or refusal to wear chips as prescribed.	Warning, Relegation, and/or $20 fine	Warning, Relegation, and/or $20 fine	Warning, Relegation, and/or $20 fine
8A1(d)	Non-authorized advertising on clothing	Start refused if noted before. Otherwise warning, relegation or fine of $20-100	Start refused if noted before. Otherwise warning, relegation or fine of $20-100	Start refused if noted before. Otherwise warning, relegation or fine of $20-100
8A1(e)	Category 1 and 2 Members of same club or team not wearing same uniform	Start refused if noted in time, otherwise warning, relegation, and/or fine of $20-100	Start refused if noted in time, otherwise warning, relegation, and/or $20-$100	1st - Start refused if noted in time, otherwise warning, relegation and/or fine of $20-100 2nd – start refused if noted in time, otherwise relegation and/or $100 fine
8A1(f)	Wearing non-essential clothing	Start Refused	Start Refused	Start Refused
8A1(g)	Inappropriate advertising on rider's uniform	Start refused if noted before. Otherwise, DSQ	Start refused if noted before. Otherwise, DSQ + rider fine of $500 + manager fine of $1,000	Start refused if noted before. Otherwise, DSQ + rider fine of $500 + manager fine of $1,000
8A1(h)	*National Champions jersey in breach of 1.15(f)(i) – Failure to have design approved prior to production*	*Fine $100*	*DSQ + fine $250-$500 (fine only if removed prior to start)*	*DSQ + fine $250-$500 (fine only if removed prior to start)*

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8A - Penalties of General Application in all Disciplines				
8A1 – Equipment and Clothing Infractions				
8A1(i)	*Rider not wearing (if required): Leader's jersey of race or series National Champions jersey*	*Fine $100*	*DSQ + fine $250-$500 (fine only if removed prior to start)*	*DSQ + fine $250-$500 (fine only if removed prior to start)*
8A1(j)	*Wearing a National Champions jersey in an event other than the discipline and category it was awarded in - 1J5(f)*	*Fine $100*	*DSQ + fine $250-$500 (fine only if removed prior to start)*	*DSQ + fine $250-$500 (fine only if removed prior to start)*
8A1(k)	Arriving at start without helmet	Start Refused	Start Refused	Start Refused
8A1(l)	Carrying glass container	$35 fine	$35 fine	$35 fine
8A1(m)	Illegal Bicycle (bicycle not conforming to equipment requirements)	If noticed prior to start and not fixed or corrected, start refused, otherwise DSQ	If noticed prior to start and not fixed or corrected, start refused, otherwise DSQ	If noticed prior to start and not fixed or corrected, start refused, otherwise DSQ
8A1(n)	Number invisible, badly positioned or covered at finish	Warning, Relegation or $20 fine	$30 fine	1st- warning and/or $30 fine 2nd - $50 fine 3rd - DSQ
8A1(o)	Abandoning race without informing an official	Warning	$35 fine	Warning and/or $35 fine
8A1(p)	Use of a mobile phone or audio entertainment device during race	DSQ	$100 fine and DSQ	$20- $100 fine +DSQ
8A1(q)	Use or possession of radio or other 2-way communication equipment	DSQ	DSQ + fine $100-$500 (fine only if removed prior to start)	DSQ + fine $20-$500 (fine only if removed prior to start)

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8A - Penalties of General Application in all Disciplines				
8A2 - Theft, Fraud and Dishonesty				
8A2(a)	Rider competing in a class or category for which the rider is not eligible	DSQ and suspension	DSQ and suspension	DSQ + suspension
8A2(b)	Competing without valid entry into race or fraudulent entry into race, or identity fraud.	Start refused or DSQ and suspension	Start refused or DSQ and suspension	Start refused or DSQ and suspension
8A2(c)	Theft, fraud, attempted fraud, or other acts of dishonesty	Start refused or DSQ and suspension	DSQ, suspension and $100 fine	DSQ, suspension and $100 fine
8A2(d)	Race Fixing	DSQ + suspension	DSQ + suspension	DSQ + suspension
8A2(e)	Theft of food or drink	DSQ	DSQ and $200 fine	DSQ and $200 fine
8A3 - Threats and Violence				
8A3(a)	Acts of violence among riders	DSQ + no other entry for 72 hours + suspension	DSQ and $100-$500 fine. No other entry for 72 hours + suspension	$20-$500 per offense DSQ and no other entry for 72 hours + suspension
8A3(b)	Acts of violence toward other persons	DSQ – no other entry for 72 hours + suspension	DSQ and $100-$500 fine and suspension and no other entry for 72 hours.	Rider - $20 - $500 fine and DSQ and no other entry for 72 hours and suspension Other Licensee - $500-$1,000 fine and suspension
8A3(c)	Assault and/or battery on a race official	DSQ and $100-$500 fine – no other entry for 72 hours + suspension. Other Licensee - $500-$1,000 fine and suspension	DSQ and $100-$500 fine – no other entry for 72 hours + suspension. Other Licensee - $500-$1,000 fine and suspension	DSQ and $100-$500 fine – no other entry for 72 hours+suspension. Other Licensee - $500-$1,000 fine and suspension

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8A - Penalties of General Application in all Disciplines				
8A4 - Dangerous Conduct				
8A4(a)	Illegal or dangerous throwing or tossing of an object into a crowd	Warning or DSQ	1st - $30 - $100 fine 2nd $50-150 fine [fines can be applied to team if rider not identified]	1st offense - $30 fine Subsequent offenses - $50 - $150 [fines can be applied to team if rider not identified]
8A4(b)	Discarding a glass object	DSQ	$100 fine + DSQ	$100 fine + DSQ
8A4(c)	Pushing or pulling among riders	Relegation or DSQ	Relegation or DSQ	1st offense --$70 fine and 1 minute penalty 2nd offense -- $150 fine and DSQ
8A4(d)	Dangerous Riding; or conduct posing a threat to any person(s) other than the perpetrator.	Relegation or DSQ	Relegation or DSQ	Relegation or DSQ
8A - Penalties of General Application in all Disciplines				
8A5- General Misconduct and/or Prohibited Acts				
8A5(a)	Failure to respect instruction of commissaires or race administration	Relegation or DSQ	Rider - $20 to $100 fine Other licensee -- $35 to $150 fine and vehicle sent to rear of caravan or ejected from race	Rider - $20 to $100 fine Other licensee -- $35 to $150 fine and vehicle sent to rear of caravan or removed from the caravan for duration of stage and up to 3 additional stages
8A5(b)	Unsportsmanlike conduct, including but not limited to, Foul or abusive language; insults and rude behavior	Relegation or DSQ and possible suspension	Relegation or DSQ and possible suspension	$35-$1,000 fine, DSQ and possible suspension
8A5(c)	Starting at an incorrect time or location	DSQ	DSQ	DSQ
8A5(d)	Forward progress unaccompanied by a bicycle	Relegation or DSQ	Relegation or DSQ	Relegation or DSQ

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8A - Penalties of General Application in all Disciplines				
8A5- General Misconduct and/or Prohibited Acts				
8A5(e)	Causing a crash due to inadequate tightening or adjustment of equipment	Relegation or DSQ and possible suspension	Relegation or DSQ and possible suspension	Relegation or DSQ and possible suspension
8A5(f)	Non-competitor on course during a race	Relegation or DSQ and possible suspension	Relegation or DSQ and possible suspension	Relegation or DSQ and possible suspension
8A5(g)	Person with official responsibilities at race consuming alcoholic beverages or other intoxicants	Immediately Relieved of duties and suspension	Immediately Relieved of duties and suspension	Immediately Relieved of duties and suspension
8A5(h)	Person with official responsibilities at race laying a wager on outcome of race	Immediately Relieved of duties and suspension	Immediately Relieved of duties and suspension	Immediately Relieved of duties and suspension
8A5(i)	Other activity or actions not specifically covered by the rules but bringing discredit upon the sport	Warning, Relegation or DSQ	Warning, Relegation or DSQ and fine not to exceed $500	Warning, Relegation or DSQ and fine not to exceed $500
8A5(j)	Re-crossing the finish line in the direction of the race while still wearing a racing number	Warning	Warning plus $20 fine	Warning plus $20-100 fine
8A5(k)	Failure to attend official ceremonies when required	Forfeiture of prizes	$70 fine and forfeiture of prizes	$70 fine and forfeiture of prizes
8A5(l)	Failure to sign in when required	Warning	$20 fine	1st -- $20 fine 2nd -- $50 fine and DSQ
8A5(m)	Public urination	Relegation and/or $20	Relegation and/or $20-100	1st -- $20-100 2nd -- $50-200 and 20" penalty 3rd -- $300 and DSQ

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8A - Penalties of General Application in all Disciplines				
8A5- General Misconduct and/or Prohibited Acts				
8A5(n)	Failure to pay officials in a timely manner as per 1G2(b)	Payable to Official: 10% surcharge of amount due Payable to USA Cycling: $200	Payable to Official: 10% surcharge of amount due Payable to USA Cycling: $200	Payable to Official: 10% surcharge of amount due Payable to USA Cycling: $200

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8B - Penalties Applicable in Road Races				
8B1 – Course Deviations, Traffic Violations, Rules of the Road				
8B1(a)	Center Line Rule	Warning for accidental riding on or crossing; Relegation or DSQ for advancing position; Suspension for dangerous attack	Warning for accidental riding on or crossing; Relegation or DSQ for advancing position; Suspension for dangerous attack	1st offense --Warning 2nd offense – 30 second penalty 3rd offense – 1 minute Possible DSQ in all cases if dangerous and flagrant
8B1(b)	Rules of the Road (local traffic laws) and/ or failure to obey traffic laws when the course is not closed to traffic	1st- Warning 2nd – Relegation or DSQ	1st- Warning 2nd – Relegation or DSQ	1st- Warning 2nd – 30 second penalty or DSQ 3rd – 1 minute penalty or DSQ
8B1(c)	Willful deviation of the course, attempting to place without covering the entire course, or resuming the race after being transported in a vehicle	DSQ	$100 fine and DSQ	$100 fine and DSQ
8B1(d)	Unintentional course detour that constituted an advantage	DSQ	DSQ	DSQ
8B1(e)	Passing a RR crossing that is closed or another official road closure	DSQ	DSQ	DSQ
8B1(f)	Use of sidewalks, pavements, paths or cycle lanes that do not form part of the race route	Relegation and/ or $20 fine	Relegation and $50 fine	Relegation and $50 fine and 20” penalty
8B1(g)	Using a non-compliant position or point of support on the bicycle that represents a danger to the rider or competitors	DSQ	DSQ	DSQ

