



USA CYCLING RACE OFFICIALS MANUAL

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## **Officiating Road Events**

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## I. Individual Road Race

### A. Course Characteristics

A road race is point to point or on a circuit of more than 5 km. It is usually over varied terrain. The classic road races are point to point. The basic philosophy is that all races *really* are point to point, some just happen to go around in circles. Because of this, if a rider is dropped in a road race, the leaders should not have to see him again. Therefore, if a rider is lapped, he may not work with riders who have lapped him and vice versa. Lapped riders may be removed at the discretion of the Chief Referee. There are many facets to a road race that change from venue to venue. The entire event must be very well planned because it usually takes place on public highways.

### Types of Road Races

- Point to Point
- Circuit Races
  - Riders may not ride with competitors on different laps
  - If more than one race is on the course at once, categories may not mix; they may not ride with riders from another race
  - Riders must complete the distance, they do NOT finish with the leaders
  - A circuit race should be at least 5 km (3 miles) in length
  - The course should not cross itself
- Stage Races
  - A sequence of road races in which accumulated time determines results
  - Normally includes team and individual competitions
  - Riders must complete each stage in order to begin the next
  - Organizer shall prepare a complete set of race regulations (technical guide) that specifies how each stage shall be conducted

### Specific Regulations

#### Finish Area

- Finish area should be at least 8 meters (approx. 27 feet) wide and the last 200 meters should be free of turns and curves
  - A conspicuous marker shall denote the final kilometer. A white flag shall indicate 200 meters from the finish
  - For a Championship Road Race, the finish line shall be indicated with a black line of uniform width between 4-6 cm painted in the middle of a 72 cm white stripe.
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## Types of Road Usage

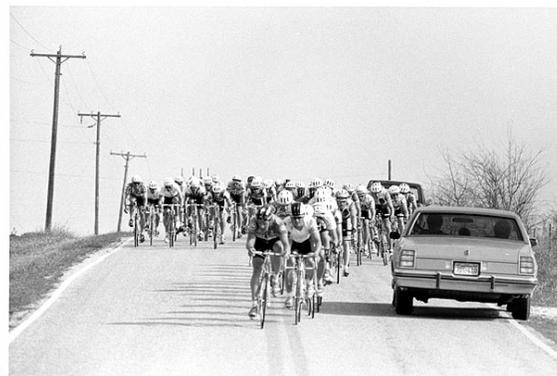
- Closed course  
This is extremely rare in the U.S. Few organizers are able to secure the road permits to completely close a 5 km circuit and make sure that there is no civilian traffic. When it does happen, it is the ultimate, as the riders can race using the whole road without fear of running into oncoming cars and their team cars can move about freely.
- Rolling enclosure  
Optimal method but requires considerable police cooperation. This type of road usage is the next best thing to a closed road. It requires complete cooperation from the police or sheriffs. A police officer drives his car ½ to 1 mile in front of the race, moves all the vehicles off the road, and has them stay off until the race has passed. Another officer is at the back of the race and he lets the parked cars resume their drive. The following officer also stops vehicles from overtaking him from the rear, with the exception of official caravan vehicles. This enclosure could include up to three different races separated by 5 minutes each, or each race could have its own enclosure. Any stragglers left behind the following officer are on their own and must obey all traffic regulations, including the dreaded centerline rule and any traffic signals or stop signs. This system is the next best thing to a closed road and it causes less inconvenience to other road users, as they are stopped for only the short time that it takes the race to pass.
- Partial enclosure  
With this system, there is a police vehicle or a caravan vehicle in front of the race, but they are there to warn oncoming traffic that something is up. The traffic is not stopped and the riders do not have the full use of the road.
- No closure
  - Riders must stay to the right of the centerline but may pass on either side of another rider. They must obey all traffic regulations and they shall not cross a closed railroad crossing.



## Center line Rule

- Edge of the world system
  - This is the most severe form of centerline rule and is only used when no other method is possible. It gets its name from the fact that the riders are told that the centerline is the edge of the world. If they go over it for any reason, they are assumed to be missing in action and are immediately disqualified with no excuses accepted. Such a severe approach (and the severe application of penalties that such a system demands) is usually the result of strict permitting guidelines, directions from police, or is the result of citizen complaints about rider behavior at a prior event. Such a system is used when the alternative is not holding the event. Once the race begins, the official is literally forced to abandon discretion and remove violators, regardless of mitigating circumstances. This is a very tough situation for the official and the rider, and must be handled firmly and directly.
- Standard Centerline Rule
  - Do **not** penalize the rider who is forced out over the centerline but returns to the same position in the race without overtaking other riders
  - If turns are marshaled and traffic held, it may be permissible to allow riders to “swing wide” over the centerline to make a safer turn. This would involve stopping traffic well back of the corner on all legs of the intersection

Whatever method you choose must be explained clearly to the riders. You must also follow through on what you said you would do.



- **Do** penalize the rider who overtakes on the wrong side of the centerline
- **Do** penalize a rider who hangs out over the line to stay in the draft. This often happens with a left to right side wind, and smart riders at the front will move the pack to the left to chop riders out of the draft. On a closed course, they would do the same thing, but it would be on the left side of the road instead of on the centerline.
- **Severe attacks over the centerline should be dealt with firmly and – if possible – immediately. In this instance, riders will attack under the assumption that some riders won't follow over the centerline, thus giving the attack a greater chance of success. This is the most severe infraction of the centerline rule.**

## **Race Conduct**

### **Neutral Support**

- The organizer is responsible for these arrangements.
- This type of support is much more common in the USA. It can be provided by professional companies (such as Mavic or Shimano) or by volunteers from the organizer's club. All races, even those with team support, should have a few neutral support vehicles to cover riders when their team cars are not near. A neutral support vehicle stops for any rider that needs service. They must not show favoritism. Sometimes the riders supply the wheels for neutral support. They should know that they may not get their wheel, and in fact may not get a wheel at all if the support vehicle runs out before they get a flat. The official is not responsible for the wheels, but it is important for the support staff to track them. If individual or team wheels are used, they must be clearly marked. Riders/teams have to know where to go to turn in the wheels and when and where they will get them back.
- All service must be done from the rear of the group, on the right side of the road. Service is done at a standstill even though you may have seen pictures that would indicate otherwise (you don't know what penalty was assessed!).
- Sometimes support vehicles try to pace riders back up to their groups after a mishap. The best way to stop pacing infractions is to have motorcycle referees monitor this situation.

### **Radios**

- Radios may be used by riders in any race in which Category 1-2 or Professional riders participate (except for Junior races). Only radios that are not hand held may be used and they shall have only one earpiece.
- Race radio communication should involve the following when possible
  - One channel for the officials
  - One channel for the race organizers
  - One channel for the race caravan – "Radio Tour"

## **Radio Usage During a Race**

Radios are indispensable for controlling a road race. Usually FM radios are used. Many organizers provide cellular phones for the officials. Prior to the race, specific channels must be assigned to certain functions. Usually the officials have a channel separate from other race staff. It also must be determined who talks and who listens. All officials should know how to work the radios, especially the squelch knob. Remember, it is important not to step on other transmissions. Do not engage in idle chatter, as it is annoying, dangerous, and unprofessional. Dead air is okay in bicycle racing; this is not commercial radio!

Keep transmissions brief and pertinent.

### **Tips for using the radio**

- Use titles, not names. For example, say "Support van 1 to Comm 1", not "Dave to Joe."
- Keep the radio out of the wind (especially important for motorcycle referees).
- Listen when not talking. Anticipate responses to other conversations. For example, Comm 1 asks a motorcycle referee for a time mark to do a split, but the referee has not called back yet. Do not start an unnecessary conversation at this time that steps on" the transmission of the motorcycle referee.

Use common sense when opening and closing feeding. If the weather or climbing conditions are severe, you may start feeding earlier or finish it later. If the 50 Km mark is in the middle of a town, you might wait a mile longer. If a mountain starts at the 50 Km point, you might open it a little earlier.

- Be sure the radio is set up so it does not transmit accidentally. Sometimes the buttons are accidentally pressed when the radio is placed with the buttons facing downward.
- Know the titles of everyone you will be calling.

During the race, the Chief Referee will position the vehicles using radios. As riders go off the front, vehicles will be assigned to follow them. As the field breaks up, vehicles will be assigned to follow large groups.

## **Feeding**

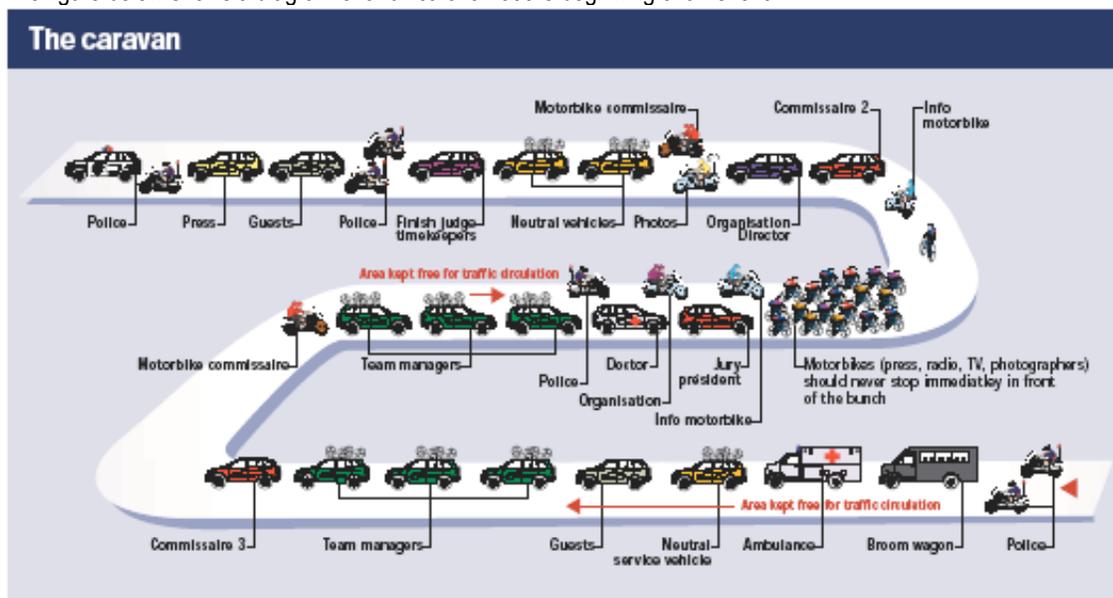
- Specified feed zones
  - First feed 50 km from the start, no feeding in the last 20 km
  - Feeding only from the right side of the road
  - Feeding by hand up from team support or riders' support personnel (who should be wearing an identifiable team jersey)
- Feeding from support vehicles
  - Not done before 50 km from the start
  - Done behind the Chief Referee's vehicle, in general
  - For groups of 15 or less, feeding can be in front of the official.
- Riders may exchange food or drinks among themselves

## **Caravan Vehicles**

- Technical Service Director (appointed by the race organizer) coordinates technical support. This task is sometimes given to an official.
  - Ensures vehicles are in line, correct order, for the start of the race
  - Ensures all vehicles are appropriately marked (white shoe polish works well if pre-made stickers are not available)
  - Ensures all vehicles have radio communication
  - For a Category A race, provides 2-3 neutral support vehicles and a sag wagon
- Only authorized vehicles may follow the race and they must be marked with a distinctive identification on both front and rear.
- Composition and structure of the caravan must be approved by the Chief Referee and varies depending on the:
  - Size of the event;
  - Number of vehicles provided; and
  - Neutral support or team support provided at the event
- All vehicles operate under the control of the officials
  - Failure to follow instructions can result in penalties to the riders, personnel of the support vehicle, or both
- The support vehicles line up behind the Chief Referee, in order, at the start. One support vehicle will be positioned in front of the field. This vehicle is known as Neutral (or Support) 2 and supports any breakaways.
- During the race, the Chief Referee will position the vehicles using radios. As riders come out the back, vehicles will be assigned to follow each large group. The normal tendency of all drivers to move up must be controlled. Everybody driving will likely be a race fan and want to watch the finish of the leaders. Unfortunately, they also have a job to do, which may involved following a group of dropped riders.
- As a general rule, a break must be well established before support is provided. If cars are used, about a one minute gap is the norm. Motorcycle support can fit into a smaller time gap and is useful for supporting breaks. The final decision to move the vehicles is left to the Chief Referee.
- The organizer shall provide a sag wagon. The sag wagon or broom is the last vehicle in the caravan.
  - It should carry at least a pair of wheels so that the support vehicles can stay near the front of the race and not have to worry about the last rider.
  - The sag wagon should have a radio so that the position of the last rider is always known.
  - If the last rider climbs into the sag wagon, it moves up to the next rider on the road and follows him.
- Conduct:
  - Drivers must have a current driver's license
  - Drivers shall keep to the right and follow the rules of the road. Advancing vehicles pass on the left. If a vehicle needs to stop to provide service, it must pull off the road to the right
  - Caravan vehicles may pass a referee's vehicle only with the permission of the referee.
  - Drivers may only move up to a breakaway after receiving permission from the referees.

## PART TWO: OFFICIATING ROAD EVENTS

The figure below shows a diagram of a full caravan at the beginning of an event.



### **Spectator Vehicles**

Unauthorized vehicles (spectators) are an unfortunate reality in any bicycle race. They are dangerous, since any vehicle is potentially dangerous, and they probably are not familiar with support vehicle driving. They may also influence the race, either deliberately or by accident.

At the same time, we need to foster public goodwill. When approached reasonably, most spectator traffic will drop out from the support vehicles at the earliest opportunity. The best way is for the police to assist them past the race, or to provide detours.

When spectators become a nuisance (they appear more than once or refuse a reasonable request to leave), it is sometimes necessary to ask the police for assistance. Normally the offender is pulled over, warned, and allowed to go away. This is fine, since we have accomplished the important task. It is always best to allow the authorities to deal with these matters. Cycling officials have no authority beyond the bicycle race itself.

"Spectators" who are actually associated with a rider or team must be dealt with more harshly. The rider or team they are associated with can be penalized (after a warning) and it is sometimes necessary to request the police stop and ticket the offending vehicle. The race organizer should provide alternate routes to feed zone areas and to the finish or the vehicles should be required to leave before the start of the race.

Safety Rules for Vehicle Drivers:  
The driver is responsible for the safety of the vehicle - they must be very aware of the rear view mirrors!

**Expectations:**  
*To get you where you need to be as quickly but safely as possible.*

## A. Follow Vehicle Referee

It is the responsibility of the official assigned to this duty to take charge of the vehicle. Develop a rapport with the driver as to vehicle movement. There should be quick response to commands but with road safety remaining a priority and the responsibility of the driver.

- Introduce yourself to your driver.
- Tape the start list/rider roster to the dash for quick reference using tape that will not damage the vehicle
- Be sure to zero the trip meter prior to race start.
- Record everyone you overtake (anyone you pass is no longer in the field of riders) and the mileage when they were overtaken.
- Record all technical support; note the rider's number and the mileage. If the rider regains your group, cross them off your list of "overtaken" riders.
- Record any infractions and give them to the Chief Referee in your race report
- Before the finish, get the numbers of all the riders in your group and give this to the judges
- If you are using radios, then a radio check should be done before the start. Once underway, the Chief Referee will generally do a second check to ensure everyone has a working radio and communications are intact.
- Stop for accidents. Fill out the USAC Occurrence Reports as directed by the Chief Referee.

Write a full race report of all occurrences, sign it, and give it to the Chief Referee. If you have nothing to report, say so, but always turn in a report! If there is something that could affect the outcome of the race, mention it to the Chief Referee as you hand him your report. If you have radio contact, let the Chief Referee know as early as possible that you have something to discuss that could affect the outcome of the race.

## B. Feed Zone Referee

This position is one of the least often filled. More often nowadays, the follow vehicle referees observe the feed zones when the race is passing through.

The rules for feeding are determined by the Chief Referee. Know in advance if the Chief Referee has seen the proposed feed zone or whether he expects you to set it up. Know when the riders can feed.

Instruct or offer directions to the feeders. Keep the feeders spread out and feeding from the right side only. Try to prevent problems rather than having to penalize. Your instructions should not include "how to feed", unless you observe someone acting in an unsafe manner. Many team support people will not take kindly to being told how to do their job!

Observe and report feeding violations. Record any riders who drop out of the race or who sit out a lap. Submit the report to the Chief Referee.

## C. Roll out Referee

A gear rollout must be done in races exclusively for Juniors. The measurement for the rollout is 7.63 meters or 26 feet. Decide on the best place on the course for the rollout. Keep in mind it needs to be somewhere the riders can get to quickly, preferably without getting off their bikes first. Somewhere past the finish line is good because you can get the riders immediately after they finish the race.

Make sure you can get to the roll out area before the first juniors report. This sometimes takes some advance planning, especially if you have other jobs to do. Have the necessary equipment to set up the rollout area. Find out if the rollout area will be set up for you if you are coming into the finish of a point-to-point road race.

