

Chapter 3

Road Racing

3. Road Racing

3A. Road Course

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

3A2. Multiple Fields. If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen such that different groups will not overlap. If overlapping cannot be avoided, the races should not be placed on the course simultaneously. If these conditions are not met, the Chief Referee may change the schedule or cancel some or all of the events.

3A3. The **start and finish** of a road race shall be situated so as to cause the least possible inconvenience to other users of the road.

3A4. Feeding stations and repair pits shall be located at points wide enough to allow passage of riders with one clear lane at all times. If possible, they should be situated on an uphill stretch with a wide shoulder. Feeding stations should be along the right side of the roadway unless the course is closed to traffic and it is not practical to use the right side.

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

3A6. The **finishing area** should be at least eight meters wide and be adequately protected so as to prevent spectators from running into the street. The last 200 meters should be free of turns and curves.

3A7. The **finish line** shall be perpendicular to the racecourse. For any championship event it shall be a black line of uniform width between 4 and 6 cm painted in the middle of a 72 cm wide white stripe. Photofinish equipment must be aimed along the leading edge of the black line.

3A8. The **organizer** shall insure that feeding stations are correctly located, that police and marshal facilities have been

established to insure the safety of the riders, and that preparations have been made for crowd control at the finish. If these conditions are not met, the Chief Referee may cancel the race.

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

- (a)** Provide a precise course map indicating distances to be covered;
- (b)** Provide a finish area that includes the following: a finish line that meets the championship specification, fencing on each side of the finish line, and a banner above the finish line bearing the word "Finish";
- (c)** Provide a covered podium for the officials and a public address system at the finish line;
- (d)** Provide photo-finish equipment at the finish line that supplies continuous, frameless finish order for massed start events or an electronic timing system for time trials;
- (e)** Provide a results room in a quiet location near the finish area, for use by the officials;
- (f)** Arrange for inspection of the course by the organizer's staff and at least one official within one day of the event and preferably on the same day.
- (g)** Provide at least two body numbers for competitors in mass start events; frame numbers are recommended.

3B. Riding Conduct

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

3B2. Rules of the Road. Riders shall, of their own responsibility, conform to all traffic regulations in force in the

area where the race is held [relegation or disqualification and possible 10 day suspension].

3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure [disqualification]. The following rules apply to railroad crossing and other closures:

- (a)** If one or more riders who have broken away from the field are held up at a railroad crossing but the gates open before the field catches up, then no action shall be taken and the closed crossing shall be considered a mere race incident.
- (b)** If one or more riders with more than 30 seconds' lead on the field are held up at a railroad crossing and the rest of the field catches up while the gates are still closed, then in this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed. If the lead is less than 30 seconds, the closed crossing shall be considered a mere race incident.
- (c)** If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed crossing shall be considered a race incident.
- (d)** Any other situation (prolonged closure etc.) shall be resolved by the officials.

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

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

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

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

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

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

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

3B11. All Category "A" and "B" road races will use the UCI penalties and **fine schedule** for all "other events." (Organizers are encouraged to develop technical guides utilizing the penalties and fines in the UCI regulations)

3C. Individual Road Race

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

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

3C3. A **lapped rider** or one who has fallen too far behind and is considered to be out of contention may be called off the course by the Chief Referee. Riders on different laps may not give or receive pace from one another. A lapped rider

must not interfere in any prime sprint or finishing sprint and must ride sufficient laps at the end so as to cover the entire distance in order to qualify for a prize.

3C4. Caravan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3C5. Feeding.

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

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

(2) From support vehicles during the race.

Feeding will normally begin 50 km from the start.

This may be modified depending on the nature of the

course and the weather. Feeding shall be authorized thereafter except for the last 20 km.

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

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

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

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

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

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

(d) Provide technical support vehicles with radio receivers.

(e) Provide rider feeding supplies for stage races.

3D. Criterium

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

3D2. Riders may only ride in a **forward direction** on the course but may dismount and run backward to a repair pit

when it is safe to do so [warning or free lap denied if a dangerous situation was created].

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

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

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

3D4. Riders who have lost contact with the field, and are then caught by a breakaway from the field, may not lead [disqualification]. Riders off the front of the field may not accept assistance from riders who have lost contact with the back of the field [disqualification for accepting such assistance]. Lapped riders may rejoin and race with the field.

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

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

used, there should be repair pits at intervals of 1 km around the course.

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

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

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

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

3D7. Primes are sprints within a race. They may be for the lead riders or any group or field of riders. A bell shall be sounded on the lap preceding the prime sprint at the appropriate line for that prime sprint. The line used for prime sprints need not be the same as the start or finish line. Primes may be either predetermined for certain laps or spontaneously designated under the supervision of the Chief Referee. All primes won shall be awarded to riders even if they withdraw from the race. Lapped riders are not eligible for primes except in the following situation: when a breakaway has lapped the main field, riders in the main field and the breakaway riders are then both eligible for primes. When primes are announced for a given group, only riders in that group or behind it at the beginning of the prime lap are eligible.