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8B - Penalties Applicable in Road Races				
8B2 – Illegal Assistance				
8B2(a)	Hand sling between teammates	Both riders -- Relegation to last of group	Both riders --$100 fine + 30 sec. penalty. If in last Km $100 fine + relegation to last in group	Both riders -- $100 fine + 10 sec. penalty per offense. If in last Km of a stage $100 fine + 1 min penalty and relegation to last in group
8B2(b)	Taking pace from riders in another race on the course	Relegation or DSQ	Relegation or DSQ	Relegation, time penalty, or DSQ
8B2(c)	Excessive pushing after a mishap	Relegation or DSQ	Relegation or DSQ	1st – 20 second penalty 2nd – 1 minute penalty 3rd -- DSQ
8B2(d)	Failure to notify commissaire that rider is in Team car.	Manager $50 fine	Manager $200 fine	Manager $50 - $200 fine
8B2(e)	Exchange of bicycles or wheels between riders of different teams	Warning or relegation	Relegation, DSQ, or fine of $20-100	1st - $70 fine and 2 minutes to each 2nd -$70 fine and 5 minutes to each 3rd- $70 fine and 10 minutes to each 4th – Both DSQ
8B2(f)	Hand sling or pushing between riders on different teams	DSQ	DSQ	1st- $70 fine and 1 minute to each 2d – DSQ both If in last stage – DSQ both
8B2(g)	Being pushed by a spectator	Warning	Warning or relegation	Warning or relegation
8B2(h)	Illegal assistance to a rider during a circuit finish	Relegation to end of group	$100 fine and relegation to end of group	1st - $100 fine and relegation to last in stage 2nd - $100 fine and DSQ During final stage- up to $1000 fine and DSQ
8B2(i)	Pushing off a motor vehicle	Relegation or DSQ	Relegation and $20 -50	$20 - 50 and 10 seconds per offense.

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8B - Penalties Applicable in Road Races				
8B2 – Illegal Assistance				
8B2(j)	Non-regulation mechanical or medical assistance or supply of refreshments, or behavior of a team manager damaging the image of cycling, e.g., sticky bottles, moving mechanical repairs, etc.	1st - Warning 2nd - Relegation	Rider 1st – $20 fine 2nd - $50 fine 3rd + $100 fine During last 20 Km - $50 fine, 1 minute, and relegation to back of group. Other Licensee: $30-$100 per offense, and car relegated to last in caravan	Rider 1st – $20 fine 2nd - $50 fine 3rd $100 fine During last 20 Km - $50 fine, 1 minute, and relegation to back of group. Other Licensee: $30-$100 per offense, and car relegated to last in caravan
8B2(k)	Support personnel leaning or holding supplies out of a vehicle	Ejection from Race	1st - $100 fine 2nd – 300 fine and vehicle ejected	1st - $100 fine 2nd - $300 fine and vehicle ejected
8B2(l)	Motorcycle carrying equipment other than wheels	DSQ of driver	$70 fine and DSQ of driver	$70 fine and DSQ of driver
8B2(m)	Riders have lost contact with the field taking the lead in a breakaway after being lapped by the leaders	Warning then DSQ	Warning then DSQ	Warning then DSQ
8B2(n)	Leaders taking assistance from riders who have lost contact with the back of the field	Warning then DSQ	Warning then DSQ	Warning then DSQ
8B3 – Sprints and Illegal Contact				
8B3(a)	Failure to maintain a line or other sprint irregularities	Relegation to back of group	$35 fine and relegation to back of group	1st - $35 fine, 30" penalty, and relegation to back of group 2nd - $70 fine, relegation to back of group and 1 minute penalty. 3rd - $140 fine and DSQ
8B3(b)	Extremely dangerous behavior in a sprint	DSQ	$150 fine and DSQ	$150 fine and DSQ

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8B - Penalties Applicable in Road Races				
8B3 – Sprints and Illegal Contact				
8B3(c)	Pulling on the jersey of a competitor	1st -- Relegation to back of group 2nd or in last KM =DSQ	$35 fine and relegation to back of group. If in last Km, DSQ and $100 fine	1st - $35 fine and 10 second penalty per offense. If in last km 2nd - $100 fine and 20 second penalty 3rd (or if in final stage) - $100 fine and DSQ
8B3(d)	Obstruction of a rider or team car	DSQ	Rider – 1st - $50 fine 2nd - $100 fine and DSQ During the final Km - $100 fine Other Licensee --(driver) $200 fine	Rider - 1st - $50 fine and 10 second penalty 2nd - $100 fine and DSQ If during the final km: - $100 fine, 30 second penalty, and relegation to back of the group If during final stage- $100 fine and DSQ. Other Licensee - (driver) $200 fine
8B4 – Towing and Drafting				
8B4(a)	Rider holding onto their team vehicle	DSQ	Rider -- $100 fine and DSQ Manager -- $100 fine and team vehicle eliminated from the event.	Rider -- $100 fine and DSQ Manager -- $100 fine and team vehicle eliminated from the event.
8B4(b)	Rider holding onto a vehicle other than their team vehicle	DSQ	Rider -- $100 fine and DSQ Other Licensee -- $100 fine and team vehicle eliminated from the event if it was another team vehicle.	Rider -- $100 fine and DSQ Other Licensee -- $100 fine and team vehicle eliminated from the event if it was another team vehicle.

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8B - Penalties Applicable in Road Races				
8B4 – Towing and Drafting				
8B4(c)	Brief Drafting off a vehicle	Warning	Warning	Warning
8B4(d)	Prolonged drafting off a vehicle	Rider – relegation and $30 fine [DSQ in extreme cases] Other Licensee -- $70 fine	Rider -- $50 fine [DSQ in extreme cases] Other Licensee -- $70 fine	Rider -- $50 fine and 20 second penalty [DSQ in extreme cases] Other Licensee -- $100 fine
8B5 – Feeding and Drafting				
8B5(a)	Unauthorized feeding (outside zone or distance permitted)	Warning or relegation or DSQ	Rider- In first 50 Km $35 fine In last 20 Km $50 fine Other Licensee -- $100 fine	Rider- In first 50 Km $50 fine In last 20 Km $50 fine and 20 seconds Other Licensee -- $100 fine
8B5(b)	Irregular Feeding	Warning or relegation	Rider $15 fine Other Licensee - $35 fine	Rider $15 fine Other Licensee - $35 fine
8B5(c)	Littering	$50 and relegation or disqualification	1st - $100 fine 2nd - $200 fine and disqualification	1st - $100 fine 2nd - $200 fine and 1" minute penalty 3rd - $400 fine and disqualification
8B6 – Caravan Regulations				
8B6(a)	Breach of regulations concerning vehicle movements within the caravan	$70 fine to driver	$70 fine to driver	$70 fine to driver
8B6(b)	Obstructing an official vehicle	Warning or relegation	Rider - $20 fine Driver- $50 fine	Rider - $20 fine Driver - $50 fine
8B6(c)	Abandoning a Commissaire riding in a team car		$150 fine	$150 fine

Rule #	Rule Description	1-day events	National-level 1 Day Events	Stage Races (and other multi-day events)
8C - Penalties Applicable in Time Trials				
8C1 – Individual Time Trial Penalties				
8C1(a)	Rider failing to maintain required distance behind or to the side; Drafting or taking pace from another rider	Time Penalty per 8H table	$20 -100 fine and time penalty per 8H table	$20 - 100 fine and time penalty per 8H table
8C1(b)	Vehicle failing to maintain 25 m gap behind rider	Rider - 20 seconds penalty	Rider -20 second penalty Driver - $100 fine	Rider - 20 second penalty Driver - $100 fine
8C1(c)	Unauthorized vehicle on course	Relegation or DSQ (when clearly identified to a particular rider)	Relegation, DSQ and $100 fine (when clearly identified to a particular rider)	1 minute penalty and $100 fine (when clearly identified to a particular rider)
8C2 – Team Time Trial Penalties				
8C2(a)	Riders failing to maintain required distance behind or to the side, drafting	Time penalty per 8I to the team	Time penalty per 8I to the team Driver -- $100	20 second penalty to each rider (or from 8I if it is greater) Driver -- $100
8C2(b)	Vehicle failing to maintain 25 m behind riders	Time penalty per 8I to each rider	Riders – Time penalty per 8I to the team Driver- $70 fine	Riders – 20 second penalty to each (or from 8I if it is greater) Driver - $100 fine
8C2(c)	Pushing among members of the same team	Relegation or DSQ	DSQ	1 minute penalty to stage placing of each rider and $35 fine to each rider
8C2(d)	Team mates on different laps working together	DSQ entire team	DSQ entire team	DSQ entire team
8C2(e)	Assistance from another team	DSQ to both teams	DSQ to both teams	10-minute penalty to Team GC of both teams. One minute penalty to individual GC of each rider