If you are assigned to this duty, refer to the section on gear rollout under Basic Officials' Duties. As a backup resource for your Chief Judge, you can casually ask the riders where they thought they finished (as you are rolling them out). Record this information on your rollout report. They are normally accurate and you never know if the information will be useful.

Verify with the Chief Judge that all the money places passed rollout.

## **D. Timer**

The timer's responsibilities really begin at the end of the race. They are responsible for timing the gaps between groups. Times are recorded to the nearest second. As you time a group, it is wise to record the number of riders in the group and, if possible, record the racing number of both the first and last riders. Then if there are any discrepancies between the number of groups recorded by the Chief Judge and you, they can be resolved.

Make sure you and the Chief Judge are on the same page with respect to how you are deciding what constitutes a separate group for a new time.

## **E. Assistant Judge/Scorer**

Whenever judging, record the required places and as many extras as possible.

An assistant judge or scorer might be assigned to judge primes or KOM (King of the Mountain) sprints during the race. Find out if the race organizer has marked the sprint lines. Confirm whether he expects the officials to take care of it for him. If expected to mark the sprints, make sure of the exact location! Be sure to leave early enough to position yourself before the riders get there.

Make sure you know how you are to transmit results. You may have to radio results to the finish line, or you might just wait until you come in after the race. Sometimes a motoref or commissaire will pick them up from you. In big races, you might even fax in your results.

## **F. Chief Judge**

The Chief Judge has the responsibility for judging the finish and usually any primes, sprints or mountain primes. In point to point races, there are two methods of accomplishing this.

The first is to ride off the front, pick the primes, and leapfrog the leaders. The advantage is the Chief Judge is present at all primes. The disadvantage is they don't get a good feel for the development of the race. Is the field together? Who is in each group?

The second method is to assign someone to pick primes and the Chief Judge stays with the race. The advantages are that the Chief Judge can be used as a referee to observe, record and report for most of the race, while seeing the race develop. The disadvantages are the need for an extra person to act as a prime judge, the need for another vehicle for the prime judge, and the need to overtake and get to the finish before the riders! The Chief Judge must give himself plenty of time to get to the finish. You should check to ensure the finish is secure. You also need to ensure that the organizer has put down the finish line.

In a circuit road race, the Chief Judge is expected to score each lap of the race.

Assign assistant officials specific duties in regards to both scoring and order of finish. This will be dependent on the size of the fields and the number of places required.

All information regarding scoring (riders passed), timing, and order of finish should be given to the Chief Judge.

## **G. Chief Referee**

The Chief Referee is responsible for assigning all other officials' duties, providing instruction, and defining expectations.

During the race, the Chief Referee is generally located behind the main field. He is responsible for the vehicles on the course and their movements during the race.

The specific race rules and regulations are determined (or in some cases, affirmed) by the Chief Referee: How the centerline rule will be interpreted, where and how often feeding will occur, type of road usage available, etc. These issues will usually have been decided well before the event in consultation with the race organizer.

All reports of rule violations (foul riding, towing, illegal feeding, etc.) should be given to the Chief Referee in both verbal and written form.

## **Caravan Management**

The person in charge of the race caravan is the Chief Referee. The Chief Referee must know what is going on during the entire race and with every vehicle in the caravan. This is accomplished only if the Chief Referee is surrounded by a team that works well together, including the race administration, neutral and team support and local police authorities.

A team works best when there are strong lines of communication from the very beginning, and this beginning in any road event is at the meetings prior to the start of the event. This is where the Chief Referee makes either a strong impression or a weak one. Give concise and detailed information and create a personable but strong impression at those meetings.

Make sure you give out information to every department that will be valuable when the race is really on. For example:

What do you expect your assistants to do in certain situations?

Example: If Commissaire 2 is to give time checks, do you want them only when requested? Do you want constant timing splits done one right after the other?

Example: Will the time board do the splits or will it be a combination from Comm 2/Moto 2 and the Time Board? Remember, if both are stepping on one another your radio control is diminished.

Example: What will be your rule of thumb on feeding? What is the time gap for team cars moving forward during break situations?

Starting a good line of communication from the very first moment of contact with various parts of the race gives the Chief Referee the leadership position he needs and clearly defines expectations for all members of the race entourage.

## **Vehicle Position**

The Chief Referee's position (Comm 1) will be the car immediately behind the field at the start. The Chief Referee determines if camera bikes will be allowed to be behind the field and where they will take up their positions. The Chief Referee also should never leave the position behind the main field unless to check out specific situations at the front when he can then bring up Comm. 3 from the back to cover the position. The Chief Referee stays with the main part of the race and with the majority of the riders in contention.

The description above is the rule of thumb. However, there will be times when the field will split up so badly that the Chief Referee may indeed come in with a chase group leaving Comm. 3 with the main field. This is especially true when the field no longer is chasing and the athletes in contention are at the front of the race on the road. Remember the Chief Referee is the main administrator and should reach the finish line as early as possible.

Control of the race is the priority for the Chief Referee. Primary concerns are the support and safety of the riders, followed by media attention, press needs, and race administration needs, such as VIP viewing. If the Chief Referee allows too many press motors into the gap in front of his car, the support of the riders is jeopardized when a neutral service or team car must reach the riders to facilitate service.

All caravan vehicles must be authorized. Normally the organizer does this, but the Chief Referee may remove any vehicle's authorization when necessary. It is important to control the number of vehicles, their types (officials, support, and press) and to be familiar with the ability and experience of their drivers and passengers.

Make sure that the organizer has recorded a driver's license number of each driver, and that all vehicles are distinctly labeled front and rear. There should never be a question of whether or not a vehicle has authorization. Large stickers are best. Shoe polish or soap on windows are the next best options - be aware that this type of labeling can wash away in bad weather!

A particular nomenclature has developed over the years for the naming of the vehicles. The official's vehicles are usually given the designation of COMM 1 (Chief Referee), COMM 2 (Assistant to the Chief Referee), COMM 3 and COMM 4 (Assistant Referees). The word COMM or Commissaire has come down from our international events of the past and is traditionally used instead of REF I, etc.

COMM 1 and NEUTRAL I should be behind the field. COMM I indicates the Chief and 1st position. Neutral I is behind the peloton and is usually the technical service director.

COMM 2 or the Break Commissaire will go with anything off the front of the race and their neutral support, NEUTRAL 2, is off the front with them, even at the start of the race. COMM 3, NEUTRAL 3, COMM 4, and NEUTRAL 4 are at the back of the race at the start.

Other systems may be developed but this one is both traditional, logical and it works! Keep whatever system you develop simple.

Press cars and motorcycles are referred to as PRESS 1, PRESS 2, etc. and are usually abbreviated P1, P2 when written on the windows of vehicles. Support Vehicles and Team Cars should also be numbered.

The Chief Referee or someone designated by him should always meet with drivers to discuss procedures and etiquette well before the race, with the day before being the best time. These procedures are described in this manual.

### **Types of Support**

Depending on what type of road race you will be controlling, you may find yourself in charge of a neutral support system, a mixture of neutral and teams, or teams with minimal neutral help.

- Team Support

This type of support is usually found only in stage races or international one-day races and involves the teams supporting their own riders. Each team has a car in the caravan. In bigger international races, they may have two cars per team. They may position themselves behind any of their riders once the race breaks up, as long as they get permission from the Chief Referee before moving.

A team vehicle can go to riders in the break or a chase group and remain there. There are usually two or three neutral support vehicles in the caravan, and the teams may ask permission to have their riders in the main field covered by neutral support.

- Neutral Support

This type of support is much more common in the USA, and is the type we will consider for most races. Neutral support can be provided by volunteers from the organizer's club, by a professional company such as MAVIC or SHIMANO, by Billy Joe's Bike Shop, or by the team mechanics.

A neutral vehicle stops for any rider that needs service. A clear understanding between the Chief Referee and the Neutral Support drivers is required, so they learn to listen to race radio and not pass any riders that need service due to a misunderstanding of where the other neutral vehicles were. The Chief Referee and other assistant referees must know where all riders and support vehicles are at all times during the race. If radio contact is lost, use the motor referees to put together the race picture.

One of the greatest problems in neutral support is the lack of wheels provided to the vehicles. Service is based on cooperation between riders to put in as many wheels as possible so that they may be distributed to all the neutral vehicles. Knowing the course is essential. Move neutral vehicles up in the caravan when approaching dirt or other rough sections. A VIP doesn't need to see at this point when service should take priority.

Depending on the field size, the rule of thumb will be to keep support where the riders in contention are located. The sag wagon and Neutral 4 and sometimes 5 will be off the back with the out of contention riders. Do not let neutral support fall too far back or you could sacrifice a rider in contention over one that you are simply trying to get home.

### **Vehicle Movement**

All vehicles start in race start order, but movement begins almost immediately. Comm 3 and Comm 4 are usually following, waiting for riders to start coming off the back. They should be communicating any movement of vehicles or riders stopping for service. Comm 3 may start in the middle of the line of team cars, while Comm 4 is behind the last team car.

An Assistant Referee (whether in a car or on motorcycle), should stop for any service problem and follow the rider for a short period. The rider's number, service problem and odometer reading of the incident should be noted in the referee's written report. After the rider is up and riding and the assistant referee has determined that he is either making progress back to the field he was with or that he will lose ground he can decide to move up closer to the Chief Referee. It is OK to leave the neutral support with the rider at that time to monitor the progress and to check later on the rider's progress to see if Neutral is needed farther forward.

Remember that if the team car is with the rider it is a good idea to follow for a longer period. This will eliminate any pacing or towing that may occur without a referee's presence.

Be careful about vehicles passing dropped riders. All too often riders miraculously recover when they find themselves riding in the caravan. There should be no possibility of a dropped rider getting back into the race by drafting off vehicles. While riders may use the caravan vehicles to come back up during service problems, they may not sit behind vehicles for long periods nor may they push off the vehicles as they move up. A rider who is losing ground due to being tired cannot use the vehicles.

As a rule, a break must be very well established (minimum of one minute or more) before team cars are sent forward. The Chief Referee and Comm 2 (Assistant Referee) should keep time checks going during this period of time and look carefully at the terrain before sending up any team vehicle(s). Remember that if the gap is too small and too many cars are in the gap, the chances of pulling the pack up to the break will increase.

Motorcycles fit into spaces much better, but again press motors and camera bikes can neutralize situations. Common sense and reading the race become very important at this point in the development of a road race. The one-minute rule is a rough guide, applicable to simple situations, such as a breakaway of three riders together with a one-minute advantage over a field. If there is a breakaway of three riders, followed at 20 seconds by a chase group of 10 riders, followed at 40 seconds by the field, then you may have to wait longer to send vehicles forward. In addition, you will have to make sure there is an official with the chase group before you start sending vehicles forward.

### **The Barrage**

Barrage is a French word that means "barrier" or "barricade". A barrage is simply holding vehicles back so they do not enter gaps too small and not allowing them to pass groups of riders until the gap is sufficient. With all of the caravan vehicles around, it is easy for a dropped rider to find shelter if the vehicles are not controlled. The officials organize a system where a referee in a car or on a motorcycle will prohibit cars and other motorcycles from passing riders dropping off the peloton.

When the dropped rider has lost enough ground, the Chief Commissaire will determine that cars and other race vehicles may move forward.

Things to remember when conducting a barrage:

- First, as Chief Commissaire do not lose contact with the main field. Bring up Commissaire 3 or have a Motorcycle Referee take your place before moving forward.
- If the field is splitting into many groups, as will happen on a hill climb, make sure you have a referee at each group to stop cars from passing without permission and to control the barrage.
- Keep solid radio control during this period. Barrage gets team cars very excited, as they don't want to lose contact with their riders at the front.
- If you are going to do a large hill climb, bring neutral service and Comm 3 forward about 1/2 mile before the climb so that they are in position to move forward and control the situation as you move team cars forward.
- If you have any medical help in the caravan move them forward as quickly as possible to the largest group on the road.

A race that has totally neutral service is much easier to control. The barrage was invented for the big professional and amateur classics where there were more team cars than neutral.

Remember that it is possible to move too many cars forward and bring the riders all back together again in a matter of moments. The art of barrage also includes reading a race and undertaking the process several times.

When a rider is attempting to recover from a mishap, no barrage is done and he is allowed to leapfrog the caravan vehicles. A situation can develop where a rider or riders are recovering from a mishap while other riders are being truly dropped due to fatigue. This gives you an interesting decision to make. Current policy is to abort a barrage under these circumstances. The rider who is recovering from the mishap gets priority and the dropped riders just got lucky. However, there are situations where that rule of thumb does not hold. For example, late in the race, you might have a large group that was just dropped and they are all hammering trying to get back. A rider in the field may puncture at that moment. In a situation like that, you might judge that you cannot pull a large group back up to the pack at a time in the race when it will greatly affect the outcome just because one rider is trying to recover from a mishap.

## **The Press**

The Chief Referee must understand that press are a necessary part of any caravan. However, make sure that you as Chief Referee know the drivers and have a meeting with them before the race begins to gain knowledge of what they would like to cover.

Get some ground rules down. Make sure they have a race radio and that they stay on channel. All press must ask permission to move inside the caravan envelope. All members of the press on the road should be accredited and be legitimate journalists. A press pass allows a journalist to watch the race, but only under the supervision of the officials. Safety is your primary concern: in many cases, the local press does not follow races on a regular basis and can create dangerous situations unintentionally. The second consideration is that more often press can change the outcome of the race by their actions. Whether a camera bike is bringing a chase group up to a break or interfering in the final sprint - the fairness of the race is a priority consideration for the Chief Referee.

The press vehicles usually start on the left side of the road if the road is closed. Since most races in the USA are conducted on open roads, the press start out either at the front (in front of Comm. 2) or at the rear (behind Comm. 3/Neutral 3) and must obey the road usage laid down.

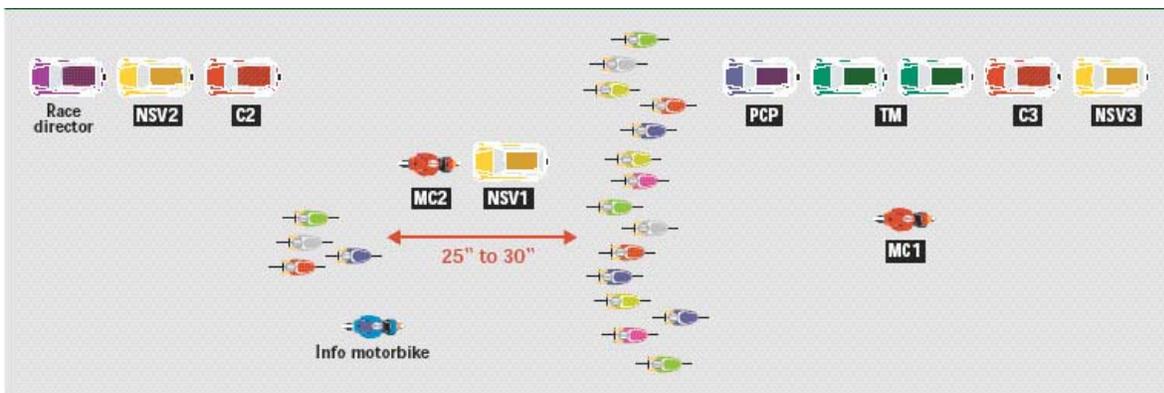
A common sense approach to dealing with the press works best. Their coverage is important to the development of the sport and officials must make every effort to get the press the pictures they need and that crucial look at the race that will make their story more interesting. The job of the press and the job of the officials are most often not complementary but every effort to bring them into closer alignment must be made.

## Illustrated Examples of Caravan Movement

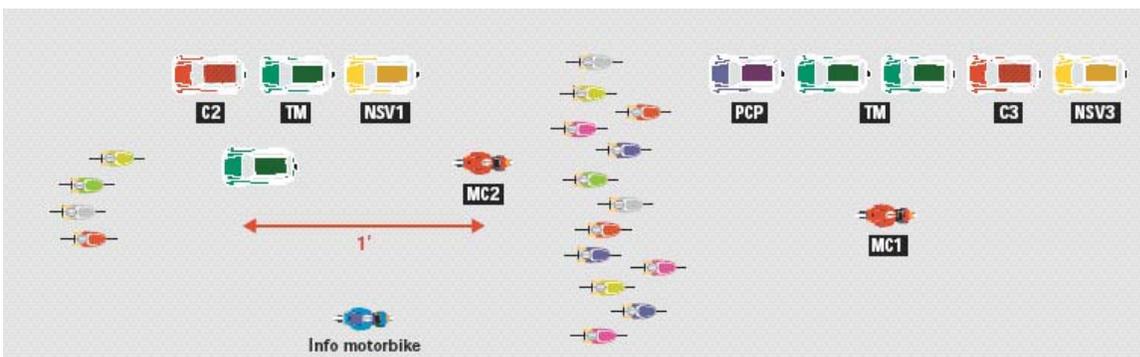
The following illustrations were taken from the UCI Practical Guide for Road Commissaires. Be aware of the following abbreviations used in the pictures:

C2, C3	Comm 2 and Comm 3
PCP	President of the Commissaires Panel (i.e. Comm 1)
NSV#	Neutral Service Vehicle
MC#	Motor Commissaire
TM	Team Managers

- A small breakaway forms and has around a 30-second lead. Comm 2 remains in front of the breakaway, but has moved a neutral service vehicle behind the breakaway. Comm 2 should announce on the radio that the break is covered by neutral service. This will be good news for the managers. Comm 2 will also record the numbers and radio these to Comm 1.