3D8. Field finish option. If two or more riders have lapped, or are about to lap, a substantial group of riders, the Chief Referee may direct all lapped riders to sprint early, usually two to four laps before the end of the race, then retire. The decision to do this shall be communicated to the riders

several laps in advance of the sprint. No continuing rider may take pace from a rider who has finished [disqualification or relegation for both riders].

3E. Individual Time Trial

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

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

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

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

3E5. Start.

(a) Each rider shall report to the starter at least three minutes before his or her scheduled starting time and shall start at the scheduled time. If a rider appears later than the appointed starting time, the start will be allowed only if it does not interfere with the riders starting on schedule. If it does interfere, the rider may be further delayed. In case of a late start, the appointed time shall be used in computing the results.

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

3E6. Rider Conduct.

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

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

as specified in Table 2]. A rider may also be disqualified for extended and/or repeated pacing.

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

3E7. Support Vehicles.

- (a)** Support vehicles must be authorized and under the control of the Chief Referee to be on the course (unauthorized vehicles may result in penalties, including disqualification of the rider).
- (b)** Each rider may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
- (c)** A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10 meters behind the rider, except when the rider has a foot on the ground.
- (d)** A support vehicle may not take a position between two riders unless there is a distance of at least 75 meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.
- (e)** No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.
- (f)** No rider may be handed supplies during a time trial [disqualification].

3F. Team Time Trial

3F1. Teams may be made up of two or more riders. The distance, timing basis, and number of riders who are required to finish must be specified in the official race announcement.

Times may be based on any specified finishing position or on the sum of the times of any specified finishers.

3F2. Course.

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

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

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

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

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

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

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

3F6. Start.

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

(b) The riders from each team shall line up side by side at the start. All riders shall be held by officials at the start and

shall neither be restrained nor pushed. When there are too few holders, all riders must start with one foot on the ground. All teams must start in the same manner. No restarts shall be permitted for any reason.

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

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

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

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

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

3F12. Support Vehicles

- (a)** Support vehicles must be authorized and under the control of the Chief Referee to be on the course (unauthorized vehicles may result in penalties, including disqualification of the Team).
- (b)** Each Team may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.
- (c)** A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10 meters behind the rider, except when the rider has a foot on the ground.
- (d)** Support vehicles shall not be allowed to drive in front of or beside its team but must remain at least 10 meters behind the third rider and must not pass the fourth rider until there is a 75 meter gap between the third and fourth riders, or until the referee decides that it is safe.
- (e)** No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.

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

3G. Track Events on the Road

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

TABLE 2. Time Penalties for Time Trials

The penalties for taking pace in time trial events are listed below in both metric and English units. These penalties, in seconds, are based on the estimated speed and distance over which the infraction occurred. Penalties may be extrapolated for distances or speeds beyond what are shown in the table.

Speed km/h	Distance (meters)									
	100	200	300	400	500	600	700	800	900	1000
30	1	2	2	3	4	5	6	7	7	8
31	1	2	2	3	4	5	6	7	8	9
32	1	2	3	3	4	6	7	7	9	11
33	1	2	3	3	5	6	7	8	10	12
34	1	2	3	4	5	7	8	9	11	13
35	1	2	3	4	5	7	8	9	12	14
36	1	3	4	4	6	8	9	10	13	15
37	1	3	4	5	6	8	9	11	14	17
38	1	3	4	5	7	9	10	12	15	19
39	2	3	4	5	7	9	12	14	17	21
40	2	3	4	5	7	10	13	15	19	23
41	2	4	5	6	8	11	14	16	20	25
42	2	4	5	6	8	11	15	17	22	27
43	2	4	5	7	9	12	16	19	24	29
44	2	4	6	7	9	12	17	21	28	31
45	2	4	6	8	10	13	19	23	28	34
46	2	5	6	8	11	14	19	24	30	36
47	2	5	7	9	12	15	20	25	32	38
48	2	5	7	9	12	16	21	27	34	40
49	3	5	7	9	13	17	23	29	36	43
50	3	5	7	10	14	19	25	31	39	46
51	3	5	8	10	15	20	27	33	42	49
52	3	6	8	11	16	21	29	36	45	52
53	3	6	8	12	17	23	31	39	48	56
54	3	6	9	13	18	25	33	42	51	60
55	4	6	9	14	20	27	36	45	55	64
56	4	6	9	15	21	29	38	47	58	68
57	4	6	10	16	22	31	40	49	61	72
58	4	7	10	17	24	33	42	52	65	77
59	5	7	11	18	26	35	46	56	69	82
60	5	7	12	19	28	39	49	61	75	90

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