Rule #	Rule Description	Penalty
8D - Penalties Applicable in Track Races		
8D1 – General Conduct		
8D1(a)	Passing underneath a rider who is riding below the sprinters line	Relegation or DSQ
8D1(b)	Impeding the progress of a rider that was passed	Relegation or DSQ
8D1(c)	Failing to ride a straight line parallel to the sprinters line in a sprint	Relegation or DSQ
8D1(d)	Racing on or below the blue band	Warning, Relegation or DSQ
8D1(e)	Failing to withdraw when so ordered	Relegation or DSQ and possible suspension
8D2 – Sprint		
8D2(a)	Leading rider failing to abandon a track stand when so directed	Race stopped and restarted without the rider in question
8D2(b)	Flagrant violation before the sprint has begun	Race stopped and restarted without the rider in question or disqualification
8D2(c)	Race stopped due to apparent mishap that turns out to be not legitimate	Race restarted without the rider in question
8D2(d)	Overtaking an opponent using the blue band	Warning or Relegation
8D2(e)	Entering the sprinters lane while occupied	Warning or Relegation
8D2(f)	Leaving the sprinters lane while overlapped	Warning or Relegation
8D2(g)	Abrupt sideways motion or movement to the right that exceeds 90 cm	Warning or Relegation
8D2(h)	Intentionally causing a crash	DSQ
8D2(i)	Falling while attempting an illegal maneuver	Warning or Relegation
8D2(j)	Physically forcing out of a box	Relegation or DSQ
8D2(k)	Blocking another rider in a 3 up	Relegation or DSQ and race rerun without rider in question
8D3 – Keirin		
8D3(a)	Obligated rider not going to the pacer	Race stopped and restarted without rider responsible
8D3(b)	Riders not remaining immediately behind pacer while pacer is on the track	Warning or Relegation
8D3(c)	Lead rider's front wheel passes the pacer's front wheel (leading edges) before the pacer leaves the track at the specified pursuit line.	DSQ - Race stopped and restarted without rider responsible
8D3(d)	Other illegal behaviors while pacer is on the track, such as bumping, headbutts, sweeping, etc.	DSQ - Race stopped and restarted without rider responsible

Rule #	Rule Description	Penalty
8D - Penalties Applicable in Track Races		
8D4 – Time Trials, Pursuits, Team Sprint		
8D4(a)	Riding below the sponges	DSQ
8D4(b)	Rider failing to take the start for a final and whose reasons are not accepted by the Officials	DSQ from the event in question
8D4(c)	Pushing amongst teammates in a team pursuit or team sprint	Relegation to last place in the stage of the competition
8D4(d)	Irregular exchange in a team sprint	Relegation to last place in the stage of the competition.
8D4(e)	Any rider who is caught cannot re-pass the competing rider	DSQ
8D4(f)	Drafting during a time trial or pursuit	DSQ
8D4(g)	Team executing relays after signaled by red flag not to execute more relays	DSQ
8D5 – Points Race and Madison		
8D5(a)	Riders who have lost contact with the field and then leading riders at the front prior to losing their lap	DSQ
8D5(b)	Riders accepting pace from riders who have lost contact	Loss of points or laps illegally gained
8D5(c)	Wireless Madison relay	Possible loss of a lap
8D6 – Omnium		
8D6(a)	Failing to start one of the events in the omnium	DNF and placed last after last finisher

Rule #	Rule Description	Penalty
8E - Penalties Applicable in Cyclo-cross Races		
8E1 – General Cyclo-cross Penalties		
8E1(a)	Appearance at the start of a race with a bicycle that does not comply with the regulations	Start Refused
8E1(b)	Use of a bicycle that does not comply with the regulations	Disqualification (DSQ)
8E1(c)	Use of non-compliant clothing, helmet, or accessories	Start refused if at the start Disqualification (DSQ) during event
8E1(d)	Rider taking off mandatory helmet during the race	Disqualification (DSQ)
8E1(e)	Use of forbidden onboard technology device	Disqualification (DSQ)
8E1(f)	Body number, shoulder number, bicycle number or frame number modified or not positioned in accordance with the regulations	$30 fine
8E1(g)	Rider failing to respect the starting/call up order	*$50 fine and sent to the back of the grid*
8E1(h)	Rider causing a false start	Disqualification (DSQ)
8E1(i)	Irregular change of equipment (includes exchange of wheels or bicycles outside of the pit)	Disqualification (DSQ)
8E1(j)	Rider entering the pit lane and exiting without repairs, bike change, or (when allowed) feeding	Relegation (in placings, or enforced "stop and go")
8E1(k)	Unauthorized feeding or hand ups of any kind outside of the pit	Disqualification (DSQ), plus $50 fine in the case of money hand ups.
8E1(l)	Failure to respect the instructions of the race organization or commissaires, including failure to withdraw	$20 - 100 fine
8E1(m)	Irregular sprint	Relegation (REL) to the last place in the rider's group or Disqualification (DSQ), decision of the commissaires' panel following the gravity of the infringement
8E1(n)	Failing to attend official ceremonies or non-compliant clothing during the podium ceremony	$50 fine
8E1(o)	Insult, threats, inappropriate behavior	$50 - $200 fine
8E1(p)	Act of violence among riders or any other person	Disqualification (DSQ) and $50 fine
8E1(q)	Obstruction by a rider to prevent or delay the movement of another rider	Disqualification (DSQ) and $25 fine
8E1(r)	Not going over an obstacle with both the rider and bicycle.	Relegation in placings, stop and go, or DSQ depending on severity.
8E1(s)	Littering outside the littering zone	1st - $100 fine 2nd - $200 fine and disqualification

Rule #	Rule Description	Penalty
8F - Penalties Applicable in Mountain Bike Races		
8F1 – General Mountain Bike Penalties		
8F1(a)	Receiving technical support or not finishing on the same equipment (except where allowed)	DSQ
8F1(b)	Leaving the prescribed course or shortcutting	DSQ
8F1(c)	Removing obstacles that are part of the course	DSQ
8F1(d)	Physical contact between feeders or mechanics and riders outside of the official technical support zone	DSQ
8F1(e)	Riding backwards on course to get to a technical support zone	DSQ
8F1(f)	Littering	DSQ
8F1(a)	Receiving technical support or not finishing on the same equipment (except where allowed)	DSQ
8F2 – Endurance		
8F2(a)	Failure to yield to passing riders	Relegation or DSQ
8F2(b)	Drafting vehicles or unregistered riders	DSQ
8F2(c)	Early exchange during a team relay event	Time penalty established by the Race Commission before the start of the event.
8F2(d)	Loss of baton in 24-hour team relay	5-minute penalty
8F3 – Gravity		
8F3(a)	Reentering the course other than where it was left	Relegation
8F3(b)	False start	Relegation
8F3(c)	Intentional abrupt movement to cause contact with another rider	DSQ
8F4 – Dual Slalom		
8F4(a)	Missing a gate	Qualifying Round: DSQ Final Round: Recommended 1.5” penalty or as listed in the special regulations.
8F4(b)	False start	Qualifying Round: DSQ Final Round: Recommended 1.5” penalty or as listed in the special regulations.
8F4(c)	Changing lanes	Qualifying Round: DSQ Final Round: Recommended 1.5” penalty or as listed in the special regulations.
8F4(d)	Interfering with the other rider	Qualifying Round: DSQ Final Round: Recommended 1.5” penalty or as listed in the special regulations.

Rule #	Rule Description	Penalty
8F - Penalties Applicable in Mountain Bike Races		
8F4 – Dual Slalom		
8F4(e)	Not passing both wheels around a gate	Qualifying Round: DSQ Final Round: Recommended 1.5" penalty or as listed in the special regulations.
8F4(f)	Missing a gate or not returning to course per the regulations	Qualifying Round: DSQ Final Round: Recommended 1.5" penalty or as listed in the special regulations.
8F4(g)	Not finishing in possession of the bike	Qualifying Round: DSQ Final Round: Recommended 1.5" penalty or as listed in the special regulations.
8F4(h)	Missing start time and delaying the program	DSQ

Rule #	Rule Description	Penalty
8G - Penalties Applicable in Collegiate Races		
8G1 – General Collegiate Penalties		
8G4(a)	Failure to respect instruction of commissaires or race administration	1st offense: Warning 2nd offense: 10-25 Team Points 3rd offense: 25+ Team Points
8G4(b)	Unsportsmanlike conduct, including but not limited to, Foul or abusive language; insults and rude behavior	1st offense: Warning 2nd offense: 10-25 Team Points 3rd offense: 25+ Team Points
8G4(c)	Non-competitor on course during a race	1st offense: Warning 2nd offense: 10-25 Team Points 3rd offense: 25+ Team Points
8G4(d)	Other activity or actions not specifically covered by the rules but bringing discredit upon the sport	1st offense: Warning 2nd offense: 10-25 Team Points 3rd offense: 25+ Team Points
8G2 – Team Clothing and Equipment		
8G2(a)	Rider wearing anything other than a team jersey or neutral jersey	If the race has not yet started, a prohibition of the rider starting the race. If the race has started, a $50 fine, or at the option of the chief official, DSQ of the rider from the race and forfeiture of rider points and places.
8G2(b)	Wearing shorts that are not team shorts or blank	$20
8G2(c)	Using illegal equipment or bicycles	Start refused if noted before the start, otherwise DSQ
8G3 – Eligibility, Transfer, and Recruiting		
8G3(a)	Team not in good standing with its conference, USAC, or recognized by its school	Disqualification of team and its riders and forfeiture of team and rider points and places at the Race in question
8G3(b)	Rider not in good standing with their school, not a USAC collegiate license holder, not a full-time student	Disqualification of rider and forfeiture of rider points and places at the Race in question
8G3(c)	Riding in the wrong collegiate category	If the race has not yet commenced, a prohibition on the rider starting the race. If the race has commenced, disqualification of the rider from the race and forfeiture of rider points and places at the race
8G4(d)	Varsity team actively recruiting or maintaining conversations with riders engaged to other varsity teams regarding transfers without acknowledgment from the rider's current team.	Loss of national rankings points or loss of national championship eligibility for the team.