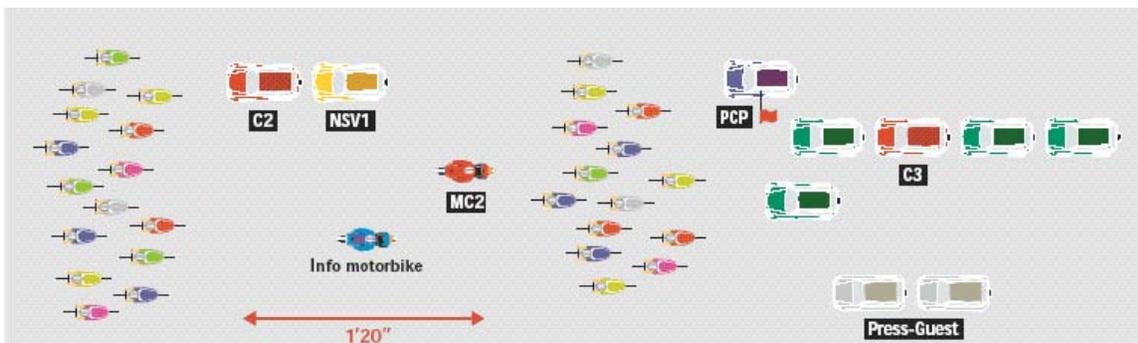


- The gap increases until it is around 45 seconds. At this point, Comm 2 can move in behind the group.
- The gap grows to a minute. Comm 1 will decide if the time is right to allow team vehicles to move up. When there are few teams represented in the breakaway, a minute is a big enough gap to do this, as shown in the diagram below

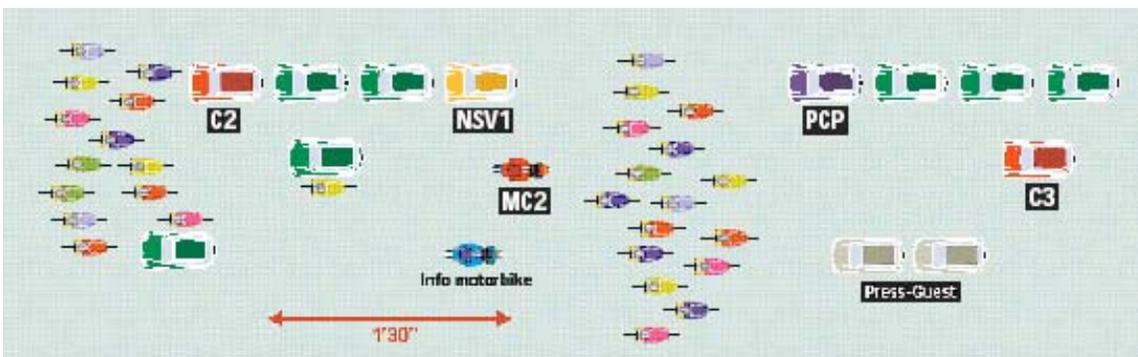


**PART TWO: OFFICIATING ROAD EVENTS**

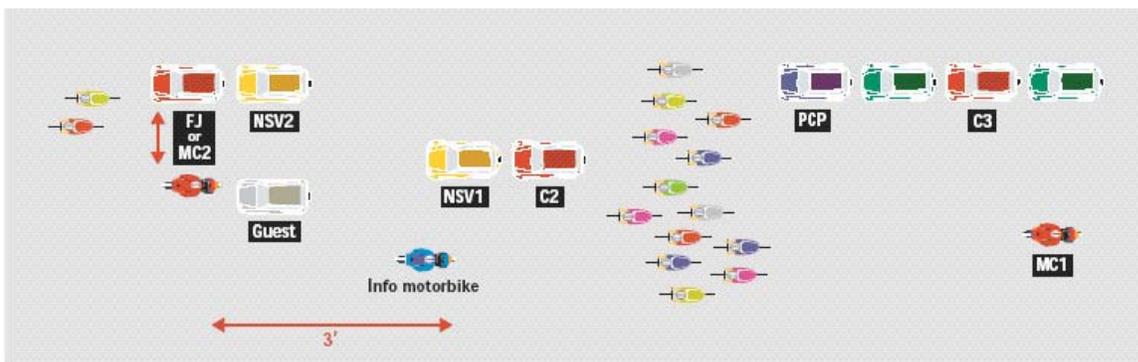
- A break may form that has many riders from many teams, as shown in the figure below. In this case, Comm 1 may choose to delay the passing of team cars a little longer.



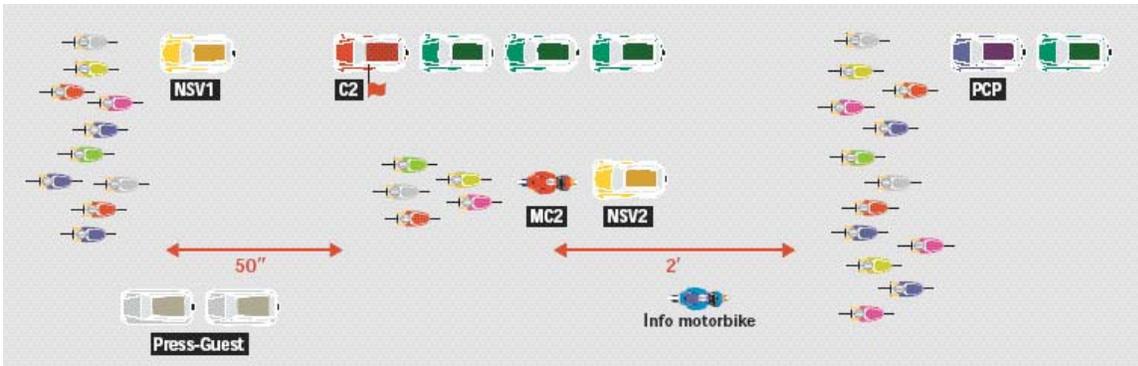
- When the gap is sufficient, Comm 1 then permits passing. The diagram below shows that several team cars have arrived at the break, and are servicing their riders. With a breakaway of 15 or less, this can happen in front of the commissaire.



- The position of Comm 2 is based on the current situation. As long as there is a breakaway with team cars, Comm 2 stays with the breakaway. When the gap is large, other vehicles may also be present, such as guests (VIPs) and press vehicles. However, if the breakaway has few riders, and no team cars, Comm 2 may leave the breakaway with a motoref and move back to the front of the field to watch for the eventual counter-attacks, as shown in the figure below.



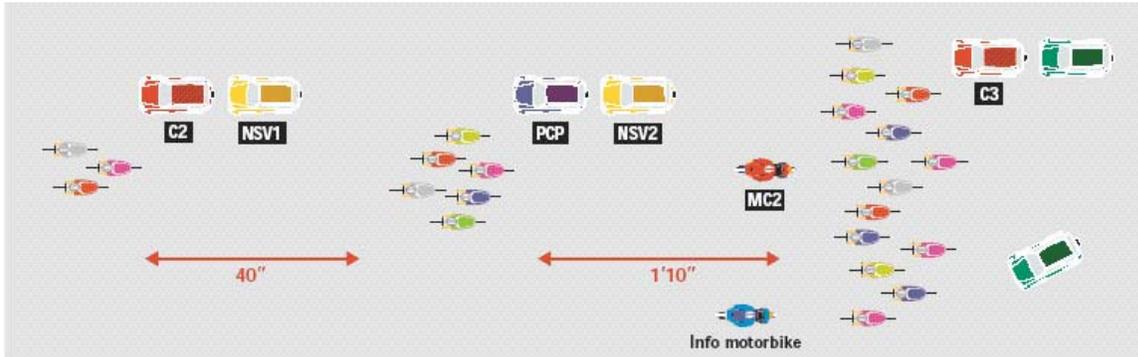
- As groups split up, all of the commissaires and motos take charge of the appropriate groups. We can think of caravan management based on times. The interesting part is in the transition between one group and multiple groups. Once any group is 2 minutes away, whether ahead or behind, then it almost becomes its own, separate bike race. The figure below shows that Comm 1 and his group are really in their own world. Comm 2, however, has the interesting situation and is running a barrage to keep team cars from moving into a gap that is too small.



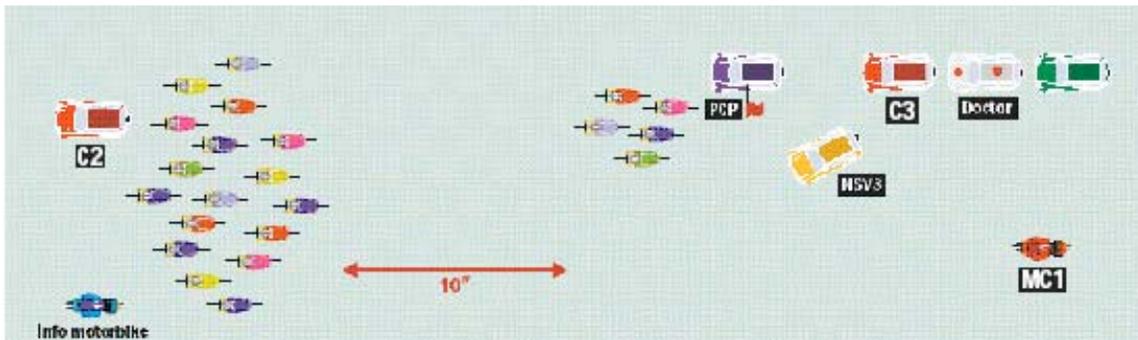
A common misconception is that all team support must be removed if the gap falls below 1 minute. That is not true! Just because you do not let them pass until the gap is one minute does not mean that you must pull the team cars back out if the gap falls to 55 seconds. Instead, use your judgment. Remove the team cars in the gap when it becomes clear that the following group is going to merge with the leading group.

**PART TWO: OFFICIATING ROAD EVENTS**

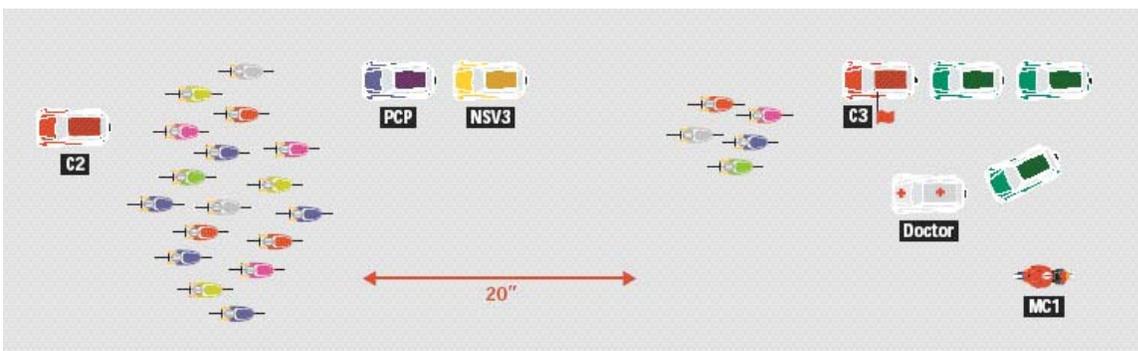
- Comm 1 may also choose to move forward when there are multiple groups. In the diagram below, Comm 1 has moved up to the group in the middle, leaving the field with Comm 3. Comm 2, upon seeing Comm 1 arrive, will also move forward to the next group.



- When the action is in the opposite direction, such as groups being dropped from the main field, Comm 1 will start a barrage to keep the team vehicles from passing, as shown in the figure below.



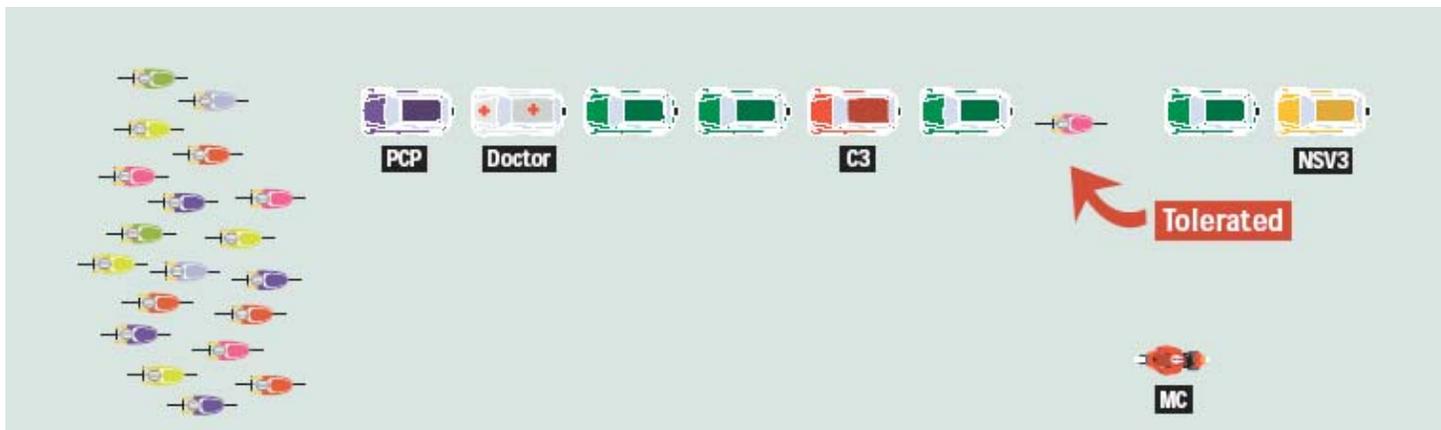
- Comm 1's, however, really prefer to delegate, so as soon as the gap is sufficient, he will call up his faithful workhorse, Comm 3, or one of the motorefs, to finish the barrage while he moves to the back of the field.



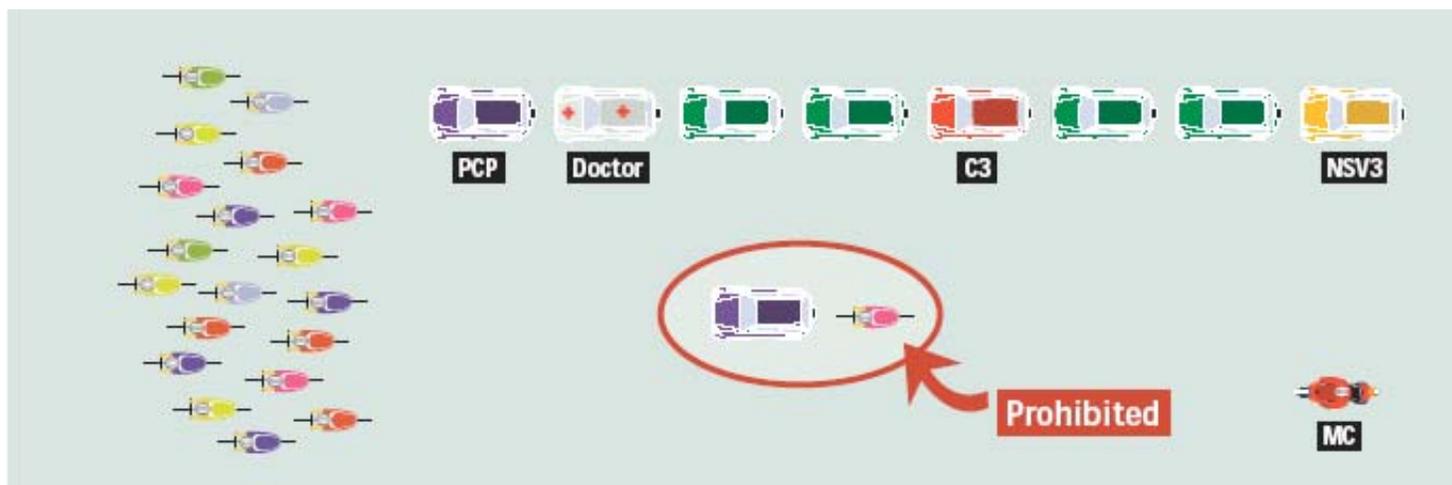
## When is Drafting Allowed in the Caravan?

The written rules all state that drafting off cars is against the rules. However, in big races with caravans, there are times when it is permitted.

- When a rider has had a mishap and is trying to recover, he is allowed to use the existing caravan as shown in the figure below.