8I. Time Penalties for Time Trials

The penalties for taking pace in time trial events are listed below in both metric and English units. These penalties, in seconds, are based on the estimated speed and distance over which the infraction occurred. Penalties may be extrapolated for distances or speeds beyond what are shown in the table.

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

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

8J. Suspension Periods

Nature of Offense(s)	Suggested Suspension Period	
	Min.	Max.
Violence or intentional injury of any person	6 months	Lifetime
Threats, assault, insults, rude behavior, unsportsmanlike conduct, or similar offenses	15 days	5 years
Dangerous riding, equipment violations, or foul riding or similar offenses causing an injury to any third person	30 days	5 years
Theft of tangible property	1 year	Lifetime
Fraud, identity fraud, knowingly entering race for which not qualified by age, class, or category, or other dishonest behavior or offense	30 days	5 years
Riding Offenses not causing injury to a third person	10 days	60 days
Other offenses or violations warranting suspension or offenses or action bringing discredit or disrepute upon the sport	10 days	Lifetime

8K. TECHNOLOGICAL FRAUD is an infringement of regulation 1I1.

8K1. Definition.

Mirrors the UCI's regulations regarding technological fraud (mechanical doping) and calls for greater penalties than the generic regulations on illegal equipment. Provides for the ability to inspect bicycles not directly used in competition if located on the event venue.

(a) The presence, within or on the venue of a cycling competition, of a bicycle that does not comply with the provisions of regulation 1I1.

(b) The use by a rider, within or on the venue of a cycling competition, of a bicycle that does not comply with the provisions of regulation 1I1.

(c) The venue of a cycling competition shall be understood as any location in and around a competition site (team parking, pits, course, velodrome, etc.) or the field of play where a bicycle may be kept or stored with the possibility of it being used by a rider in the relevant competition during the period defined by 1K1(f).

8K2. Responsibility**.** All riders and teams, or other entities a rider represents must ensure that all their bicycles are at all times in compliance with the provisions of article 1I1. Any presence of a bicycle that does not comply with the provisions of article 1I1, within or on the venue of a cycling competition, constitutes a technological fraud by the rider and the team, or other entity the rider represents in the relevant competition, irrespective of whether the bicycle is at all used during the competition.

(a) *E-bikes, compliant with regulation 1I3(f) and at an event permitted for E-bikes, shall not constitute a violation by presence, within or on a venue of a cycling competition.*

8K3 Sanctions.

(a) The rider concerned shall be sanctioned as follows:

(i)Disqualification

(ii)Suspension of a minimum of six months up to a lifetime suspension

(b) Unless circumstances of exceptional nature require otherwise, the rider's team or other entity the rider represents shall be sanctioned as follows:

(i) Disqualification

(ii) Suspension of a minimum of six months up to a lifetime suspension

(c) In addition to the above, any action or omission by a person or entity subject to the USAC Regulations enabling, encouraging, facilitating, covering up or otherwise intentionally assisting in a technological fraud shall be sanctioned by a suspension of a minimum of six months.

(d) The venue of a cycling competition shall be understood as any location in and around a competition site (team parking, pits, course, velodrome, etc.) or the field

of play where a bicycle may be kept or stored with the possibility of it being used by a rider in the relevant competition during the period defined by 1K1(f).

CHAPTER 9
Records

USA CYCLING
RULE BOOK

9. RECORDS

9A. Qualifications

9A1. 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, with a USA sporting nationality, while participating in races that have been issued a permit by USA Cycling or another organization affiliated with the International Cycling Union.

9A2. All **claims for records** must have been based on events that were executed in accordance with the rules of the body that issued the race permit. A record claim MUST BE SUBMITTED ON THE OFFICIAL FORM SUPPLIED BY USA Cycling *within 30-days of the record being set,* and must be signed by the chief referee and other licensed race officials who witnessed the event.

9A3. 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.

9A4. Compliance. The bicycle used to set a National record must comply with current UCI regulations for bicycles even if the event permit did not require UCI bike compliance. Junior riders age 14 and under must also comply with equipment regulations as set forth in 1I5.

9A5. Drug testing, performed by USADA, WADA or an internationally recognized anti-doping agency, confirming no adverse finding, is mandatory for official recognition of all US national records for ages 19 and up, with the exception of records set in masters events.

9B. Course Measurement

9B1. 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.

9B2. On **road courses,** the measurement of distance shall be along the shortest possible path for the riders to take. Around curves the measurement shall be made 40 centimeters from the inside curb or centerline.

9B3. On **tracks**, distances shall be measured at the inside edge of the measurement line.

9C. Timing Rules

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

9C2. In **multi-lap events**, each timer shall submit their signed time readings for each lap to verify the lap count and overall time.
9C3. Record times must be based on automatic electronic timing with manual timing as backup.
9C4. Timing for National Records. National Track Records shall be recorded to 1/1000th of a second and multi-lap events shall also record each lap or half lap per the event regulations. Standing start track records shall use a starting block with a count-down timer release. National Road Records shall be recorded to 1/100th of a second as a minimum.
(a) Any variance from these timing regulations must be submitted and approved in advance of an attempt.

9D. Distances Recognized

9D1. Class A. The following records shall be recognized by certificates and be listed on the USA Cycling website.
(a) All time trial events in which National Championships are currently conducted, including those that are part of an omnium. 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.

(i) Master riders may hold records for their own or Elite age group.
(ii) Junior riders may hold records for their age group or older junior age groups or for Elites.
(iii) U23 riders may hold records for their own or Elite age group.

(b) Elite and U23 men's, women's and mixed records for standing start road time trials at a distance of 40 km, and elite, junior, masters and U23 men's and women's standing start track time trials at one hour. Masters or junior distances set at a standard of 40, 20, or 10 km where applicable.
(c) Elite men's and women's 500 meter flying start time trial.
9D2. Class B. Track or course records for time trial or massed start events shall be administered for each state by the Administrator in accordance with the rules and policies of USA Cycling. Separate records are recognized for men and women but no distinction shall be made by age group. Intercity records involving more than one district shall be administered by the Administrator of the region in which the destination city lies.

9E. Attempting Records

9E1. Attempting National Records outside of National Championships
(a) Written intent and submission of required documentation must be received by

USA Cycling at least one month before the attempt:

(i) Permit

(ii) Record Application Form

(iii) Course Measurement Certificate (if not on record at USA Cycling)

(iv) Anti-Doping coordination (assistance for US events provided by USA Cycling)

(b) USA Cycling or the Technical Director will assign at least three officials to witness and assist timing of the event. World or Best Performance record attempts require an International Commissaire, who may be assigned by the UCI. The rider is responsible for paying fees, transportation and room and board where applicable for all officials (see Schedule of Fees) and any anti-doping expenses.

(c) The course must be certified by a surveyor. For metric standard tracks, the length of the track shall be based on the whole number of laps or half laps for 1 kilometer precisely, with a tolerance of plus 10 cm. For non-standard tracks, the distance of one lap, established by the average of 3 surveyed measurements with an accuracy of 1/100,000, shall be used for the lap distance. Tracks shall be measured in accordance with 9B3.

(d) Anti-doping testing at the conclusion of an attempt is required for the confirmation of national records. For team events, all team members who have set the new record must be tested. The record will be confirmed only on the basis of a certificate issued by the laboratory indicating that the test proved negative.

(e) For records set at National Championships, these items will be arranged by USA Cycling. The rider is responsible for submitting their record application to USA Cycling.

9E2. Attempting World Records. Record attempt requests must be made with the UCI based on the timeline as set forth in the UCI regulations. USA Cycling must be contacted at this time to arrange for proper permitting and anti-doping.

Current National Records can be found on the USA Cycling website.
Current World Records can be found on the UCI website.

CHAPTER 10
Gran Fondos

USA CYCLING
RULE BOOK

10. GRAN FONDOS

10A. Participation

10A1. Gran Fondo events are timed road events, such as sportive and gravel grinders, open to all riders.

10A2. If necessary, the rider's age shall be calculated by subtracting the year of the rider's birth from the year the event takes place.

10B. Entry and Rider Obligations

10B1. Riders shall register for the event per the guidelines of the organization, which may include advance registration, whether on-line or by other means, or day of event registration.

10B2. The organizer shall provide each entrant with at least one body number. The organizer may also provide frame numbers and/or timing chips. The organizer may require a deposit for timing chips.

10B3. By entering the event, the participant agrees to respect the regulations and policies of USA Cycling, and the particular regulations of the event.

10B4. The participant agrees to accept the directions of the event organizers and all public authorities and emergency service personnel.

10B5. Each participant agrees that they are participating at their own risk and accepts the risks inherent in the sport. These risks include, but are not limited to sickness, injuries from falls, accidents, and risks related to road traffic and weather conditions.

10B6. It is each rider's responsibility to ensure that they are physically capable and healthy enough to participate in the event being entered.

10B7. Each participant must sign a USA Cycling event waiver acknowledging that the participant accepts the risks mentioned above.

10C. Conduct of Participants

10C1. Participants must respect the relevant traffic laws at all times. These laws may include:

(a) Staying on the right side of the road unless currently inside of a rolling enclosure'

(b) Stopping for all stop signs and traffic lights unless waived through by a marshal or police officer.

10C2. Participants must demonstrate good sportsmanship at all times.

10C3. Participants must behave in a way that respects the environment. Littering or any similar behavior will not be tolerated.

10C3. Littering. *All riders must respect nature and must make sure that they do*

not pollute the course venue. If a green zone is implemented on the course, riders must use it and must abide by any instructions given in this respect. It is strictly forbidden to throw waste directly onto the course or outside the designated green zone if one is provided [disqualification for littering].

10D. Organization of Events

10D1. The organizer must provide detailed information to participants, including a technical guide providing the following:
(a) Full contact details for the organizer
(b) The special regulations for the event
(c) The number of times the event has been run previously
(d) The number of riders that participated in the previous event.
(e) The number of riders expected and any applicable limits on field size
(f) The type of event
(g) A detailed description of the course(s) with profile, distance, feed zones, first aid posts and technical assistance posts.
(h) A description of the services provided for riders.
10D2. The organizer must take all appropriate measures for the protection of the environment. The organizer must restore the course and its surroundings to its original condition immediately after the event has finished.
10D3. Course and rider safety shall be the primary concern and responsibility of the organizer.

10E. Event Fees and Insurance Surcharges

10E1. The permit fee for a Gran Fondo is specified in the "schedule of fees."
10E2. The organizer shall pay USA Cycling an insurance surcharge per rider per day as specified in the "schedule of fees."

10F. Courses and Safety

10F1. Directions

(a) The course must be clearly marked using arrows and signs and by the placement of marshals, or through the use of other navigational aids.
(b) Where an event uses multiple courses, these must be clearly identified. The points at which the different courses separate must be marked beforehand.

10F2. Marshals

(a) The organizer shall deploy a sufficient number of marshals in order to ensure rider safety and control traffic.
(b) Motor marshals will be used as necessary for course safety.
(c) Where riders are not under rules of the road, a marshal or law enforcement officer must be stationed at all major junctions and at junctions where riders do

not have priority under the normal rules of the road.
(d) The marshals must be readily identifiable by a distinctive sign or uniform.
(e) The marshals shall be provided with a flag and/or a whistle. The marshals must be clearly informed about their role and provided with a list of emergency contacts.

10F3. Lead and Follow vehicles
(a) The organizer's official vehicles must be marked with a distinctive sign.
(b) Events where riders are not under rules of the road will be run with at least one lead vehicle for the lead/main group of riders.
(c) The number of following vehicles will be appropriate for the number of participants.
(d) There will be at least one sag vehicle
(e) Personal following vehicles are forbidden. If necessary, the rider will be disqualified by the organizer.

10F4. Feeding
(a) The feed zones or rest stops must be well-located on the course. Their number will be appropriate to the length of the course. The feed zones or rest stops must be marked with signs.
(b) A panel shall indicate the presence of the next feed zone at least 500 meters beforehand.
(c) The feed zones must be located far enough off the road that they do not hinder traffic and allow riders who wish to do so to pass without stopping.
(d) The feed zones must be large enough to accommodate substantial numbers of riders.

10F5. Communications
A suitable communications system must be set up between the members of the organization team and the safety and first aid services.

10G. Classifications and Prizes

10G1. The timing shall be used to produce rankings for the men's and women's categories and age groups. Additional categories may be permitted at the discretion of the organizer.
10G2. When chip timing is used, the rider's start time shall be calculated based upon when the rider crossed the start line. If no chip timing is used, then the start time will be based on a whistle or pistol shot for the event or the wave, as appropriate.
10G3. Awards may be given based on overall time and/or timed segments at one or more points during the event, such as timed hill climbs.

10H. Event Start

10H1. Riders shall present themselves at the staging area at the time required by the specific event regulations, in general no later than 15 minutes before the start.
10H2. Riders will start in waves or all together per the instructions of the organizer.
10H3. Riders will be staged per the event regulations. Generally, riders with higher ability level will be staged towards the front.
10H4. Riders must respect the staging order and/or start in the correct wave.

10I. Event Finish

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

10J. Equipment

10J1. Bicycles used in a Gran Fondo must be propelled solely by the rider's legs and shall have the following characteristics:
(a) Dimensions. Bicycles may be no more than 2 meters long and 75 cm wide, except that tandems may be up to 3 meters long
(b) There may be **no protective shield**, fairing, or other device on any part of the bicycle, which has the effect of reducing air resistance except that spoke covers may be used.
(c) The **handlebar** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to minimize danger without impairing steering. Additional equipment requirements, including restrictions on aero type handlebars, may be specified by the organizer in the event regulations.
10J2. If tandem, recumbent, or hand cycles are allowed, they should generally be staged separately from the standard bicycles and given a separate start time.
10J3. At all times during the event, riders must wear a securely fastened helmet that meets the laboratory testing standards of the U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets.
10J4. Riders must comply with other specific equipment regulations given in the technical manual, such as carrying a pump and spare or starting the event with a specified number of full water bottles.

APPENDIX A: TRACK SEEDING AND TABLES

A1. Sprint Seeding

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

ROUND	HEAT	COMPOSITION	RESULTS 1st	2nd
1/8th Finals	1	N1 - N16	1A1	Ranked 9th-16th based on 200 m TT qualifying times
	2	N2 - N15	2A1	
	3	N3 - N14	3A1	
	4	N4 - N13	4A1	
	5	N5 - N12	5A1	
	6	N6 - N11	6A1	
	7	N7 - N10	7A1	
	8	N8 - N9	8A1	
1/4 Finals	1	1A1 - 8A1	1C1	Advance to ride for 5th-8th
	2	2A1 - 7A1	2C1	
	3	3A1 - 6A1	3C1	
	4	4A1 - 5A1	4C1	
1/2 Finals	1	1C1 - 4C1	1D1	1D2
	2	2C1 - 3C1	2D1	2D2
Finals	1	1D1 - 2D1	1st (gold)	2nd (silver)
	2	1D2 - 2D2	3rd (bronze)	4th

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

ROUND 1

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

Repechage—Round 1

HEAT	COMPOSITION		RESULTS 1ST	2ND
1	12A2	1A2	1B	Elim.
2	11A2	2A2	2B	Elim.
3	10A2	3A2	3B	Elim.
4	9A2	4A2	4B	Elim.
5	8A2	5A2	5B	Elim.
6	7A2	6A2	6B	Elim.

Round 2

HEAT	COMPOSITION		RESULTS 1ST	2ND
1	1A1	6B	1C1	1C2
2	2A1	5B	2C1	2C2
3	3A1	4B	3C1	3C2
4	4A1	3B	4C1	4C2
5	5A1	2B	5C1	5C2
6	6A1	1B	6C1	6C2
7	7A1	12A1	7C1	7C2
8	8A1	11A1	8C1	8C2
9	9A1	10A1	9C1	9C2

Repechage—Round 2

HEAT	COMPOSITION			RESULTS		
				1ST	2ND	3RD
1	1C2	6C2	9C2	1D	Elim.	Elim.
2	2C2	5C2	7C2	2D	Elim.	Elim.
3	3C2	4C2	8C2	3D	Elim.	Elim.

1/8th Final

HEAT	COMPOSITION		RESULTS	
			1ST	2ND
1	1C1	3D	1E1	1E2
2	2C1	2D	2E1	2E2
3	3C1	1D	3E1	3E2
4	4C1	9C1	4E1	4E2
5	5C1	8C1	5E1	5E2
6	6C1	7C1	6E1	6E2

Repêchage—1/8th Final

HEAT	COMPOSITION			RESULTS		
				1ST	2ND	3RD
1	1E2	4E2	6E2	1F	Elim.	Elim.
2	2E2	3E2	5E2	2F	Elim.	Elim.

1/4 Final

HEAT	COMPOSITION		RESULTS	
			1ST	2ND
1	1E1	2F	1G	4-up ride
2	2E1	1F	2G	for
3	3E1	6E1	3G	5th-8th
4	4E1	5E1	4G	places

1/2 Finals

HEAT	COMPOSITION		RESULTS	
			1ST	3RD
1	1G	4G	Ride for	Ride for
2	2G	3G	1st & 2nd	3rd & 4th

Sprint Table for 18 participants

Round 1, using the following chart

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

HEAT	COMPOSITION		RESULTS	
			1ST	2ND
1	N1	N18	1C1	1C2
2	N2	N17	2C1	2C2
3	N3	N16	3C1	3C2
4	N4	N15	4C1	4C2
5	N5	N14	5C1	5C2
6	N6	N13	6C1	6C2
7	N7	N12	7C1	7C2
8	N8	N11	8C1	8C2
9	N9	N10	9C1	9C2

Sprint Table for 12 participants

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

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

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

A2. Keirin Table

	1st round		
No of riders	No of heats	No of riders per heat	
10 to 14	2	5-7	Top 3 in final 1-6 4th to 6th in final 7-12

	1st round			Repechages			1/2 finals		
No of riders	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	
15 to 21	3	5-7	2	2-3	5-7	2-3			Top 3 in final 1-6 Others in final 7-12
22 to 28	4	5-7	2	4	3-5	1	2	6	
29 to 42	6	4-7	1	6	3-6	1			

	1st round			Repechages			1/4 finals			Repechages			1/2 finals		
No of riders	No of heats	No of riders per heat	Riders qualified per heat for the 1/4 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/4 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	
43 to 49	7	6-7	1	6	6-7	2	3	6-7	2	2	6-7	3	2	6	Top 3 in final 1-6 Others in final 7-12
50 to 56	8	6-7	1	7	6-7	2	4	5-6	2	2	7	2			
57 to 63	9	6-7	1	8	6-7	2	4	6-7	2	4	4-5	1			
64 to 70	10	6-7	1	9	6-7	2	4	7	2	4	5	1			

TRACK LENGTH	NO. OF LAPS	PACER (No. of laps to the finish)
250	6	3

A3. Standard Points Race Table

TRACK LENGTH (in m)	Event	MEN ELITE			WOMEN ELITE			MEN JUNIOR			WOMEN JUNIOR		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
166.66*	QUAL	23	140	7	16	100	5	16	100	5	13	80	4
	FINAL	30	180	9	20	120	6	20	120	6	16	100	5
200	QUAL	14	70	7	10	50	5	10	50	5	8	40	4
	FINAL	30	150	15	20	100	10	20	100	10	16	80	8
250	QUAL	15	60	6	10	40	4	10	40	4	10	40	4
	FINAL	30	120	12	20	80	8	20	80	8	15	60	6
285.714	QUAL	16	56	5	12	42	4	12	42	4	10	35	3
	FINAL	30	105	10	20	70	7	20	70	7	16	56	5
333.33	QUAL	14	42	8	10	30	6	10	30	6	10	30	6
	FINAL	30	90	18	20	60	12	20	60	12	16	48	9
400	QUAL	14	35	7	10	25	5	10	25	5	8	20	4
	FINAL	30	75	15	20	50	10	20	50	10	16	40	10