- However, even if recovering from a puncture, a rider is not allowed to follow directly behind a car outside of the caravan proper. Once he is back in the caravan, he has to leapfrog from car to car to regain the peloton. The action shown in the figure below is prohibited.



Equally prohibited would be a rider following behind his own team car way off the back of the caravan. There is an initial confusion when mishaps occur, and the commissaires may choose to spend more time looking forward and less time looking back for a few seconds to a minute while the riders and team vehicles are recovering. However, very quickly, the team cars must move back into position in the caravan, and they are not allowed to give personal motor pacing service to their riders.



## II. Questions/Case Studies – Road Races

### Referee

1. A group of four riders is away from the main field of riders, which is intact with only a few stragglers off the back. There is a closed railroad crossing. Indicate what should happen in each of the following situations:

a) The lead group of four riders gets through the crossing before it closes. The crossing stops the main group. You are following the main group of riders. What should you do?

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b) The lead group gets through the crossing, the crossing is closed when the main group reaches it but three riders sprint off the front of the field and run the closed crossing. The main group stops. What, if any, penalty is applied?

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c) The lead group of four riders is stopped by the level crossing. What should you do?

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2. Riders go the wrong way on the course by fault of a police officer or a race marshal. What should you do?

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3. The entire field is across the centerline on a road that is open to civilian traffic. What should you do?

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4. An unauthorized vehicle is on the course. What should you do?

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5. The finish area of a road race is in a city and is not secured. What should you do?

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6. One race is catching another. You are in a follow vehicle, what should you do?

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7. Police fail to show up for your rolling enclosure. As the Chief Referee, what should you do?

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8. One of the most common situations is to realize your driver is inexperienced. What should you do?

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## Judging

1. You are the Chief Judge and when you arrive at the finish, there *is* no finish line. What should you do?

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### III. Answers to Questions/Case Studies - Road Races

#### Referee

1. A group of four riders is away from the main field of riders, which is intact with only a few stragglers off the back. There is a closed railroad crossing. Indicate what should happen in each of the following situations:
  - a) The lead group of four riders gets through the crossing before it closes. The crossing stops the main group. As the main group is relatively intact, you have to make sure the group doesn't barge the closed crossing before it opens. You should also make an effort to keep stragglers from rejoining the group while they are stopped. Get time gaps for those riders off the back, keep them separate from the main group and start them at their appropriate time gap. Because you are dealing with relatively few riders off the back, if they do rejoin the main group and you are not able to get time gaps for them, it is not going to be creating a big issue.
  - b) The lead group gets through the crossing, the crossing is closed when the main group reaches it but three riders sprint off the front of the field and run the closed crossing. The main group stops. The three riders who have barged through the closed crossing are disqualified immediately.
  - c) The lead group of four riders is stopped by the level crossing. You must get a time for the gap between the leaders and the main group. Once the crossing re opens, start the four riders with their appropriate gap, then restart the field.
2. Riders go the wrong way on the course by fault of a police officer or a race marshal. First, you have to get them back on course as quickly as possible! The riders need to go back to the point of departure from the course otherwise you can have further complications, such as dropped riders ending up in front of the leaders. You need to know the time splits for the various groups and have **enough officials** with you if you hope to reconstruct the race on the fly. Did the leaders lose their lead? If so, neutralize the main group until you can get the leaders back to their appropriate lead. Did dropped riders become "more dropped"? This is not a big issue. Make many notes. Judge all finishes carefully. If necessary sort out the mess at the end. Use common sense to decide who won.
3. The entire field is across the centerline on a road that is open to civilian traffic. If the motor cycle officials are unable to get the riders to move to the right, then stop the race. Explain once again the interpretation of the centerline rule and explain that if they persist in riding over the centerline they will leave you no options; you will have to stop the race. Restart the race. If it happens again, you should cancel the race - as a last resort. Rider safety and future road usage in the area are more important than one race. We have to cooperate with other road users, not run them off the road.
4. An unauthorized vehicle is on the course. First, politely request that the vehicle leave. Sometimes a parent or family member really doesn't know they are doing anything wrong. If they refuse to leave, have the police remove them for you. If the vehicle can be traced to a particular rider or team, then the rider or team may be penalized.

## PART TWO: OFFICIATING ROAD EVENTS

5. The finish area of a road race is in a city and is not secured. If security cannot be provided at the finish, then you should consider establishing a new finish, before the town. This should be a last resort as the organizer has probably arranged with the community to ensure the race finishes in town. Make sure the judges and the riders are aware of the changes. If no finish occurs, you could possibly use the split times recorded at the last check and the riders known to be in each of the groups, to decide the results.
6. One race is catching another. Motorcycles are the best help in sorting out the two groups. However, it can also be done if you have a car with each group. Situate one of the vehicles in front of the group to be slowed down. Make sure the entire group stays behind the car while the faster group overtakes; make sure no riders jump into the faster overtaking group. There needs to be a significant gap between the two fields before you “release” the neutralized group. Make sure the gap is at least 30 seconds. If there is a break off the front of the field, it should be treated like the railroad-crossing scenario. In other words, they aren’t neutralized until, or unless, it becomes necessary when they are overtaken.
7. Police fail to show up for your rolling enclosure. Without police in both the front and rear of the race, you do not have a rolling enclosure. While caravan vehicles can attempt to perform the same functions, they are not legally allowed to do so. Consequently, little can be done to protect the riders. Explain to the riders that the course is not closed and the centerline rule will be in effect. Explain how you will interpret the centerline rule.
8. One of the most common situations is to realize your driver is inexperienced. Handle this diplomatically as you do not wish to offend one of the organizer’s valuable volunteers. Explain that you can demonstrate proper technique easier than you can describe it and see if he will allow you to drive while he acts as your scribe. If this is not a viable option, then work closely with the driver through out the race to ensure that he drives safely. Use the opportunity to teach the driver.

## Judging

1. You are the Chief Judge and when you arrive at the finish, there *is* no finish line. Improvise, use flags to indicate the finish line. Ask someone from the organizer’s crew to lay down some tape (anything will do) - even electrical tape will suffice.

## IV. Criteriums

### A. Course Characteristics

A criterium is a race on a closed circuit with a distance of 800 meters to 5 km (1/2 to 3 miles) per lap. The minimum width of the course should be 7 meters (21-22 feet). It is the most popular road race in the United States due to accessibility for spectators and the relative ease of obtaining a course. The distance of the circuit and whether or not the course is entirely closed to traffic are important in defining whether you really have a criterium.

A 10 km loop is **not** a criterium. This becomes important when you consider the handling of lapped riders and the use of the free lap. In a criterium, lapped riders never complete the distance, always finishing on the same lap as the leader.

A 3 km loop where the course is not entirely closed to traffic is also **not** a criterium. A road that is shared with traffic, even though it may be coned off, is technically not a criterium. It should be clearly stated in the race announcement, or on the line, that the race is a circuit race being run under criterium rules. Because of the distance of the loop, you will want to run it under criterium rules.

## Specific Regulations

### Lapped Riders

- Are not eligible for primes
- May be pulled if out of contention.
- If allowed to finish, finish on the same lap as the leader(s)
- May work with other riders, but may not drop back to assist a rider gaining a lap

Lapped riders are pulled at the discretion of the Chief Referee with input from the Chief Judge.

Many things must be taken into consideration before pulling lapped riders. Some fields are small and therefore easier to score. Thus leaving lapped riders in the race generally causes no problems for the judges. Too many lapped riders can confuse the Judges and the places may be awarded to the wrong riders.

If this is a Cat 1-2-PRO race, the faster riders have gone hard at the start to weed out those riders who don't have the ability to be there. In this situation, they expect you to pull the riders with less experience and, in fact, it becomes a safety issue and a sporting issue, and you really should pull riders out of contention. For the lower categories, if riders are always pulled, they get no racing experience and become discouraged, often leaving the sport. For this reason, you should attempt to place all riders possible and avoid pulling them.

There are some legitimate reasons for pulling lapped riders. However, "to make your life more convenient" is not one of them.

### Primes

- Intermediate sprints within the race
- Lapped riders are not eligible
- May be awarded to the race leader or the leader of any group
- Only riders in the group (or behind it!) at the beginning of the prime lap are eligible

## PART TWO: OFFICIATING ROAD EVENTS

- Are awarded even if a rider withdraws from the race
- Are determined by the Race Organizer's staff but recorded by the officials.
- The timing of primes is under the control of the Chief Judge.

### Free Laps

- In order to get a free lap, the rider must report to the pit area. Repairs and inspection of the equipment must be done in the pit area, and the mechanical must be deemed valid due to a:
  - Crash;
  - Flat tire; or
  - Breakage of an essential part of the bicycle
- There must be a referee in each repair pit to determine the validity of the mishap.
- The rider must return to the race in the position held before the mishap. He goes *into the back of the group* that he was in prior to the incident.
- A rider returning to the race following a free lap is ineligible for a prime on the next lap.
- Free lap rule is in effect unless the race announcement specifically states there will be no free laps
- On courses over 2 km, the organizer should consider having two service pits.
- On a course less than a kilometer (.6 miles) the riders should be given 2 free laps. One lap would not allow the rider sufficient time to repair the bicycle.
- If announced in advance, riders may cut the course to get to the pit.
- Riders may run backwards on the course to get to the pit. Key word here is **RUN**, not ride.
- There are no free laps in the last 8 kilometers (5 miles) of the race. Frequently the officials will decide there are no free laps in the last five laps even though the course may not be exactly 1 mile in length.
- Riders are entitled to a free lap for every mishap they have until the end of the free lap period.

## A. Service Pit Referee

Working the pit in a criterium is really being in the trenches, and you definitely do not want to put the brand new official there all alone. He will definitely get an education, but probably not the type that is good for anyone.

If you are working the pit, keep the following in mind:

- Introduce yourself to the mechanics working in the pit with you. They can make your job easier so it's important to establish a good working relationship early on. If there are no mechanics and it's a "wheels in wheels out" situation, you DO NOT do repairs to the riders' bikes. You are NOT responsible for the equipment left in the pit area. Organizers should be strongly encouraged to provide a mechanic for the riders.
- Score the race:
  - If you are going to be able to put riders back into the appropriate place, you have to score the race!
  - Many times your score sheets can save the day for judges with results, identification of riders in groups, etc.
- Record information:
  - Record the rider's number, the lap, and what is wrong with the equipment
  - Notify the judges immediately so the rider will not be given a prime on the next lap!
  - Check equipment if there is any doubt about whether the incident is a valid mechanical.
    - Crash
      - ✓ Rider has actually hit the ground. Look for road rash, abrasion on the handle bar tape, etc.
      - ✓ If a rider has merely been delayed by a crash, he does not get a free lap so he must be told to go back into the race immediately and chase.
      - ✓ If you have a good motor referee, they will report to you (before the riders arrive) the number of riders coming in and possibly even their numbers.
      - ✓ If the mishap is questionable, give the rider the benefit of the doubt. For instance, if the rider says he has crashed but is not scraped up or dirty and the bike looks fine, give him the free lap but warn him that if the mishap cannot be verified he could lose a lap. The Chief Referee will then make any further decision based on your input and that of the other referees that were out on the course.
    - Flat tire
      - ✓ Puncture

- ✓ Slow leak
  - ✓ You must be aware of the rider who may have forgotten about properly inflating his tires prior to the start of the race. (How would you confirm that this is the case?)
- Breakage of essential part of the bicycle
      - ✓ Broken spoke
      - ✓ Broken cleat when it's an integral part of the pedal
      - ✓ Bent wheels or rims
      - ✓ Broken cog
      - ✓ Broken frame
      - ✓ Other parts that are deemed an essential part of the bicycle
      - ✓ NOT valid if the breakage is due to poor maintenance
- Verify the validity of the problem
  - Always get the mechanic to inflate the "flat" tire to see if it holds air!
  - Examine the equipment
  - Verify the actions of the mechanic, especially TEAM mechanics!
  - Remember, if the mishap is not valid, the rider does NOT get a free lap and should re enter the race as quickly as possible as they must chase or be considered down a lap. Inform the rider immediately. If repairs need to be done to the bike, they should be done quickly and the rider should not be detained.
- Communicate with the riders. If a rider asks you, "Do I get a free lap?" what do you say?
  - Unless you know that it's obviously a valid mishap you need to be cautious.
  - You might say, "What seems to be the problem?" or "I haven't determined that you have a valid mishap yet."
  - If this is a Category 5 rider, he very likely doesn't know what constitutes a valid mechanical
  - However, if this rider is a PRO/1/2 rider, consider close examination of the equipment.
  - Absent evidence of fraud, free laps should not be given in the pit and taken away later. Riders should know when they leave the pit whether they are on even mileage or need to make up lost ground.
- How do you return the rider into the race?
  - Valid mechanical
    - Stand in front of the rider, step aside to let him go back in
    - He goes **into the back of the group** that he was in prior to the incident.
    - If you let the rider go in too soon, or too late, adjust your "timing". If the field is moving slowly (all bunched tightly together) you will let him to go when 2/3 of the riders have passed. If the field is going very fast (a long line of riders), you may need to let the rider go in a bit sooner. If the rider was in a small group of riders, you will have to let him go before the riders reach you, to make sure he contacts the back of the group.
    - Don't expect the rider to go to the back of the field, he isn't going to do it!
  - Rider does NOT have a valid mechanical
    - Must return immediately to the race.
    - Must chase and risks losing a lap.

## B. Lead Vehicle Referee

Often a motorcycle leads the race, but this position can also be done from a car.

- A lead vehicle gives some protection to the riders by alerting the spectators that the riders are approaching. It helps to keep the spectators from crossing the street in front of the riders.
- A lead vehicle also gives the Judges something to key off and enables them to keep track of the front of the bike race.
- If there is an official in the lead vehicle, he can instruct the lapped rider to withdraw when they reach the finish line, or he can pull the riders, per the instructions of the Chief Referee.

If an official is in the lead motor position, he can help to determine lapped riders and help with pulling lapped riders.

## C. Follow Vehicle Referee

The person in a follow vehicle serves two purposes. He can help with scoring the race and with pulling lapped riders.

- Record all riders who go off the back and give this information to the Chief Judge
- Record all riders involved in crashes, have a flat or suffer a mishap and immediately notify the service pit.
- Record all riders observed off the course (be sure they are really in the same race).
- Observe and record all incidents to the Chief Referee.

## D. Roving Referee

The back side of a criterium course is the preferred location for sitting out a lap or two. A motor official may not see this happen. A referee roving the backside of the course can prevent this from happening.

- Make yourself visible to the riders.
- Observe, record and report. Submit reports of infractions to Chief Referee
  - Watch for riders warming up on the course before their race, while another race is in progress
  - Riding without a helmet
  - Riding that presents a danger
  - Foul language
  - Abrupt motion that may impede another rider
- Score the race and submit score sheets to the Chief Judge.
- Position yourself to watch the final sprint. The Chief Referee will tell you where he wants you located but generally one or two corners from the finish works well.

Prevention, not entrapment!

## E. Gear Rollout Referee

A gear rollout must be done in races exclusively for Juniors. The measurement for the rollout is 7.63 meters or 26 feet. Decide on the best place on the course for the rollout. Keep in mind it needs to be somewhere the riders can get to quickly, preferably without getting off their bikes first. The first turn of a criterium is good because you can get the riders immediately after they finish the race. If you are assigned to this duty, refer to the section on gear rollout under Basic Officials' Duties. As a backup resource for your Chief Judge, you can casually ask the riders where they thought they finished (as you are rolling them out). Record this information on your rollout report. They're generally fairly accurate and you never know if the information will be useful.

Verify with the Chief Judge that all the money places passed rollout.

## F. Sprint Referee

The people who should be watching the sprint are the roving official, the person working the service pit and the Chief Referee.

- Someone should be positioned about 200 meters before the finish to watch for foul riding. The official should be visible to the riders and have a clear line of vision. Most of the interesting things that happen in a sprint finish do NOT happen in the finishing straight.
- Judges should not be trying to watch the sprint for infractions. If they do, they will fail in their judging duties.
- To warrant a penalty, the infraction should be observed by an official so it's important to position people to watch the sprint! If no official saw the alleged incident, you must obtain a great deal of evidence and take great care with the decision.

## G. Scorers/Laps and Bell

- Where should the cards be placed? Determining factors should be visibility for the riders and availability for the judges.
  - Right or left side of the road. Good line of sight for the riders is essential
  - On the judges stand or at ground level. If you are scoring the race and doing lap cards, you will want the cards up on the judges stand. Again, remember visibility for the riders.
  - It is best to have the lap cards on the same side of the street as the judges, for easier communications and mobility.
- Important to score the race and record time gaps for the riders.
- Change cards the same way each lap, usually on the lead vehicle if one exists.
- Confer frequently with the Chief Judge to ensure that you are both on the same lap, i.e. that the correct lap is being shown to the riders.
  - Verbally call out laps to confirm with the judges/scorers. Does not need to be done every lap, perhaps every 5 laps or so.
  - Visually confirm the lap cards with the judges. Again, done every five laps or so.
- Ring the bell with one lap to go, cards show "0" at the finish of the race.