A3. Standard Points Race Table (cont'd)

TRACK LENGTH (in m)	Event	MASTERS MEN 35+			MASTERS MEN 45+			MASTERS MEN 60+ MASTERS WOMEN 45+			MASTERS WOMEN 35+		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
166.66*	QUAL	30	180	9	30	180	9	16	100	5	16	100	5
	FINAL	40	240	12	40	240	12	20	120	6	20	120	6
200	QUAL	16	80	8	10	50	5	6	30	3	8	40	4
	FINAL	30	150	15	20	100	10	10	50	5	15	75	7
250	QUAL	15	60	6	10	40	4	5	20	2	8	32	3
	FINAL	30	120	12	20	80	8	10	40	4	15	60	6
285.714	QUAL	15	52	5	10	35	3	6	21	2	8	28	2
	FINAL	30	105	10	20	70	7	10	35	3	15	52	5
333.33	QUAL	14	42	8	10	30	6	6	18	3	8	24	4
	FINAL	30	90	18	20	60	12	10	30	6	15	45	9
400	QUAL	14	35	7	10	25	5	6	15	3	8	20	4
	FINAL	30	75	15	20	50	10	10	25	5	14	35	7

On tracks shorter than 333.33 m, sprint intervals occur every 10 laps.* On tracks 333.33 m or longer, sprint intervals occur every 5 laps.

*Adjusted to 20 laps for 166.66m tracks.

In the case where the total number of laps is not divisible by the indicated number of laps between sprints, the "additional" laps should be ridden prior to the first sprint.

A4. Standard Madison Table

TRACK LENGTH (in m)	Event	MEN ELITE			WOMEN ELITE			MEN JUNIOR			WOMEN JUNIOR			MEN JUNIOR 13-14		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
166.66*	QUAL	20	120	6	16	100	5	16	100	5	13	80	4	10	60	3
	FINAL	30	180	9	20	120	6	20	120	6	16	100	5	13	80	4
200	QUAL	14	70	7	10	50	5	10	50	5	8	40	4	10	50	5
	FINAL	30	150	15	20	100	10	20	100	10	16	80	8	20	100	10
250	QUAL	15	60	6	10	40	4	10	40	4	10	40	4	10	40	4
	FINAL	30	120	12	20	80	8	20	80	8	15	60	6	20	80	8
285.714	QUAL	16	56	5	12	42	4	12	42	4	10	35	3	10	35	3
	FINAL	30	105	10	20	70	7	20	70	7	16	56	5	20	70	7
333.33	QUAL	14	42	7	10	30	5	10	30	5	10	30	5	10	30	5
	FINAL	30	90	15	20	60	10	20	60	10	16	48	8	20	60	10
400	QUAL	14	35	7	10	25	5	10	25	5	8	20	4	10	25	5
	FINAL	30	75	15	20	50	10	20	50	10	16	40	8	20	50	10

A4. Standard Madison Table (cont'd)

TRACK LENGTH (in m)	Event	WOMEN JUNIOR 13-14			MASTERS MEN 35-44			MASTERS MEN 45-54			MASTERS WOMEN 35+		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
166.66	QUAL	6	40	2	16	100	5	16	100	5	13	80	4
	FINAL	10	60	3	20	120	6	20	120	6	16	100	5
200	QUAL	7	35	5	15	75	7	12	60	6	7	35	3
	FINAL	14	70	10	30	150	15	24	125	12	14	70	7
250	QUAL	8	32	4	15	60	6	12	48	4	8	32	3
	FINAL	15	60	8	30	120	12	25	100	10	15	60	6
285.714	QUAL	7	24	3	15.1	53	5	12	42	4	7	24	2
	FINAL	15	52	7	30	105	10	24	84	8	15	52	5
333.33	QUAL	8	24	4	14	42	8	12	36	7	8	24	4
	FINAL	14	42	8	30	90	18	24	72	14	14	42	8
400	QUAL	8	20	5	14	35	7	12	30	6	8	20	4
	FINAL	14	35	10	30	75	15	24	60	12	14	35	7

There should be an equal number of laps between all sprints, *starting from the final sprint, according to the following:*

Tracks of less than 333.33m – 10 laps*

Track of 333.33m or more – 5 laps

*Adjusted to 20 laps for 166.66m tracks.

In the case where the total number of laps is not divisible by the indicated number of laps between sprints, the "additional" laps should be ridden prior to the first sprint.

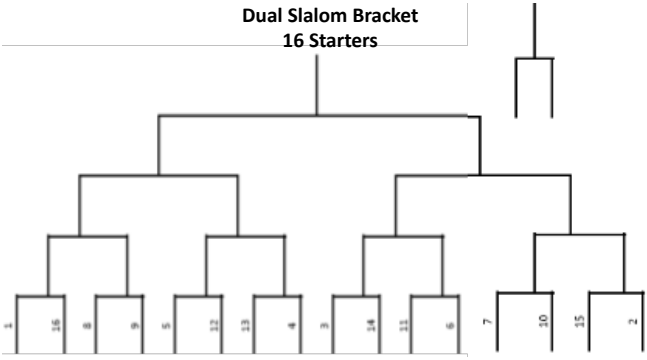
APPENDIX B: MOUNTAIN BIKE SEEDING

B1. Dual Slalom Seeding

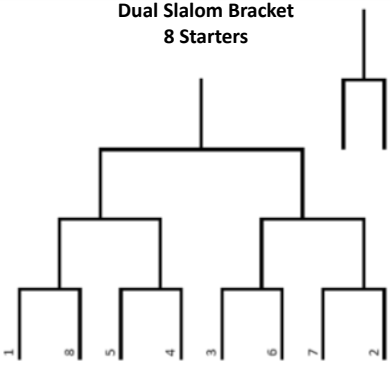
For National Championship events, seeding will start no higher than the round of 32.

If there are more than 5 riders but less than 12, start with the round of 8.
If there are more than 11 riders but less than 24, start with the round of 16.
If there are more than 23 riders but less than 48, start with the round of 32.
If there are more than 47 riders start with the round of 64 (non-championship events only).

Dual Slalom Bracket
16 Starters



Dual Slalom Bracket
8 Starters



B2. Eliminator & Four Cross Seeding

For National Championship events, Pro Men should start no higher than the round of 64, and Pro Women should start no higher than the round of 32. Riders will be seeded as follows:

If there are more than 5 riders but less than 12, start with the round of 8.
If there are more than 11 riders but less than 24, start with the round of 16.
If there are more than 23 riders but less than 48, start with the round of 32.
If there are more than 47 riders start with the round of 64.

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

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

If starting with the round of 16:
1,8,9,16; 4,5,12,13; 3,6,11,14; 2,7,10,15

If starting with the round of 8:
1,4,5,8; 2,3,6,7

For non-championship events, riders can be seeded as follows:

If the number of qualifiers is greater than 32 but less than 48, the riders can be seeded as:
1,32,36; 16,17,33; 9,24,40; 8,25,41;
5,28,44; 12,21,37; 13,20,26; 4,29,45;
3,30,46; 14,19,35; 11,22,38; 6,27,43;
7,26,42; 10,23,39; 15,18,34; 2,31,47

If the number of qualifiers is greater than 16 but less than 24, the riders can be seeded as:
1,16; 8,9,17; 5,12,20; 4,13,21;
3,14,22; 6,11,19; 7,10,18; 2,15,23

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

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

APPENDIX C: RULEBOOK AND POLICIES

C1. Electronic Version.
An electronic copy of the USA Cycling Rulebook and Policies may be found on-line: https://usacycling.org/resources/rulebook

C2. Submissions.
Suggested additions and modifications to the existing rulebook and policies may be submitted to the Technical Director for consideration at officials@usacycling.org. All submissions will be reviewed prior to the next publication.

APPENDIX D: FOREIGN PERMISSION LETTERS

D1. Requirements to Compete Outside the USA
Licensed riders must obtain permission from USA Cycling to compete outside of the United States, **with the exception of Canada**. Permission to compete is provided only for visits to federations that are affiliated with the UCI.

Each federation is allowed to set its own requirements for allowing foreign riders to compete. It is the rider's responsibility to meet these requirements when applying for permission. Note that you must have an international license in order to compete abroad.

D2. Application Procedure
D2A. Requirements.
(a) International License. An applicant must be a licensed rider with a valid international license. If the rider does not have a valid International license, the rider must complete and submit an international license application with the appropriate fee. This form is available from the USA Cycling Membership office, and is available via and online application.
(b). UCI ID. As part of the international license process, an applicant must obtain a UCI ID, including establishing their sporting nationality by providing a copy of their current passport or birth certificate.
D2B. Foreign Permission Letter (FPL) Application. Foreign Permission Letters may be requested by emailing membership@usacycling.org. If you don't have access to a computer, an FPL may be requested by writing to USA Cycling. **Note a FPL is not required to compete in Canada.**
(a) Each request must show your name, license number, country(s) you wish to compete in, arrival dates and length of stay.
(b) Please allow at least one week to process and issue letters from the date of receipt in the USA Cycling office.
D2C. USA Cycling Member Services will process the request in the following manner:
(a) A license validation check will be conducted to confirm the member is in good standing with USA Cycling (not suspended or have outstanding fines).
(b) Permission from the Technical Director will be requested.
(c) Upon license validation check and the Technical Director's permission, the member will be emailed a signed letter prepared for the foreign federation(s) giving permission for the member to compete outside of the USA. The member **may have five letters free of charge annually.**

(d) The letter authorizing competition in a foreign federation will contain:
(i) Member Name (as it appears on their passport and registered in the UCI DataRide system)
(ii) UCI ID and country of origin
(iii) Club and/or Team, unless unattached
(iv) Date of Birth
(v) Member's UCI category (Junior, Under 23, Elite, Master)

D3. Requirements for Foreign Riders to Compete

Foreign riders who wish to enter races sanctioned by USA Cycling, must present the following:
(a) A current UCI license from a foreign federation affiliated with the UCI.
(b) A letter signed by their licensing federation granting permission for the rider to race in the United States for the dates and races listed. The letter must also state their license meets the insurance requirements of the UCI.
(c) Riders on UCI teams or holding international licenses from Canada are exempt from these requirements.

GLOSSARY

ACADEMIC YEAR: A year beginning on August 1 of one calendar year and ending on July 31 of the following calendar year.
ADMINISTRATOR: An Event Services Regional Manager or the person designated by the Local Association.
AMATEUR CLASS: The amateur class comprises riders in the senior/elite age group (19-29) *and above* who are not members of UCI teams, or, in the case of women, not on domestic elite teams.
BICYCLE RACE: Competition among persons using bicycles where awards are given on the basis of relative performance.
CANNIBALIZING: Taking any part or component from one bicycle to repair another, or to improve the result of another.
CATEGORY: An ability-based designation for riders. Riders in the same age class may race in groups based on ability category.
CATEGORY A RACE: A race on the Professional Road Tour,designated National Championships and races that have $5000 or more in prize money for the highest paid category.
CLASS: An age-based designation, such as junior, U23, Elite, or master.
CLUB RIDE: A training ride open only to members of bicycle clubs that are members of USA Cycling or a race that is open only to members of one such club and any participant who holds a USA Cycling racing license must be licensed as a member of that club.
COMBINED DIVISION RACE: A race in which riders from both divisions compete.
CRITERIUM: A road event held on a small course entirely closed to traffic. The length of the course is between 800 m and 5 km. The minimum width throughout the course should be 7 m.
CROSS COUNTRY: A massed-start competition that is held on a circuit course comprising forest roads, forest or field trails, and unpaved dirt or gravel roads.
CROSS-COUNTRY ELIMINATOR: Four or six competitors race together on a 500m-1000m course on dirt, gravel, pavement or any combination of surfaces, which will often feature natural and/or artificial obstacles.
CYCLO-CROSS SEASON: Begins September 1st of one year and ends on the last day of February of the following year.

DISCIPLINE-ADMINISTRATIVE: Any action taken against an infraction of the regulations, which may include the following; warning, relegation, disqualification, and up to suspension of racing or membership privileges after due process.

DISCIPLINE-CYCLING: A defined competition type of bicycle racing. BMX, Mountain Bike, Road, Cyclo-cross and Track are all examples of cycling sport disciplines.

DISQUALIFICATION: 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.

DNF: Abbreviation for did not finish.

DNS: Abbreviation for did not start.

DOMESTIC ELITE TEAM: A team of cat 1 men or cat 1-2 women that registers with USA Cycling as such.

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

DQ: Abbreviation for disqualified.

DSQ: Abbreviation for disqualified.

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

DYNAMIC PRIZE LIST: A potentially increasing Prize List that first states a minimum prize list, based upon a minimum number of participants required, in order for each event to be conducted. Only increases to the published prize list are allowed. Increases may be based upon formulas, percentages or other calculations as long as the minimum prize list, participation numbers and the method for increasing it is clearly stated in the race flyer and race announcement.

E**LIMINATION RACE:** See Miss-And-Out. Riders eliminated are placed in inverse order based upon the number of starters, until the last two riders, where a standard two-up sprint determines the winner.

ELITE RIDER: One who satisfies any of the following conditions:

(a) has a racing age of 23 to 29,
(b) Additionally, a rider is considered Elite under the following conditions:
(i) has a racing age of 30 years or older and has been a member of any UCI Team at any time in the current discipline season and or calendar year, or
(ii) has a racing age of 30 years or older and has competed in any elite UCI World Cups, World Championships, Pan American Games, Pan American Championship, or Olympic Games within the current calendar year, or
(iii) for Cyclo-cross, has a racing age of 30 years or older and is classified with 100 or more points in the UCI individual Cyclo-cross ranking published after the first World Cup of the current season.
Riders who are classified as an Elite rider per part (b) above are classified as such only in the applicable discipline(s) in which they competed.

ENDURANCE EVENTS: A term used to describe the following types of events: Cross Country, point to point, hill climb, marathon, stage races, time trial, and team time trial.

ENDURANCE RACE: One of the following mountain bike race formats: cross country; short track.

Event: All races under a single race permit, or all races in a single National Championship, as the context requires.

EVENT PERMIT: A non-exclusive authorization issued by USA Cycling to a member club or a Race Director to conduct a race event of a specified type at certain location(s) on specified date(s).

FALSE START: A rider moving forward or crossing the start line or gate before the start command is given.

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

GRAN FONDO: A road cycling event with participants of mixed ability, some or all of whom are engaged in competition against each other, riding together instead of in categorized fields. Riders start together or in close proximity and are allowed to work together, no matter the category or ability. Participants may be timed over the entire course and/or specific portions, and event distance is self selected by the participant. Regulations focus on the successful and safe completion of the event by the individual athlete rather than the

sporting aspects of the event.
GUEST RIDER: A rider who is licensed with another club/team not entered in the event, who rides as a "guest" on the team for that specific event.
GRAVITY EVENTS: Events that are gravity assisted, such as Downhill, Dual Slalom, Four Cross (4X), and Super D. The start line of Gravity Events is at a higher altitude than the finish line.
GRAVITY RACE: One of the following mountain bike race formats: dual slalom, four cross, downhill and super-D.
HANDCYCLE: A 3-wheeled cycle used in para-cycling events utilizing standard bicycle drivetrain and bicycle crankarms with hand grips instead of pedals
HANDICAP RACE: is a track event in which the stronger riders are given either a greater distance to travel or a later start so as to equalize competition.
HEARING: Formal request for review by a hearing panel of a suspension or qualification to race.
INTERNATIONAL-STYLE OMNIUM: A track omnium consisting of 4 events; Scratch, Tempo, Elimination and a Points race conducted in a single day. The rider with the highest number of points, based on competing in all events is the winner. Point totals are the sum of points given for placings achieved in the first three events and all points won or lost in the final event, the Points Race.
INTRODUCTION TO BICYCLE RACING CATEGORY: The Introduction to Bicycle Racing Category ("Intro Category") is designed for new riders to give them a safe and fun introduction to collegiate cycling. The points and distances for the intro category in each conference shall match those of the lowest category offered for each gender.
INVITATIONAL RACE: One in which only riders who are invited by the Race Director may compete.
IPEDS: Means the "Integrated Postsecondary Education Data System" database published annually by the U.S. Department of Education at http://nces.ed.gov/ipedspas/ or such other location as the Collegiate Cycling Manager may determine.
ITALIAN PURSUIT: A track event between teams of any number of riders over a specified distance. The teams are spaced at equal intervals around the track at the start. The leading rider of each team shall lead for one or two laps, as specified, then pull off. The second rider shall then take the lead for the same number of laps and also stop. The same procedure shall be followed until there is only one rider on the track per team during the last

one or two laps. The team whose last rider is farthest ahead as compared to the team's starting position, wins.

KEIRIN: A track event in which riders sprint after completing a certain number of laps behind a pacer.

LICENSED MEMBER: In order to be considered a member of a club, a rider must be a member in good standing of that club and it must be listed on the rider's USA Cycling license.

LICENSEES: Persons holding USA Cycling licenses, such as riders, officials, coaches, trainers, race directors, and mechanics.

MADISON: 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.

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

MASSED-START ROAD RACE: Any road Discipline Race other than an individual time trial or team time trial.

MISHAP: A crash or a mechanical accident (tire puncture or other failure of an essential component). A recognized mishap is a stoppage that meets the above conditions. An unrecognized mishap is a stoppage where the above conditions are not met. A puncture caused by the tire coming off due to inadequate gluing is not a mechanical accident, nor is a malfunction due to miss-assembly, maladjustment, dead or insufficiently charged batteries or insufficient tightening of any component. A broken toe strap or cleat is a mishap. A worn or mis-adjusted cleat or toe strap is not a mishap. If more than one toe strap is used on a pedal, breakage of one is considered a mishap. Any mishap not immediately inspected by an official is unrecognized.

MISS-AND-OUT: A mass start race in which the last rider over the line on designated laps is eliminated from the race. Riders may be eliminated every lap, every other lap, or on whatever regular schedule is stipulated before the race. In championships, elimination sprints occur on every lap on tracks of at least 333 meters in length, and every two laps on shorter tracks. If sprints are not held every lap, each lap that precedes an elimination sprint shall be indicated by a bell. Gaining a lap shall not prevent a rider from being pulled nor matter in the final placings. A rider shall be considered to have gained a lap upon reaching a position to take shelter behind the rearmost rider of the group. Also known as an Elimination Race.