Communication is the key to success. Confirm lap counts often.  
 Scorer: "Showing 1 and bell"  
 Judge: "Confirmed – bell lap"

## H. Prime Judge

This position may be useful and necessary for races with lots of primes.

- Record all the primes and the winners Record the lap on which the prime is awarded, and the group to which it was awarded (leaders, main field, chase group, etc)
- Score and time the race as usual
- Note any unusual occurrences with prime sprints. Sometimes a rider in the field will not realize that a rider off the front won the prime. If you see a rider sprinting hard in the field for a non-existent prime, make a note of the lap it was on and who it was. Then you will be prepared to answer his question about why he didn't win a prime.

## I. Chief Judge

The Chief Judge is responsible for delegating jobs to the assistant judges and scorers. Designate someone to do lap cards and bell. If there are a large number of primes, choose someone to take charge of the recording procedure. Make sure you have communicated with the necessary people in the following areas:

### Chief Referee

Make sure all your questions are answered before the race begins. You will especially need to know how lapped riders will be handled. Also be clear on when and how you will be getting your reports from the various areas such as the pit, the gear rollout, etc. since these reports are necessary before you can make your results final. The Chief Referee will often want you to keep a tally on the number of starters by category as this information is needed for the Chief Referee's report.

### Registration

Find out how you will get copies of the final registration list before each race starts. Find out how and where the organizer will get results before prize payout. Review procedures with the prize payout person, to ensure that results have been posted at least 15 minutes and all protests answered before payout begins!

### Assign judges to positions

Don't have all your Judges begin judging at first place. If you do, you will probably not get all the places you need. Assign one Judge to start at first, another at third, another at sixth, etc. Make sure you have enough Judges to cover all your places. If you don't, and only as a last resort, you may need to use volunteers.

Somebody needs to monitor the lap cards and bell, especially if the person operating them is a volunteer.

### Photo Finish Camera

If a photo finish camera using strip film is being used, make sure test shots have been made and any adjustments to ensure the best film possible have been completed and tested before the end of the race. Decide ahead of time who will read the film. With most experienced companies, it is better to let the technician read the film. Remember that he reads film for a living, whereas you probably do not. You of course have every right (and the responsibility) to examine the film yourself to make a determination on a close finish. Make sure the camera operator will be available during the race to shoot any groups of riders you need when something noteworthy is happening.

Video cameras should similarly be tested for image clarity, course coverage and exposure prior to your needing the results.

Your primary responsibility as Chief Judge is to come up with complete and accurate information as quickly as possible. You need to have enough information from the Assistant Judges, Scorers, Service Pit and Referees to justify the results.

Race results should optimally include:

- Place
- Rider #
- Racing License #
- Name
- Team/club

### Logical Progression

Collect all the raw data from the Assistant Judges. Always use official information before going to the riders for input. If the information is incomplete, it may be necessary to talk to the riders but do so in a controlled setting. When you have the information you need, come up with a preliminary order of finish. If there are any unresolved conflicts, declare them as equal placings. Check the preliminary order of finish against the score sheets to determine if any lapped riders are in the placings. Check pit reports to see if any lapped riders may have had a free lap during the race and to see if they contested and won a prime immediately following their free lap. If applicable, check the report from gear rollout. Check with the Chief Referee for any penalties that may affect the results. Establish a final order of finish.

### Announce Posting of Results and Start a Watch

The Chief Judge or a designated Assistant Judge should be available near the result sheet to accept protests. Don't look like you expect protests but be available in case there are any. Deal with one rider at a time in a controlled setting. Carefully examine your information against what the rider has said. Weigh your evidence according to the objectivity, experience, and proximity of the observers. Reach a decision promptly, and report back to the protestor. If you deny a protest, the rider may argue. However, if no new evidence is offered, the case is closed. Dismiss the rider calmly and never argue.

If the protest is valid and the results need to be redone, pull the original results from the posting area. Redo results and re post them with a new time of posting.

Allow the riders to review the film and your scoring of the race.

## **J. Chief Referee**

As the Chief Referee, you will usually be near the start/finish line, but you must always be mobile. You do not want to tie yourself to one location or function. The only function you could reasonably perform is that of the starter. By being mobile, you are able to move around to solve potential problems. The other officials are tied to their positions so, if there are problems, they cannot come find you. Therefore, you should check with them frequently to make sure everything is okay. You are responsible for the general conduct of the entire race.

- You will be assigning the officials' duties for the crew. Make sure they feel comfortable with the tasks assigned to them. Define your expectations and answer any questions that may arise.
- Your major concern should be to oversee the event. When should you stop or neutralize a race?
  - Only if there is a serious obstruction on the race course. An example would be a crash involving a serious injury where the ambulance and medical staff would need the whole road; a fire truck coming onto the course; or some sort of natural disaster.

- Stopping or neutralizing a race should be the last resort, but there are times when it must be done. Use common sense. Do not create another problem by trying to stop the race. Make sure the riders understand what is expected of them. Use a motorcycle official, if you have one, to notify the riders whether they will be expected to stop or roll around slowly. If possible, allow the riders to roll around without changing their positions.
- Do NOT change the lap cards until racing resumes. Make sure the course is clear, give the riders a final warm-up lap and restart the race. Remember that a serious accident is psychologically upsetting to the riders, so make sure they are settled back in and ready to start.
- In some cases, you may add some laps back to the race. An example would be if you had to stop the race with two laps to go on a short course. If the field were altogether, it would be dangerous to restart with two to go. It might be better to restart with four or five.
- How will you manage lapped riders?
  - If you have announced that they will be pulled at your discretion, then you can pull riders early or leave riders in as appropriate. If a single rider goes off the back early in the race when there is a big field of riders and loses a lap (in the first third of the race), then you might leave that rider in because his presence is not causing any problems. On the other hand, if the same rider continues to lose lap after lap, you may decide to pull him for his own safety, as it is dangerous mixing riders of widely differing abilities on a short circuit.
  - A rider who loses a lap in the last one third of the race may be left in. If it appears his being lapped will compromise the final laps of the race, you may pull him. It will depend on the number of riders and the circumstances of each race. There is no single right answer.
  - Consult with the Chief Judge. If they cannot handle lapped riders being left in, then get them out of the race. If a field is small, leave the riders in if possible. In general, we always want to let riders finish when we can. Furthermore, it is not the best scenario to have to pull a rider because we couldn't do our jobs well enough.
- Take all reports from your officials and assess the appropriate penalties.
- Fill out your reports and collect officials' fees from the organizer.
- Make a point of meeting with your officials to debrief them after the race. Thank everyone!



## V. Questions/Case Studies – Criteriums

### Judging

1. The announcer rang the bell for a prime that didn't exist or at a time when it could not be judged. As the Chief Judge what should you do?

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2. The bell is rung for a prime for the chase group. At the moment the chase comes by a lone rider is trying to bridge from the chase group to the leaders and has a 25-meter lead. Is this rider eligible for the prime?

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3. There is a prime awarded during the middle of the race. A rider is complaining because he didn't get his prime. As Chief Judge, you double-check your score sheets and he was the first across the line. What might have eliminated him from being declared the winner of the prime?

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4. Nearing the end of the race, a group of 3-10 riders is very close to lapping a large field. As the Chief Judge what should you do?

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5. The bell is rung inadvertently on the wrong lap at the end of the race. As the Chief Judge, what do you do?

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6. At the finish of a race, a lapped rider is shown as finishing 5<sup>th</sup> when you had been pulling lapped riders. As the Chief Judge, what should you do?

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7. After the race, a rider protests that you have him down a lap and claims that he is not. As the Chief Judge what should you do?

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8. Two separate races are on the course at the same time and have merged near the finish. What should be done?

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## Referee

1. As a referee, what should be submitted in your report to the Chief Referee?

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2. As a referee, what should be submitted in your report to the Chief Judge?

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3. As the roving referee, you observe a rider taking mechanical assistance on the back straight. This rider immediately hops onto his bicycle and begins to chase the group. What should you do? Whom should you report this to?

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**PART TWO: OFFICIATING ROAD EVENTS**

- 4. Same situation as above, rider is taking mechanical assistance outside of the service pit area only this time he rolls slowly (waiting for his group) planning to jump back in with them when they come around the next time. As the roving referee what should you do?

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**Service Pit Referee**

- 1. Can a rider proceed backwards on the course to the pit? Can a rider cut the course to get to the pit? If so, under what conditions are these actions acceptable?

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- 2. How many free laps may a rider take?

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- 3. What must a rider do to get his/her free lap?

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- 4. Where do you re insert a rider who has reported to the pit who does NOT have a valid mechanical?

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- 5. At what point in time in the race are there no more free laps?

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- 6. When should you notify the Chief Judge that a rider has received a free lap, and why?

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- 7. A crash occurs in the middle of a field of riders. Ten riders have come into the pit. The crash splits the field. When the riders come through the next time, the "lead group" has about 100 meters on the "second" group. Where do you put the riders back into the race and why?

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- 8. Ten riders come into the pit claiming they have just crashed. As the service pit official, what should you do?  
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- 9. A rider comes into the pit with a broken cleat. Are they entitled to a free lap?  
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- 10. A rider runs into the pit with his bicycle and he has taken two laps to get there OR a rider is in the pit for two laps while repairs are being effected. Are these riders down a lap?  
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- 11. The official in the pit or the mechanic puts a rider back into the race early. What should happen?  
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**Chief Referee**

- 1. When do you inform the riders how lapped riders will be handled?  
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- 2. A rider in the field is told by his coach that a teammate is about to gain a lap. The rider begins to drop out of the field to assist his teammate gain the lap. What should be done immediately and by whom?  
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- 3. What is the penalty if assistance is given to the teammate?  
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**PART TWO: OFFICIATING ROAD EVENTS**

4. To whom is the penalty applied?

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5. As the Chief Referee, you notice that nearing the end of the race the lap cards are reading two and yet the bell is being rung. What should you do?

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6. At the finish of a race, a lapped rider is shown as finishing 5<sup>th</sup> when you had been pulling lapped riders. As the Chief Referee, you know the rider was asked to withdraw from the race. What should you do?

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9. The roving referee has observed a rider taking mechanical assistance on the back straight. This rider immediately hops onto his bicycle and begins to chase the group. As the Chief Referee, what should you do?

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10. Same situation as above, rider is taking mechanical assistance outside of the service pit area only this time he rolls slowly (waiting for his group) planning to jump back in with them when they come around the next time. As the Chief Referee, what should you do?

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11. A breakaway of four riders is within 20 seconds of lapping the field. In the break are two riders from team X and two riders from other teams. You notice two other riders from team X sitting on the back of the field. The next time through the start/finish area, you notice that the two riders that were on the back of the field have started drifting back and are now between the pack and the breakaway. As the Chief Referee, what should you do?

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12. A breakaway of four riders has about 20 meters on the field at the finish of the race. With 50 meters to go, rider X makes an abrupt sideways motion. This rider crosses the finish line first, with the rider in second raising his hand in protest. As the Chief Referee, what should you do?

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13. Same scenario as above, except the move causes one or more of the breakaway riders to crash. As the Chief Referee, what should you do?

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## VI. Answers to Questions/Case Studies – Criteriums

### Judging

1. The announcer rang the bell for a prime that didn't exist or at a time when it could not be judged. Once the bell is rung, you must make the best of it. If the announcer rang the bell for a prime that did not exist, it would be best (or at least just) for the announcer to come up with some cash for the rider who wins it. Good scoring will help you sort out the problem if a prime is offered at an impossible time. If all else fails, you do not award the prime.
2. The bell is rung for a prime for the chase group. At the moment the chase comes by, a lone rider is trying to bridge from the chase group to the leaders and has a 25-meter lead. In this situation, you have to decide who is eligible for the prime. If at the time the bell is rung, it was decided to give a prime to the chase group and the lone rider was a part of that chase group, the rider is eligible. What will probably happen is that the chase group proper will not be sure and you will have the lone rider scored as winning the prime (if he stays away) while the leader of the chase group will think that he has won. At times like this, make a note on your score sheets that the rider leading the chase group (record his number) will likely think that he has won this prime. Also, note your reason for awarding the prime to the lone rider. Of course, you could avoid this confusion by choosing not to ring the bell for a prime when there is the potential for confusion.
3. There is a prime awarded during the middle of the race. A rider is complaining because he didn't get his prime. As Chief Judge, you double-check your score sheets and he was the first across the line. If this rider had just come back into the race after getting a free lap, he would not be eligible for the prime. A second reason that he might not be given the prime is if the Chief Referee relegated him because of a sprint infraction. Again, make a note of the situation on your score sheets so that you can easily reference it and resolve the issue.
4. Nearing the end of the race, a group of 3-10 riders is very close to lapping a large field. This is a common problem and every Chief Judge's worst nightmare. If you have a good camera system, ask the operator to film the leaders so you can ensure that you have all the numbers of the riders in the lead group. Without a good camera system, if the leaders go into the field, it could be extremely difficult to judge the finish. One solution is to finish the field early and let the leaders ride the last few laps alone. Since this is not a common method of handling the situation, the Chief Referee should explain on the start line how it will be handled. The riders need to know that with 2-3 laps to go, the "lapped group" will sprint for their finish.
5. The bell is rung inadvertently on the wrong lap at the end of the race. Since there should be no primes in the last three laps of the race, the riders will be confused. Find out if the two that is showing is correct or if the bell is correct. If the riders saw two to go twice, then it really is one to go and the results of the lap will stand. If the two to go is correct, then you have a serious problem. Get the announcer to announce that this is the final lap of the race. If there is a motor official, get him to inform the riders that they will be sprinting on this lap. Make sure the camera operator is ready to get film and judge the finish. Normally the riders will sprint with the bell. Tradition has it that when the bell rings the race is over the next lap. This is why it is essential for the Chief Judge to monitor the laps showing and to call out, "bell lap" as a reminder to the person running the lap cards!

6. At the finish of a race, a lapped rider is shown as finishing 5<sup>th</sup> when you had been pulling lapped riders. The riders must be removed from the results. Notify the Chief Referee of the misconduct.
7. After the race, a rider protests that you have him down a lap and he claims that he is not. To solve this one, you need to look at all the data. Look for any duplicate numbers (not likely); perhaps a number 12 was lapped but not this number 12. Check the numbers of the lapped riders given to you by the lead motorcycle; perhaps he read the number wrong. You should easily be able to resolve this by checking your score sheets. Perhaps a number was recorded incorrectly due to being folded or poorly positioned. Number 72 can easily be misread as number 12. Did he report to the service pit and after further examination of his equipment, lose his free lap? Of course, there is always the possibility that the rider is wrong.
8. Two separate races are on the course at the same time and have merged near the finish. This is another good one to throw into the prevention category. Either don't run two races at the same time or make sure you have a motor official with each group so that you can neutralize the slower group allowing the faster group to overtake. The other option, if you see this developing, is to finish one group of riders a lap or two early to prevent them from being overtaken. Once this disaster has begun, you have few options. If you have a camera, pray for good film.

## Referee

1. Your report to the Chief Referee should include any infractions you may have observed. Riders sitting out laps then jumping back into the race, abusive language, dangerous riding, feeding, riding backwards on the course to get to the service pit, etc. Submit everything, even though the rider may not be penalized. It will assist the Chief Referee defend any decisions he has to make.
2. Your report to the Chief Judge should include all scoring issues. Make a note of any riders observed sitting out laps, as this will make a difference to the finish order. Submit score sheets.
3. As the roving referee, you observe a rider taking mechanical assistance on the back straight. This rider immediately hops onto his bicycle and begins to chase the group. Make a note of the rider's number, on what lap the situation occurred and submit it to the Chief Referee with the note that the rider chased and did not take a free lap. Why should this be given to the Chief Referee? You might not know that the rider decided to report to the service pit in an attempt to get a free lap. Riders in the field may not realize the rider "chased them down". If they think he sat out a lap, they will want the rider placed down a lap. Therefore, it's important to keep the Chief Referee informed.
4. Same situation as above, rider is taking mechanical assistance outside of the service pit area only this time he rolls slowly (waiting for his group) planning to jump back in with them when they come around the next time. Immediately tell the rider that he must chase or he will be down a lap if he doesn't. (If lapped riders are being pulled, then he certainly should not get back in when he's down a lap!) Make sure you inform the Chief Referee of the situation and inform the Chief Judge if the rider sits out a lap.

## Service Pit Referee

1. A rider may proceed backwards on the course to the pit provided they are on foot. A rider can cut the course to get to the pit - only when the free lap rule is in effect.
2. A rider is entitled to one free lap on most courses. However, on very small courses (under 1 km or .6 miles) they are entitled to two free laps.
3. A rider must report to the pit and the mishap must be deemed valid for them to get a free lap.
4. A rider who has reported to the pit who does NOT have a valid mechanical must be put back into the race as quickly as possible. Do not delay his restart. He must chase, he is not entitled to a free lap.
5. In the last 8 km (5 miles), there are no more free laps for the riders. Even with a valid mechanical, the rider must chase.