MIXED TEAM: Composed of riders belonging to different teams, none of which is entered in the event. Members wear matching jerseys, which may carry the riders' usual advertising or a sponsor for that race.
MIXED: Tandem and team time trial events require both male and female competitors.
NATIONAL-LEVEL EVENT: A race on a National or UCI Calendar, designated National Championship, and races that have $5,000 or more in prize money for the highest paid category.
OBSERVED TRIALS: Mountain bike events conducted over an obstacle course including such natural hazards as mud, rocks, water, etc. composed of any number of sections. The riders attempt to negotiate each section without putting down a foot or hand.
OFFICIALS: Race Referees and Judges trained under USA Cycling programs to oversee the sporting conduct of the race and to ensure compliance with USA Cycling regulations. Officials may be appointed by USA Cycling and Local Assignors.
OMNIUM: Set of races in which riders compete for points in each event and final placings are determined by total points in all events. Riders do not have to participate in each event of the omnium unless specified in the event regulations. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement. The default omnium scheme for track events is specified in rule 2O1.
OPEN CLASS: All participants, can compete in an open class, regardless of license category.
OPEN RACE: is one where any rider is eligible to register as long as they otherwise meet eligibility standards (i.e. it is not an invitational).
ORDER OF CALL-UP: The order of the previous year's team omnium from the national championship in question. Teams that did not attend the previous year's event shall be called up after all other teams have been called up in a random order set at the close of registration.
ORDER OF FINISH: Rider placings at the finish of a single Race.
PURSUIT: is a track event 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.
RACE DIRECTOR: The person named as such in the race permit. This person

is responsible to USA Cycling for the proper organization of the race event.
PARA-CYCLING: Bicycle racing for cyclists with disabilities as defined by the UCI, the IPC and US Paralympics Para-cycling.
PRIMES: sprints within a criterium. 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
POINT TO POINT: A cross-country event that is not contested on a circuit course but is either one long loop or the start and finish are in different places.
POINTS RACE: A rolling start scratch race in which sprints for points are held on certain laps as designated by the size of the track. 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. Points awarded in the last sprint will be doubled. Any rider who gains a lap on the main field will receive 20 points. Any rider who loses a lap to the main field will lose 20 points.
PRIZE LIST: A race that consists of all prizes and primes arranged for in advance by the Race Director. The prize list for a race event is the sum of the prize lists for the individual races.
PRO: The highest ability category for both men and women in mountain bike racing. All MTB PRO racers must purchase an International License.
PROFESSIONAL: A road, track, or cyclo-cross rider that is a registered rider of a UCI Team. A Professional MTB rider is a registered rider on a UCI MTB Team or a rider categorized as such by USA Cycling.
PROTEST: A formal request by a rider or team manager to have a race official review a decision or oversight. (See Racing Rule 1R)
RACE: A single Team scoring opportunity for all eligible Riders on a Team (e.g. a conference criterium, a short-track mountain bike Race, a Collegiate Cycling National Championship Women's 2 Kilometer Individual Pursuit).
RACE COMMISSION: The subset of race officials that make decisions and decide on protests at an event. Also called the Race Jury.
RACE ENTRY: The process of paying a fee and making a commitment to compete.
RACE EVENT: One or more races covered by a single race permit and is not necessarily limited to a single day.
RACE JURY: The subset of race officials that make decisions at an event and decide on protests. Also called the Race Commission.

RACE REGISTRATION: The process (normally conducted at the race site) of presenting a license and picking up race information and numbers.

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

RACING AGE: The age the rider shall be on December 31 of the current year except in Cyclo-cross. A rider's racing age in Cyclo-cross is their age on December 31st of the year that the Cyclo-cross season ends. References to age of riders, race age groups, or age class shall be interpreted as referring to racing age*. The following terms refer to specific age groups.

Racing Age	Age Group Class
6- 8	Youth
9-18	Junior
19-22	Under 23
23-29	Elite
30+	Master

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

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

ROAD RACE: A massed start road event, 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.

SCHOOL: A degree-granting institution as defined by IPEDS.

SCRATCH RACE: a track event in which all riders start from the same point at the same time. The race shall be run over a specified number of laps/distance and the riders classified according to the order in which they cross the line on the final lap.

SEASON: A group of Races and Events in a Conference during a period of calendar time that is tracked and considered as a logical series of events, as determined by the Conference Director.

SELECTION RACE: An event in which riders qualify for championships or international competition.

SESSION: A sequence of races with no major time breaks. Most championships are held with two or possibly three sessions per day.
SHORT TRACK CROSS COUNTRY (STXC): A shortened cross-country style race, designed to be spectator-friendly and easily televised.
SINGLE DIVISION RACE: Race in which Riders from only one Division compete.
STAGE RACE: An event with a common entry, run on consecutive days, comprising a sequence of road races (i.e. individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. There are normally individual and team competitions. Riders must successfully complete each stage in order to be eligible for the next one.
SUPER D: A hybrid event combining aspects of the disciplines of Cross Country and Downhill racing. A competition which riders race on a course that has significantly more downhill than uphill sections. These courses are typically devoid of jumps and not as technical in nature as Downhill races; testing both a rider's endurance and bike handling skills.
SUSPENSION: Is a penalty imposed under USA Cycling Policy III in which a licensee is ineligible to participate in either international events or those of USA Cycling for a determined period of time. Such participation includes working in a support function (manager, coach, mechanic, etc.).
TEAM: A cycling club or team affiliated with and representing a School that is eligible pursuant to these Rules to participate in a Collegiate Cycling Race.
TEAM SPRINT: is a race run by two teams of riders, each of whom shall lead for one lap. The event is run over three laps of the track by teams of three riders per team. The event shall be organized into qualifying heats leading to a final. The qualifying heats select the four best teams on the basis of their times. In the finals, the teams with the two best times ride off for first and second and the other two teams ride off for third and fourth. There may be four riders entered for each team, but no more than three of those riders may compete in a given round.
TIME TRIAL (or TEAM TIME TRIAL): A time trial competition involves individuals or teams who race against the clock.
TRACK SPRINTS: A track event that involves 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.
TRICYCLE: A 3-wheeled cycle used in para-cycling events with a steerable front wheel(s) and rear wheel(s) propelled by the legs through a drive train.
UCI TEAM: Is a team registered with the UCI. These include UCI World-Teams, UCI Women's WorldTeams, UCI ProTeams, UCI Continental Teams, UCI Women's Continental Teams, UCI Track Teams, UCI Mountain Bike Teams, and UCI Cyclo-cross Teams.
ULTRA-ENDURANCE EVENTS: A term used to describe the following types of events lasting more than 4 hours: Marathon, ultra-marathon, 6/ 12/ 24 (etc) hour racing.
ULTRA-MARATHON: Any mountain bike event over 62 miles (100 km)
UNATTACHED RIDER: One who is not a licensed member of a club.
UNDER 23 RIDER: (U23) is one with a racing age of 19 through 22.
USADA: United States Anti-Doping Agency
VARSITY CYCLING TEAM: Any USA Cycling Collegiate member club in good standing, having submitted the appropriate Varsity application to USA Cycling proving that the Team employs or is advised by at least one USAC licensed coach, and also meets any 3 of the following 4 requirements: (i) The Team is recognized as holding varsity status by the school with which it is affiliated. (ii) The Team disburses at least $10,000 in scholarships to its athletes annually. (iii) The Team attended any two of the four USA Cycling Collegiate National Championships in the previous calendar year. (iv) The Team pays for Riders' entry into Collegiate Cycling Races, so long as the funding is not derived from team dues of any kind. Teams will be required to submit a new Varsity application every two years in order to maintain their status with USA Cycling.
WADA: World Anti-Doping Agency
YOUTH RACE: An event held on a closed course with a circuit length no longer than 5 Km that is open only to riders with ages from 6 through 8.
24-HOUR RACING: A solo or team competition raced over a set period of time with the winner determined by the number of total laps completed. Formats include 6 hour, 12 hour, 18 hour, 24 hour etc.

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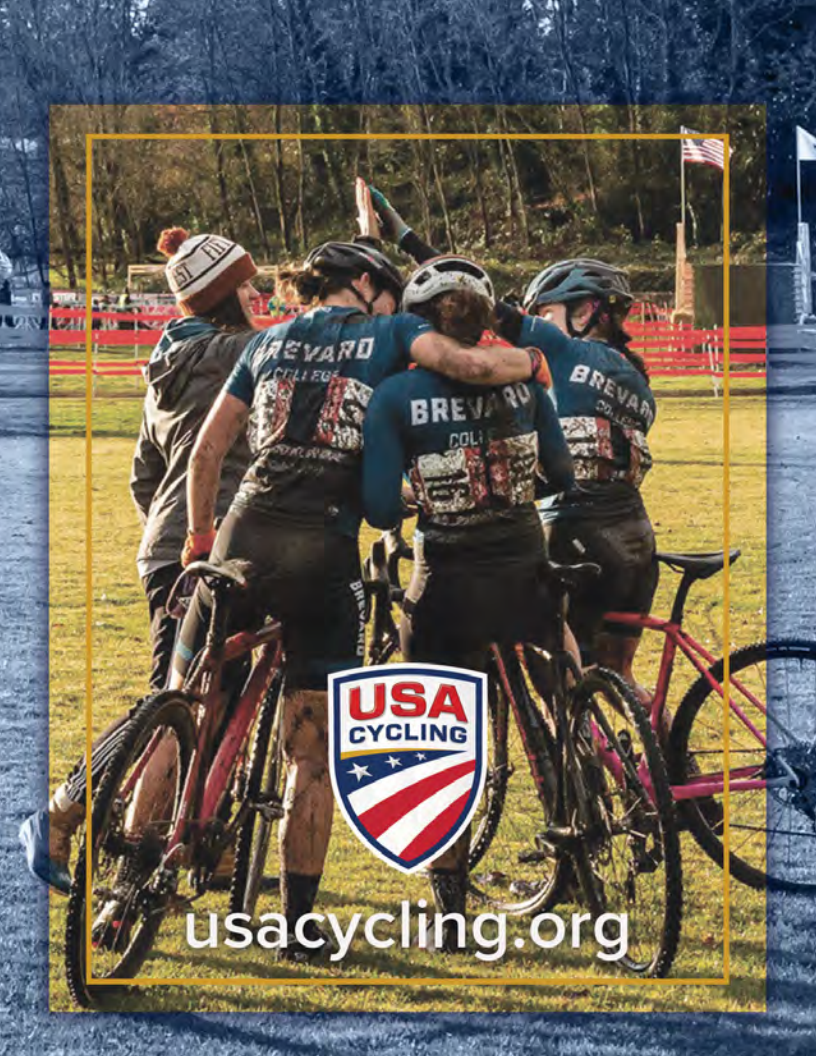
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