## **PART TWO: OFFICIATING ROAD EVENTS**

6. Notify the Chief Judge immediately that a rider has received a free lap. It must be done immediately as the rider is not eligible for a prime on the lap following his free lap.
7. A crash occurs in the middle of a field of riders. Ten riders have come into the pit. The crash splits the field pretty much equally. When the riders come through the next time the "lead" group of approximately 25 riders has about 100 meters on the "second" group of approximately 25 riders. This situation is difficult to resolve and your decision has to be made quickly. Not only must you resolve where to put the riders back into the race you must also record all the numbers of the riders who have reported to the pit. The field was equally split so which group should you put them in? Remember they have to go into the back of whichever group you determine is the field. By putting the riders in with the first group, you could "fill the gap" between the two fields. Is this what you want to do? You might think not, but in reality this would be the best solution. By putting them at the back of the "first" group, they will tail out and perhaps it will enable the "second" group to catch the leaders. Remember, it was one large field of riders until the crash caused the split. By putting the riders into the gap, you are not giving a free lap to those who have not crashed but you have given them a window of opportunity to regain the first field.
8. Ten riders come into the pit claiming they have just crashed. As the service pit official, record all the numbers. With this many riders you will be hard pressed to make a determination about the validity of all of them. Check out those that you can but more importantly, make sure you get them back into the race on the next lap.
9. A rider comes into the pit with a broken cleat. According to the USCF rulebook, a broken cleat counts as a mishap. Unless you had some overwhelming evidence that this was fraud, the rider should receive a free lap.
10. A rider runs into the pit with his bicycle and he has taken two laps to get there OR a rider is in the pit for two laps while repairs are being completed. In the strictest interpretation of the rule, these riders would be considered down a lap. In reality, as long as the rider is making a serious effort to get to you as quickly as possible, you would allow him one lap from the time he enters the pit. For the rider who has not managed to get his bicycle fixed, it would be safer to make sure the work is done correctly than to insist on him returning to the race because his lap is up. Remember, you are working in a pit with the team mechanics; make sure the work genuinely needs more time. They could be attempting to stall so the rider gets another lap of rest. Most riders don't want to sit out any longer than possible.
11. The official in the pit or the mechanic puts a rider back into the race early. Each lap the timing for putting riders back into the race will be slightly different. Next time try to make sure the rider is at least in the back third of the field when he finally gets up to speed. If this is a situation where the mechanic is not waiting for your signal to push off the rider, you can make sure the next rider goes when you want by standing in front of the rider, only stepping aside when it's time for them to go in.

### **Chief Referee**

1. The Chief Referee chooses the method for dealing with the lapped riders. You need to make sure the judges are able to manage whatever you method you determine to use. Work closely with the Chief Judge.
2. The riders should be informed, at the start, how you anticipate handling lapped riders. Will you pull them immediately or allow them to continue? If you leave them in, will you finish all lapped riders early, one or two laps ahead of the main field, or will you simply score them as they finish, making sure to put them down the appropriate number of laps in the results.
3. A rider in the field is told by his coach that a teammate is about to gain a lap. The rider begins to drop out of the field to assist his teammate gain the lap. The Chief Referee should immediately inform the rider who is dropping out of the field that he cannot assist his teammate gain the lap. If you need to, you can ask the motor referee to assist you with this task.
4. The penalty for accepting such assistance is disqualification.
5. The penalty is applied to the rider accepting the assistance.
6. As the Chief Referee, you notice that it nearing the end of the race, the lap cards are reading two and yet the bell is being rung. Check with the Chief Judge to determine if it should be two to go or is it really the bell lap. If it should have been two to go, notify the motor official and have them tell the riders they will be finishing on that lap! Get ready to watch the sprint.

7. At the finish of a race, a lapped rider is shown as finishing 5<sup>th</sup> when you had been pulling lapped riders. This rider should be recommended for suspension due to his fraudulent behavior, assuming that you did, in fact, attempt to remove him from the race previously.
8. The roving referee has observed a rider taking mechanical assistance on the back straight. This rider immediately hops onto his bicycle and begins to chase the group. Make a note of the information, record the rider's number and the lap on which it occurred and note that the rider really is chasing. You need this information in case the riders in the field think the rider sat out a lap.
9. Same situation as above, rider is taking mechanical assistance outside of the service pit area only this time he rolls slowly (waiting for his group) planning to jump back in with them when they come around the next time. If you are pulling lapped riders, this rider should be considered down one lap if he did not chase. Hopefully your referee encouraged him to chase by telling him he would lose a lap.
10. There is a small group of riders (3) who are about to lap the field. There are only 5 laps left in the race. The Chief Judge is concerned because the video has not produced the greatest results for earlier races. You may wish to finish the field before the group overtakes them. Because this is not standard practice in most areas, it could be very tricky. The other option is to let them mix and hope you can find the three riders in the field sprint. This will cause less confusion, but you may well have the spectators confused about who really won the race.
11. A breakaway of four riders is within 20 seconds of lapping the field. In the break are two riders from team X and two riders from other teams. You notice two other riders from team X sitting on the back of the field. The next time through the start/finish area, you notice that the two riders that were on the back of the field have started drifting back and are now between the pack and the breakaway. The two riders dropping back were not too subtle in their attempts to join the breakaway to help their teammates to either gain the lap or assist in setting them up for the sprint. If you have communication with your motor referee, have him tell both the riders in the break and the two dropping back that they may not work together. If there is no motor official, you must do this from the finish line. Use your whistle and hand gestures to deliver your message. If the coach is nearby, tell him to tell his riders. If the riders disregard the warning, the two riders who take the assistance should be disqualified.
12. A breakaway of four riders has about 20 meters on the field at the finish of the race. With 50 meters to go, rider X makes an abrupt sideways motion. This rider crosses the finish line first, with the rider in second raising his hand in protest. You need to look at this situation very closely. First, was it an abrupt sideways motion that impeded the forward progress of the following riders? Were the riders overlapped when it occurred? This illustrates one reason to have an official positioned 200 meters from the finish line. Sometimes the movement definitely impedes the following rider but other times the following rider would like you to **think** it impeded him. When the rider flings his hand in the air and doesn't contest the sprint all the way to the finish line, it doesn't allow you to determine if the maneuver affected the outcome. If you determine that it was a foul, what penalty should you assess? Generally, you would relegate him to last place in **his** group, not in the field.
13. Same scenario as above, except the move causes one or more of the breakaway riders to crash. The only justice for the fallen riders is to disqualify the offender and recommend suspension. If all three of the other leaders fell, then the winner would come from the field.

## VII. Individual Time Trials

### A. Course Characteristics

#### Definitions

- Scheduled or appointed start time – this is the time that was assigned to the rider for his/her start; the time listed on the start sheet.
- Finish time – this is the time recorded when the rider finished.
- Elapsed time – this is determined by subtracting the scheduled/appointed start time from the finish time.

#### Types of Courses

- Out and Back
  - Best course to use for championship events.
  - Course needs to be wide enough for overtaking riders to pass safely when there are oncoming riders
  - Centerline rule in effect
- Circuit
  - May be used for championship events.
  - One circuit is good, but multiple circuits make it difficult to time, score riders, and also increase the opportunity for pacing with large numbers of riders doing multiple laps.
- One way
  - Might be fun to ride, but cannot be used as a championship course. This could be all uphill, all down, or all with a whipping tail wind.

#### Specific Regulations

##### Start

- All riders start with equal time intervals
  - Interval could be 30 seconds or 1 minute.
  - Generally, not less than 30 seconds for a road time trial.
  - Usually only greater than one minute in stage races for the last few riders to start.
- The riders' time starts at their scheduled or appointed start time. If a rider shows up late, he must stop and start in the same manner as all the other riders. He should only be allowed to start if he does not interfere with other starts.
- Riders may be started in a couple of different ways but they are all to start in the same way within the same event.
  - At a local or club level time trial, it's possible there will be no holder. In this situation, all the riders start with one foot on the ground.
  - When there is a holder, all riders in a group (or category) must be held in the same way by the same holder.
- The start order is supposed to be posted one hour prior to the start. At local or club level time trials, the organizer frequently closes registration 15 minutes before the first rider departs, making this impossible.
- The start order can be determined in a couple of different ways.

- Random selection – It is not possible to do a random drawing, write up a start list and have your race start on time if registration closes 15 minutes before the race is due to start.
- Numeric order – This will be the method used when registration closes 15 minutes before the start. (i.e. order of registration)
- Seeding – Fastest rider goes off last with slower riders going off first. You need to have some knowledge of the ability of the entrants.
- Reverse order of G.C. – used for stage races or series races.
- Riders are supposed to report to the start area 3 minutes prior to their start. Clothing and bicycles should be inspected prior to start.

### Start Area

- The physical set up of the start and finish area is extremely important to the smooth running of the event. Consider where the competitors will be parking. Note whether arrangements should be made for communication between the various positions with radios or runners.
- The start and finish should never be adjacent. The finish should be 100 to 200 meters from the start in the direction of the turnaround.
  - This will be safer as the riders finishing will not be at full power when they reach the congestion of the starting area.
  - It is also easier for the judges as they are isolated from riders, coaches, family members and anyone else who might be a distraction.
- There should be a separate road for warm-up so riders are not tempted to warm-up on the course.
- If there is a junior race, there will be a gear rollout to do.
  - Measure and set up the rollout area and notify riders of its location so they may check their gear prior to their start. You may need to have an official present to assist them with this.
  - An official should be designated to do the gear rollout after the race.

### Rider Conduct

- Riders are not to warm up on the course.
- Riders should report to the start area 3 minutes prior to their appointed/scheduled start time.
- On an out and back course, riders must stay to the right of the centerline.
- Riders may not take pace from another rider. When a rider is 25 meters (80 feet) behind the person they are overtaking, they are supposed to move 2 meters (7 feet) to the side. You will find that riders are much closer than this before they go out and around the rider they are overtaking. When is a rider pacing? This requires using some common sense and good judgment. If a rider is obviously sitting behind another rider and taking shelter, then he should be penalized.
- Riders are not allowed to ride beside each other. When a rider is attempting to overtake, he may not draw level with, and stay beside, another rider over a distance greater than 500 meters. His pass must be completed in 500 meters or less. If he is unable to pass the other rider in that 500 meter "limit", he must drop back 25 meters before making a second attempt.

### Equipment

- The bicycle is normally a road bicycle but, a bicycle with a front hand brake and a fixed wheel may also be used. Handlebars that extend forward or upward, or those that provide support for other than the rider's hands are permitted in time trial events.
- At National Championships for Elite, U23, and 17-18 juniors and at UCI events the riders need to have their bicycle inspected to ensure that it meets UCI specifications. This inspection takes place immediately before their start, thus the importance of reporting 3 minutes prior to their start!

### Support Vehicles

- Following vehicles are not common in individual time trials, except during very big stage races. If vehicles are used, then you need to ensure that you have referees sweeping the course (watching for pacing violations).
- Vehicles must remain 20 meters behind the rider, except when the rider has **stopped** for service. A megaphone can be used to communicate with the rider.
- A support vehicle may not overtake a rider (position themselves between two riders) until there is a 50-meter gap between the riders. Most of the coaches will not want to give any advantage to the other rider but their desire to stay close to their own rider sometimes makes them anxious to move into the gap too soon.
- No riders may be handed supplies during a time trial.

## Marshals

- There are special marshaling duties at a time trial.
- If the course is open to traffic, cars should not be permitted to go down the course at the same time a rider is started. Keep traffic flowing through the finish area so the riders have a clear lane in which to finish and then recover.
- The turn around must be marshaled so that riders may be allowed to turn unimpeded by traffic. This means at least two marshals, one to stop oncoming traffic and one to stop traffic from coming up behind the rider.

## **B. Stager/Whip**

At local races, this individual is frequently not an official but he still plays a key role in the efficient running of the event.

- The Stager should call the riders to the start. He should have at least 3-6 riders in the waiting area at all times.
- He lines the riders up in their start order and, if the stager is an official, check to make sure the bicycle and the rider's uniform are correct. If they are not, the Stager has them correct the problem.
- If a rider does not show up, the Stager announces to the Holder and the Starter that there is a gap, referred to as a "ghost". Depending on the start interval (one minute or 30 seconds), do not send the next rider up until he/she has one minute (or 30 seconds) to his/her start. This is important to keep a rider from starting early and maintaining the equal start for all riders.
- The stager should also keep track of which rider goes off at what time as an aid to the Starter.

## **C. Holder**

- Gets the riders from the stager up to the start line.
- Tells the starter the rider's number. This is a double check to make sure the correct rider is on the line.
- Communicate with the rider. Some riders are very nervous and squirm around a lot. Get them to relax and you can easily find their balance point.
- Hold them up, but do not hold them back! Allow a rider to go early, the Starter will make a note of the early start and their time will be adjusted.
- Holder must hold all the riders of a Category/Class. If you want to change Holders, do it between races.

## **D. Turnaround Referee/Judge**

- Supervise the turnaround. Make sure the marshals are doing their jobs.
- The turn referee's primary responsibility is to keep a list of all the riders who make it to the turn along with their times. Times may be running time (like the judges) or merely time of day.
- Note any riders not making the turn (need to have a start list to be able to do this!)
- Follow the last rider in unless that duty has been designated to someone else.
- Your report is used to assist in establishing who finished, confirm any drafting violations and solve timing problems at the finish.
- Often the turnaround official has the key piece of information that allows the correct results to be published.
- Submit all information to the Chief Judge.

## **E. Course Referee**

- Record/report any pacing violations.
- Report observed violations in a timely fashion. If stationary, get a motor official to take your reports to the Chief Referee.
- Make sure you have a start list so you will know who is catching whom, as that info should weigh heavily in your interpretation of riders drafting off each other.

## F. Caller/Spotter

- This person does not need to be an official. However, he is a very important part of the judging crew!
- He must be positioned where he has good visibility of the rider numbers.
- He should be positioned just before the finish line to give advance warning of oncoming riders. When riders pass him, he calls the number to the judges.
- He should (if possible) have someone with him to record the numbers in the order of finish.
- He should be in radio communication with the judges.

## G. Assistant Timers

- Record number and time of each rider.
- One assistant judge may be assigned to calculate times. Do NOT offer to do this if you cannot add/subtract times quickly and accurately!
- Using the card system
  - One person can be assigned to putting the rider's time on the card and calculating the elapsed times.
  - A second person can be sorting the cards by time so the results are done as soon as the riders are finished.
  - This system works if you have enough help to keep up with the filing and recording.
  - Disadvantages include the time necessary to prepare the cards and the possibility of losing a card.

### Sample Time Trial Card System

<b>154</b> Rider #	<b>28:56.94</b> Final Time
<b>Steve Larson</b> Name	
<b>Junior M 14-15</b> Class/Category	Finish Time: <b>2:22:56.94</b> Start Time: <b>1:54</b>
<b>Colorado</b> District	Elapsed Time: <b>28:56.94</b> Penalties:

<b>200</b> Rider #	<b>28:07.46</b> Final Time
<b>Mike Anderson</b> Name	
<b>Junior M 14-15</b> Class/Category	Finish Time: <b>2:28:07.46</b> Start Time: <b>2:00</b>
CA District Penalties: _____	Elapsed Time: 28:07.46

## H. Chief Timer

As Chief Timer, you need to meet with the Chief Referee to be sure you understand the start order and time intervals. Be sure to get a copy of the start list for yourself and each of your Assistant Timers. Also, decide when the official watches will start and the procedure used for starting them. Let your Assistant Timers know what is decided.

You are in charge of delegating duties to the other Timers. At the end of the event, you will need times for each rider crossing the line, calculated finish times for each rider, and you will need an order of finish. Designate your Assistant Timers accordingly and decide who will be doing what jobs.

- If you have only one assistant judge, then you both need to record times and numbers.
- Calculate times as you go along and sort riders prior to the finish so that you don't delay the results.
- Determine in advance, if there is a close finish with 3-4 riders, who will time the first rider, who gets the second, etc. Now with recording stopwatches, you may want the assistant to record the numbers and you will get all the times. Just know in advance how you will handle the situation should it arise. You don't want to miss a rider!
- Averaging times is normally not necessary as long as you are consistent in which time you use: the middle time or the same watch every time.
- Five to ten minutes before the start, gather all of the officials at the starting line. Start all watches, either using a display clock or by doing a countdown.

When the race is over, if there are times within a second of each other for a prize place, or if the ride is for a National Record, then you have to go back and average three hand held times and use the electronic timing, if available.

## I. Chief Referee

See to the planned order of start, and the production of start sheets, which should be posted 1 hour before the first rider starts. Starts may be random (by draw), in order of registration, or by seeding (normally with the fastest rider starting last). Any of these methods may be further complicated if there are multiple classes competing. While it is fairer to the competitors to assign a time block to each class, it is not mandatory. It is advisable that registration be closed the day before the event, although that is beyond your control once the race announcement is published. This allows production of the start sheet ahead of time, and the making of sufficient copies for the Starter, Assistant Starter, Chief Referee, Chief Timer, Announcer, and anyone else who will need it.

If two different distances will be ridden, it is recommended that all of the classes going the shorter distance start first, followed by, after a short delay, those competitors traveling the longer distance. This gap allows for the repositioning of the turnaround marshal.

Assign the assistant officials to their duties: Stager(s), Holder, Starter, Turnaround, Course Referees, Timers, Rollout Referee. The Chief Referee should not be tied down to one location or task. You should remain free to move to any problem areas. If you will have Referees on the course, arrange the means for them to report observed violations in time to do something about them. See that the Stager knows the rules regarding uniforms and bicycles, so no illegal items get past him.

There are special marshalling duties at a time trial. If the course is open to traffic, cars must not be permitted to go down the course at the same time a rider is started. Keep traffic flowing through the finish area so the competitors have a clear lane in which to finish and then recover. Have a marshal near the start area who keeps riders away until it is close to their start time, which is easy if the number sequence reflects the start time. If it does not, then it is not practical to use a marshal in this way.

Think about how you will notify course Referees and the turnaround crew when the last rider has passed them. Sending a sag wagon behind the last rider is an effective method. Be sure the driver knows the identity of the last rider may change during the ride. (Last rider, not last starter.)

Five to ten minutes before the start, gather all of the officials at the starting line with their watches. If vehicles are necessary to take officials to the finish line or the turnaround, they should be present with the keys in them, preferably already running. Get the first three to five riders through the staging area and ready to start. Some officials like to use a starter's pistol to signal the starting of the watches, but if you have a display clock counting down to start time, or have a good public address system to inform the riders, this may be dispensed with.

## **J. Starter**

The Starter has the hardest job at a time trial. It demands the most concentration to avoid an error that can begin a problem from which the race might not recover.

- The starter does almost nothing except stare at his stopwatch and verify again that the proper rider is starting.
- The starter must also give the instructions, which are minimal. The riders will want to know what to look for at the turnaround and they must be informed of any dangers.
- Give them a countdown: 1 minute, 30 second, 15 seconds, 10, 5, 4, 3, 2, 1, go.
- If you have a “ghost” rider (a no-show or late rider), you must do your count down as if the “ghost” rider was present. Do NOT allow the next rider into the start area until you have done the countdown for the “ghost” rider. To do otherwise will result in a rider being started at the wrong time especially if there happens to be more than one ghost rider in a row!
- Record any DNS
- Record any late starts
- Note any early starts and by how much so the time can be adjusted.
- Report all information to the Chief Judge.



## VIII. Questions/Case Studies – Individual Time Trials

### Judging

1. When is the start order supposed to be posted?

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2. A rider goes 1 second early. Do you apply a penalty?

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Do you adjust the rider's start time or elapsed time?

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If you adjust the time, what adjustment do you make?

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3. A rider claims his time is wrong and his computer proves it. What should you do?

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4. A rider is not in the results and claims to have finished. How would you handle this?

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5. A rider claims that he has been placed incorrectly. What should you do?

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## Referees

1. A rider suffers a mechanical and the team car stops to assist him. Can the rider get a new water bottle? Can he get food from the support vehicle?

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2. A rider needs an adjustment made to his equipment. The team manager asks if he can pull alongside while the mechanic fixes the problem. What should you do?

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3. How far behind the rider must the team car remain?

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When can the team car pass an overtaken rider?

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Can the team manager communicate with his rider?

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If so, how?

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4. Indicate the manner in which a rider must overtake another rider. Define the distances that must be maintained?

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## Stager/Whip

1. A rider shows up and has been checked into the holding area. At the last minute he decides he has to return to his team car. Should you allow him to leave?

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2. Is it necessary to recheck the equipment upon his return? If so, why?

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## Holder

1. When might the holder give the riders a gentle “nudge” on the start?

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## Turn Referee

1. What information should be included in your report and to whom do you submit it?

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## Starter

1. What information must be reported and to whom?

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2. A rider shows up at the start with shoe covers on, an illegal helmet or handlebars without plugs. What should you do?

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3. A rider shows up late and wants a restart. What should you do?

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4. A late rider blasts through the start area without stopping or checking in with the officials. How would you handle this situation?

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5. A large number of riders are missing their starts. What should you do?

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## Chief Referee

1. You learn that the turnaround was not in the correct place. How will you manage this?

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2. The starter has informed you that a large number of riders are missing their starts. What should you do?

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3. After the race, several riders file protests that rider X was drafting when they passed him going the other way. What should you do?

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4. Should you go out onto the course, or stay at the start/finish line?

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## IX. Answers to Questions/Case Studies – Time Trials

### Judging

1. The start order is supposed to be posted one hour before the first rider is scheduled to start. This is only possible if registration closes the day before the race. If registration closes 15 minutes prior to start, then the start order has to be the numerical order of the riders.
2. A rider goes 1 second early. You are not really penalizing the rider, simply making sure that he doesn't gain any advantage from his early start. You adjust the rider's time to reflect the early start.  
  
You could adjust the rider's start time or the elapsed time but it's easier to change the elapsed time.  
  
You must add one second to their time.
3. A rider claims his time is wrong and his computer proves it. Good record keeping is your only hope to prevent and solve this problem. The most common errors are in subtracting start times. Double-check the subtraction. Check the starter's start sheet and find out if the rider started at the proper time. Check to see if the rider was assessed a penalty by the Chief Referee. If you can find no error, then the results stand.
4. A rider is not in the results and claims to have finished. Check the Starter's start sheets to see if the rider started. Figure out where he should have finished. Check the raw data to see if you had an unknown rider finish that you never identified. Find out if he made it to the turnaround. If you can find no error, then the results stand.
5. A rider claims that he has been placed incorrectly. Double-check that the rider started at the correct time. Find out if he made it to the turnaround. Figure out where he should have finished. Check your raw data. Double-check the finish time. Is it logical with the finish order? If you can find no error, then the results stand.

### Referees

1. A rider suffers a mechanical and the team car stops to assist him. There is no feeding in time trials. Therefore, the rider cannot take a new bottle nor can he feed. Watch the team mechanic closely when a bicycle is exchanged. They will often slip a fresh bottle onto the new bike instead of transferring the bottle over from the original bike.
2. A rider needs an adjustment made to his equipment. The team manager asks if he can pull alongside while the mechanic fixes the problem. You must tell the manager that the rider must come to a stop to be serviced. He must have one foot on the ground.
3. The team car must remain 20 meters behind the rider unless servicing him. The team car can pass an overtaken rider when there is 50 meters separating the two riders. The team manager can communicate with his rider by megaphone. Most of the teams now use radios so he can communicate via the radio. He cannot pull level with the rider to talk to him.

4. Indicate the manner in which a rider must overtake another rider. When the overtaking rider is 25 meters behind the slower rider, he must move 2 meters to the side. The riders may not ride side by side for more than 500 meters. The overtaking rider, if unable to pass, must drop back 25 meters and attempt to overtake.

## **Stager/Whip**

1. A rider shows up and has been checked into the holding area. At the last minute, he decides he has to return to his team car. He can leave but advise him that he will have to have the bicycle inspected again.
2. Yes, you must recheck the equipment upon their return. The rider may have adjusted or changed something. Your inspection may go more quickly the second time but you must inspect the equipment, helmet and jersey again.

## **Holder**

1. The holder may give the riders a gentle “nudge” at the start when they are using a steep starting ramp. This is not a push; you are really guiding the rider until you are sure they have established a good start. The reason you might consider doing this is to ensure that the rider doesn’t “pitch” face first off the ramp because they failed to roll out properly.

## **Turn Referee**

1. Information that should be included in your report would be times and numbers for all the riders passing the turnaround. This information is given to the Chief Judge. If you have observed any pacing infractions, you will submit this information to the Chief Referee.

## **Starter**

1. Your report should include a record of all the late starts indicating the time they started, any early starts that will require a time adjustment (indicate the number of seconds) and any riders who did not start (DNS).
2. A rider shows up at the start with shoe covers on, an illegal helmet or handlebars without plugs. The rider may wear his shoe covers. Irregularities that deal with safety, such as the helmet problem or the handlebars, should be treated seriously. Never start a rider with an illegal helmet or an unsafe bicycle.
3. A rider shows up late and wants a restart. There are no restarts in time trials. If we don’t give one to a rider who has a legitimate mishap, we certainly will not give one to a late rider. The rider may start when it will not inconvenience the other riders, which usually means 30 seconds after the next rider starts if you are using one-minute intervals.
4. A late rider blasts through the start area without stopping or checking in with the officials. Such a rider did not start properly and should not be placed. If you wanted to assess him a time penalty, you will allow him to finish but, with his late start and the time penalty, you should get his attention.
5. A large number of riders are missing their starts. Tell the Chief Referee that there seems to be a problem.

## Chief Referee

1. You learn that the turnaround was not in the correct place. First, find out if all the riders within a class/category turned at the same "incorrect" spot. If they did, then the results will stand, but no records will be set. If some riders go the full distance and others do not, then you have a serious problem. If you're lucky, the time splits at the turnaround might give you an idea of who really won. Use your best judgment to decide what is best for **all** of the riders.
2. The starter has informed you that a large number of riders are missing their starts. If you have too many riders showing up late, then you probably have a communication problem somewhere. Is the start list posted? If not, get it posted ASAP. Are the marshals letting the riders into the start area on time? Are you doing junior gear roll out or a bicycle inspection that is delaying the riders? If riders are not getting through the inspection area or gear roll out fast enough, help until the backlog of riders clears out. Ask the announcer to get riders to the inspection area sooner so they have plenty of time to get the bike inspected.
3. After the race, several riders file protests that rider X was drafting when they passed him going the other way. First, try to get confirmation from an official. If an official confirms it, then assess the penalty from the table in the rulebook. Speed and duration must be known. If no official witnessed it, you must take into account who the protesters are, whether or not they are from different teams, and what their motivations might be for protesting. Then you must decide whether to apply a penalty or not. If you decide to, then attempt to figure out speed and duration. Use the protesting riders' times to figure out how far apart they were. If five riders all evenly spaced reported the incident and the start interval was one minute, then you can assume the infraction took place for at least two and a half minutes since the riders were going in opposite directions. Use the offenders' finish time to calculate the speed. If the day is windy and the offense took place on the tailwind section on the way out, use the turnaround officials' times to calculate the speed.
4. Generally speaking, the Chief Referee should not go out onto the course. It is better for you to be available to assist with any problem areas so that means staying at the start/finish line.

# Chapter 10

## X. Team Time Trial

### A. Course Characteristics

#### Specific Regulations

##### Team Composition

- Teams may be made up of two or more riders.
- The distance, number of riders per team and the number of riders required to finish must be specified in the race announcement.
- Times may be based on any specified finishing position or could be the sum of the times of any specified finishers.
- In a Championship style Team Time Trials, the team is comprised of four riders with the time being taken on the third rider.
- The USCF does not currently hold a National TTT Championship, although some states do. It is a historically significant and important event. Therefore, this section will deal with Championship TTT rules and procedures.

##### Start

- The starting interval between teams is normally two minutes but may be increased.
- Riders line up side by side for the start. All teams must start in the same manner, all being held or all with one foot on the ground.

##### Rider Conduct

- Teammates on different laps may not work together.
- No pushing is allowed, even between teammates.
- The exchange of food, drink, repair items, wheels or bicycles is allowed between teammates.
- Teams may not take pace from another Team. When a team is 25 meters (80 feet) behind the team they are overtaking, they are supposed to move 2 meters (7 feet) to the side.

##### Equipment

- Road bicycles only.

##### Support Vehicles

- The support vehicle must remain 20 meters (65 feet) behind the third rider for events being run under Championship type regulations where there are four riders starting with three to finish. The team vehicle should remain behind the last rider required to finish, the rider on whom the team time is being taken.

## **B. Official's Assignments**

The duties of the officials do not change from that of an individual time trial with the exception that there will often be an official in each team's support vehicle. For all other positions, refer to the chapter VI.

## **C. Support Vehicle Official**

When you are assigned to a team car, your responsibilities are the same as when you are a roving or stationary referee in an individual time trial. You are there to report any infractions you see. You may also report on infractions you may observe while passing other teams in either direction. If you see another team commit an infraction, record it, but do not leave the position you are in with the team you are assigned to. It's doubtful you could get your driver to leave his team anyway!

Report any service the team car does for the team. Remember the team car is there for service only and not for feeding or pacing riders.

If you see the team car do something wrong, let the driver know you are aware and will be reporting it. Sometimes your presence and your warnings are enough to stop any infractions from occurring. This is a better practice than sitting in the car, saying nothing, letting infractions go on, and penalizing them at the end. It is a different story if you warn them and they continue any illegal maneuver. This must be reported.

Be very aware of the positioning of the team cars when one team is being overtaken by another. Remember, if a vehicle moves into a gap too soon, the team will be receiving a pace from it. Therefore, the vehicles must also adhere to the distances specified in the rulebook. Be aware of those distances between vehicles and riders, both before and when moving around other teams.

The vehicle of the slower team must relinquish position to the vehicle of the faster team. Direct the driver accordingly. If a driver will not relinquish position when he is instructed to do so, then it must be reported and the team can be penalized.



## **XI. Questions/Case Studies – Team Time Trial**

### **Judging**

1. Whom do you time? How do you time the team?

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2. In Championship TTT, do all four members of the team have to finish? Which rider is timed?

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### **Starter**

1. This is a time trial - can a rider use a fixed gear with one brake?

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### **Referee**

1. A rider has a flat tire, are the other riders of the team allowed to stop and wait for him? Can another member of the team give him a wheel?

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2. When the rider is getting a new bike, the mechanic quickly puts a fresh water bottle on the bike. Is this allowed? If not, what should you do?

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**PART TWO: OFFICIATING ROAD EVENTS**

3. At the National Championships, you note one of the riders of the team is having a particularly difficult time. They are down to the required three riders. One of his teammates leans over and begins pushing him. What should you do? Is there a penalty? If so, what?

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4. What distance behind the team must the team vehicle maintain? What do you do if the team car gets too close to the team?

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5. The team that you are following is about to overtake another team. What distances must the teams maintain to ensure a "clean" overtaking?

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6. What do you do if your team takes pace from another team?

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7. The team has dropped one rider. At what point may the team vehicle overtake this rider? Who determines when the vehicle will overtake?

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## Chief Referee

1. What is deemed a “normal” start interval?

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2. Are all teams started with the same interval?

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3. You only have one official to act as a holder but there are four riders per team. How will the riders be started?

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4. How do you determine the start order?

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# Chapter 12

## XII. Answers to Questions/Case Studies – Team Time Trial

### Judging

1. Who you time will depend on the number of riders on the team and the specifications laid down by the race organizer. The rules must be clear. For example, in a standard four-person team time trial, usually it is the third rider whose time counts. For a two-person team time trial, it is the second rider whose team counts. You time the leading edge of the front wheel of the appropriate rider, i.e. second, third, fourth, etc.
2. If there is a team time trial event at a National Championships, only three of the four members of the team would have to finish. The time is determined on the third rider.

### Starter

1. Even though this is a time trial, riders cannot use a fixed gear bicycle.

### Referee

1. A rider has a flat tire. If it were early in the race, the other riders of the team would stop and wait for him. If it was the strongest member of the team, they might still wait for him even if the flat occurred much later in the race. Yes, another member of the team can give him a wheel.
2. When the rider is getting a new bike, the mechanic quickly puts a fresh water bottle on the bike. This is definitely not allowed. If you see this happen, you must immediately ask the mechanic to remove the water bottle. Tell them they must give the rider his water bottle from *his* bicycle that there is no feeding in a team time trial. If the mechanic refuses to remove the fresh water bottle from the spare bicycle, make a note of the incident and report it to the Chief Referee at the end of the race.
3. At the National Championships, you note one of the riders of the team is having a particularly difficult time. They are down to the required three riders. One of his teammates leans over and begins pushing him. If there is a team manager in the car, tell him this is not allowed and the penalty is disqualification. If there is no team manager, tell the riders that they cannot persist in pushing.
4. What distance behind the team must the team vehicle maintain? 20 meters  
If the team car gets too close to the team, you must instruct the driver of the vehicle to allow more room. If he fails to do so, make a note of the infraction and notify the Chief Referee.
5. The team that you are following is about to overtake another team. What distances must the teams maintain to ensure a “clean” overtaking? The specified distances are the same for a TTT as for an ITT. Therefore, the team must move to the side if it gets within 25 meters of the team it is catching and must maintain the 3-meter gap to the side.

6. What do you do if your team paces from another team? Start by indicating to the team that their behavior is prohibited. This may be by using a whistle, blowing the horn of the vehicle, or shouting. If you are in a follow van of the team, you can tell the team manager that you are recording the infraction and that it will lead to a time penalty to the team. Make a detailed report for the CR that includes when the pacing began and ended, the speed, and the duration of the pacing. This can get very complicated with teams, as often there is minimal road width to allow passing. Use your best judgment as to whether a team is really breaking the rules or not.
7. The team has dropped one rider. At what point may the team vehicle overtake this rider? Who determines when the vehicle will overtake?

## Chief Referee

1. A normal start interval for a team time trial is normally 2 minutes. If necessary, the time interval could be increased. For instance, if you were running on a circuit where overtaking would be a problem to manage, increase the time interval so less overtaking would occur.
2. Generally, all teams start with the same interval. However, on occasion the last (fastest) 5-10 teams could be started with a greater interval.
3. You only have one official to act as a holder but there are four riders per team. In this instance, you would not hold any of the riders. All riders would start with one foot on the ground.
4. The start order may be random selection, by numeric order or by seeding (fastest last).

# Chapter 13

## XIII. Stage Races

**A** true stage race has a general classification based on time. However, many local events are called stage races that are really omniums based on points for many of the categories. Even if the stage race is being held as a timed event for all categories, they are seldom held as team races. The following section is being discussed as if the race is not a team race.

### A. Race Characteristics

For the most part stage races are a sequence of events and can be a combination of road races, criteriums and time trials.

#### Specific Regulations

The specific regulations for each of the above events apply. Stage races are run under general racing and road racing rules and, as well, there are a number of regulations and/or modifications that are specific only to stage racing. There are normally individual classifications and sometimes team competitions. Individuals must complete each stage in order to start the next stage.

Stage races can be very simple or very complex depending on the number of classifications.

#### Placings

- Classifications
  - Individual General Classification
    - Calculated on time, the sum of the rider's time in all individual stages
    - Takes into consideration any bonuses (subtracted from time) and penalties (added to time).
  - Individual Points Classification
    - Determined by adding the points awarded in each stage as specified in the race regulations.
    - Riders must complete the race.
  - Individual Climbing Classification is awarded to the best climber
    - Determined by adding the points at the top of climbs as specified in the race regulations.
    - KOM – King of the Mountains/QOM – Queen of the Mountains
    - Climbs are defined by the amount of climbing and points increase with the difficulty
  - Team General Classification
    - Determined by adding the stage times of the top three riders from each team together for all stages
    - Does not include time bonuses.
  - Most Aggressive Rider
    - This might be decided by the press or by voting of any group per the desires of the organizer
    - This might be decided by some combination of sprints
  - Best Young Rider
    - Determined by age, the highest placed rider of a specific age group as defined in the race bible.

A rider must complete the race in order to qualify for each classification.

If the points and time bonuses are not specified in the Race Bible, then they have been defined for you in the USCF Regulations.

Check USCF Regulations to determine the method of breaking ties in each classification.

- This information must be accurate and published in advance so everyone knows who is competing for this title.
  - Bonuses
    - Time bonuses are usually awarded to the first three riders in each stage
    - Time bonuses can also be awarded for interim sprints and climbing classifications, also to the first three riders
    - There are no bonuses for time trial stages
    - Bonuses are not included in the team classification.
  - Penalties
    - Penalties are determined by the Chief Referee and the Jury (Race Commission)
    - See the scale of penalties in the USCF Rule book and/or the UCI Regulations. Category A and B races will use the UCI scale of penalties and fines.
    - The race organizer may list further penalties in the race bible.
    - Penalties can be fines, relegations, or time penalties.
      - Time penalties are added to the rider's general classification
      - Time penalties do not usually affect the results for the stage. In other words, if a rider places first, getting a 15 second bonus but is also given a 1 minute penalty for a violation that occurred during the race, he still wins the stage. The one-minute penalty is added to his general classification time.
      - The Chief Referee can choose to apply penalties to the stage results when appropriate. This would be if the infraction directly affected the stage results.

Bonuses are subtracted from the Individual GC

Penalties are added to the Individual GC

### Time Cuts

- Riders must finish each stage within a time limit.
- If no time cut is specified, 120% of the winner's race time is used. This time is calculated for each stage.
- Riders that are high up in the General Classifications are not exempt from the time cut. (Think about the Tour de France, where the leader in the sprint classification is eliminated once the race hits the mountains!)

### Equipment

- All members of a team must wear identical jerseys.
- The race leader (and other classification leaders) must wear the leadership jerseys provided by the race organizer.
  - Leadership jerseys show the name of the classification i.e. Race Leader, Sprint, Points, or KOM and may show the name of the race.
  - Leadership jerseys are worn only so long as the rider retains the lead.
- Rider and frame numbers should be provided
  - The riders must use all of the numbers provided. Riders only need to wear one number for a time trial stage.
  - Frame numbers must be attached to the front of the riders frame unless the size of the frame makes it physically impossible to do so.
  - For bigger events, the race organizer should have a set of spare numbers on hand to replace any numbers lost or damaged during the race.

### Special Procedures

- Riders must sign in prior to all but time trial stages. They may **not** sign in for teammates.
- Sign in generally closes 15 minutes prior to the start of the race.
- Riders who fail to sign in are penalized. Oddly enough, this is one of the most often seen penalties at a stage race.
- Start sheets were originally designed to tell us who was in the race. However, just because a rider fails to sign in does not necessarily mean they did not start. If a rider fails to sign in and they are not found in the results, it may be they did not start.
- Sign in is a good place to check uniforms and number placement prior to the start of the race.

## **Finishes**

- A rider who suffers a mishap in the last 3 kilometers is given the finish time of the group he/she was with and placed last in that group. An official must confirm the mishap.

## **Circuit Finishes**

- Circuit finishes are a popular way to finish a road stage as it allows the organizer to show the race off to spectators. The rules recommend that on circuits of 10 km or less the riders should only ride one circuit.
- On circuits of 2-5 km only officials and neutral support vehicles are permitted on the circuit.
- On circuits of less than 2 km, the time of the riders is taken at the entrance to the circuits. Time for the stage is taken on the entrance to the circuit but riders will sprint for prizes and order of finish.
  - It is possible that the person who finishes second in the stage has a faster time than the winner of the race. A rider could enter the circuit ten seconds ahead of a chase group, be credited with the ten second advantage for purposes of calculating his time, but get caught before the finish line.
  - The time bonus for winning is given to the rider who crosses the finish line first.
  - There are no support vehicles, only the officials' vehicles are allowed onto the course. If you had a neutral support motor, you could allow them on the course, but no car.

## **Lapped Riders in Criterium stages**

- There is a formula for calculating the times for lapped riders in a criterium stage. It takes into account the rider's actual finish time and the number of laps down from the field. This uses the rider's average lap time to calculate a time for the stage.
- Remember, no rider completing the distance can have a time slower than a rider who has been lapped. This is often an issue if a rider is about to be caught at the end of the race.
- Since a rider who has not been lapped cannot have a time slower than a lapped rider, the officials must make some kind of "adjustment". This usually entails adding a certain quantity of time to the lapped riders so that their times are slower than those who were not lapped. In reality, we are making up the riders' times, but anytime a rider doesn't really ride their distance, there is no other way to handle the situation.

## **Technical Guide**

- Stage races need to have a technical guide (race bible), a complete set of race regulations. For very short stage races, the race announcement might be considered the "bible". For longer events, a comprehensive bible is essential.

## **Managers' Meeting**

Another facet of stage racing that may be missing from a smaller stage race is the managers' meeting. If the stage race is not being run as a team event, there may not be a managers' meeting.

## **Support Vehicles**

Few stage races occur without some form of technical support and the exact nature of that support greatly influences the way the caravan develops. Each category of race should have at least one neutral support vehicle.

- If a professional company is providing neutral support and has several vehicles available, then the Chief Referee will interact primarily with the director of that company. The final say on moving the support vehicles around belongs to the Chief Referee.
- Neutral support means precisely that, it is neutral and offered to all.

## B. Judges

- The officials must place and provide a time for every rider.
- If there are no sprint/KOM judges then the assistant judges (along with the chief judge) will have to cover the KOM and sprints.
- Even if there is a time cut, at least one assistant judge must remain at the line to time and place all the stragglers.
- Once all the riders are finished, you give the results to the Chief Judge.
- If film has not yet been read, you can assist with this process. As the Chief Judge records the information, use a check off sheet to note the numbers called out. This way, a duplicate number is immediately apparent.
- Assist with doing the backup results process. If you cannot add and subtract in increments of 60, DO NOT offer to help with this task!
- No one leaves until the results are all done unless excused.

**All riders in a group get the same time as the leader of the group.**

**Why not time each individual?**

1. **Safety. If each individual were timed, all of the riders would be sprinting rather than only those in the front going for the prizes. We don't want the back half of the pack playing miss and out and sprinting into the front half as they slow down after the line.**
2. **It is not practical to get individual times on each rider in a group. Even with timing chips and photo finish cameras, this would be time consuming, causing problems if the systems failed.**
3. **On mountain stages, where the riders have worked very hard to gain every possible second, you reward them by doing as many time splits as you can manage.**

## C. KOM/Sprint Judges

- For bigger races, it is customary to have judges who cover the KOM and sprints. They are also responsible for keeping track of the points awarded and making sure the correct riders receive the appropriate jerseys. (Use a slash sheet to keep track of KOM and sprint results.)
- Although the chief responsibility is the KOM/sprint lines, you also work the finish line with the other judges.
- If film has not yet been read, you can assist with this process. As the Chief Judge records the information, use a number check off sheet to mark off the numbers as they are called out. By doing this, a duplicate number is immediately apparent. Assist with doing the backup results process.

## Example Points System

The following slash sheet shows one way of keeping track of results:

#	NAME	1-1*	2-1*	2-2*	2-3	3-1	3-2	Total
363	L. Van Gilder	7 7	2 9	5 14	7 21	0 21	0 21	0 21
356	Carol Neal	5 5	0 5	0 5	0 5	0 5	0 5	0 5
443	Cat Malone	3 3	0 3	0 3	0 3	0 3	0 3	0 3
332	Nicole Demars	2 2	0 2	0 2	0 2	0 2	0 2	0 2
334	Lauren Franges	1 1	0 1	0 1	0 1	0 1	0 1	0 1
333	Gina Grain	0 0	0 0	3 3	5 8	0 8	0 8	0 8
566	Andea Ratkovic	0 0	7 7	0 7	0 7	0 7	0 7	0 7
421	M. McQuaid	0 0	5 5	0 5	0 5	3 8	7 15	0 15
465	Mandi Hall	0 0	3 3	0 3	0 3	0 3	0 3	0 3
404	Bridget Evans	0 0	1 1	2 3	0 3	0 3	0 3	0 3
561	A. Samplonius	0 0	0 0	7 7	0 7	0 7	0 7	0 7
305	Katheryn Curi	0 0	0 0	0 0	3 3	0 3	0 3	0 3
521	Lyne Bessette	0 0	0 0	0 0	2 2	0 2	0 2	0 2
361	S Palmer-Komar	0 0	0 0	0 0	1 1	0 1	0 1	0 1
366	Grace Fleury	0 0	0 0	0 0	0 0	7 7	3 10	0 10
524	Amy Moore	0 0	0 0	0 0	0 0	5 5	5 10	0 10
341	Kate Maher	0 0	0 0	0 0	0 0	2 2	2 4	0 4
302	Anna Milkowski	0 0	0 0	0 0	0 0	1 1	0 1	0 1
404	Bridget Evans	0 0	0 0	0 0	0 0	0 0	1 1	0 1

\*1-1 Indicates Stage 1 Sprint #1,

\*2-1 indicates Stage 2 Sprint #1,

\*2-2 indicates Stage 2 Sprint #2, etc.

The number on the left side of each column is the points awarded for that particular sprint. Note that the points being awarded were 7 for first, 5 for second, 3 for third, 2 for fourth and 1 point for fifth place.

The number on the right side of each column is the total accumulated points for the rider.

## D. Assistant Referees

- Observe, record, report
- Duties are the same as for a Road Race, Criterium or Time Trial event.
- May not take any disciplinary action against riders during the race unless authorized by the Chief Referee.
- Issue warnings to riders.
- Submit a signed report upon completion of the stage.

## E. Chief Judge/Timer

- You are responsible for assigning duties to the assistant officials
- It is important to do your homework prior to race day!
  - Know how many sprints there will be and what points are to be awarded. Prepare a slash sheet.
  - Know how many KOM sprints there will be and what points are to be awarded. Prepare a slash sheet.
  - Know what time bonuses are to be awarded.
  - Know how many riders/teams are riding and prepare backup system.
- You are responsible for taking sign in sheets to the start line and being present while riders sign in. You should plan to be there at **least** one hour prior to the race start (check the race bible to find out when sign in is supposed to open). By being at sign in, you are available to the riders/coaches to answer any questions/protests regarding the previous stage results.
- Once sign in is complete, notify the Chief Referee how many riders will be starting the stage and how many did not sign in. Remember riders may start even though they “forgot” to sign in.
- Make sure all sprint and KOM points are covered with judges or motor referees.

- You are responsible for taking the splits on individuals and groups at the finish of the stage. The following is a list of guidelines for establishing a new gap:
  - Individuals are timed separately
  - If a rider is off the front of a group far enough that a separate hand time split is possible, take a split on the individual and another on the first rider of the group.
  - Two large groups must be separated by a considerable distance to be timed separately. This is done visually. If each group is cohesive and distinct, then two times can be taken. If not, (for example, a large group has just come apart and riders are scattered between them) then it is best to give all riders the same time as the leader of the first group.
  - Stragglers behind a field sprint are normally given the time of the field unless they came off before the field approached the finish. You can find out this information from the official following the race. For the main field, if the Chief Referee has not passed the stragglers, then they came off in the final sprint.
  - Be careful when determining splits from photo finish or finish lynx results. Gaps look longer on film than they do “in person”. Always trust your visual impression of which riders were riding together in a group.

## Race Results

- As soon as the leaders finish, determine what the time cut will be based on the winner’s time.
- Immediately notify race organizers who will be awarded the leaders jersey, the sprint jersey and the climbers’ jersey.
- Read film. You don’t personally have to look at the film, get the camera operator to read results to you. Record information and, if possible, have an assistant judge check off the numbers on a check sheet as you read.
- Prepare top 10 immediately for distribution to media and awards presentations.

## Backup Results Systems

- Nowadays bigger stage races have a computerized results system. This does not mean that the officials do not have to keep track of the results. Some type of backup must be used.
- The first method is the card system. Before computers, this was the method of choice as it allowed you to sort the riders after each stage, fastest to slowest, to determine the General Classification. Once the GC order is determined and the results written up, the cards are once again sorted back into numeric order.
- The card system is time consuming and unwieldy. The ability to sort the cards is the strength of the card system.

Remember riders should be rewarded for their effort. A rider who takes two seconds from the front of the field has earned the two seconds. On the other hand, a rider straggling a few seconds behind a large field should probably be given the time of the field. Since it takes the field 5 to 20 seconds to come by, the straggler would be given a time 10 to 25 seconds behind the field time for only being a short way behind.

## Card Backup System

# 1	<b>Gord Fraser</b>		<b>Health Net</b>
	Rider’s Time	Bonuses/Penalties	Stage Placing
Prologue:	7:02		
Stage 1:	<u>2:34:12</u>	(-10 seconds)	3.
GC:	2:41:04		
Stage 2:	<u>3:26:43</u>	(-30 seconds)	1.
GC:	6:07:17		
Stage 3:			
GC:			

- The Team General Classification is also kept by having a card for each team.

## Spreadsheet Backup System

The second backup system used is a spreadsheet format to keep track of the results.

- With this spreadsheet system, several teams and many riders will fit on one page and all of the information can be found quickly. (Sample below shows only one team but you should be able to get at least two, possibly three, teams onto a page.)
- The riders are in team order.
- The top three stage times are used to calculate the Team General Classification after each stage.
- The advantage of this system is the small number of sheets needed to keep track of all the riders; if a time change is made to a rider, it is immediately apparent how it affects the Team General Classification. The disadvantage is the inability to be able to sort. However, as a backup to computers, this is the system of choice.

Tm 1		Prolog.	GC PI	Stage 1	Stage Place	GC Time	GC PI	Stage 2	Stage Place	GC Time	GC PI
#1	Fraser	7:02	1	<b>2:34:12</b> <i>-10</i> <i>2:34:02</i>	3	2:41:04	1	<b>3:26:43</b> <i>-30</i> <i>3:26:13</i>	1	6:07:17	1
#2		7:04	3	<b>2:34:12</b>	5	2:41:16	4	<b>3:27:00</b>	8	6:08:16	4
#3		7:15	32	2:36:00	32	2:43:15	15	3:28:12	16	6:11:21	10
#4		7:08	12	<b>2:35:35</b>	20	2:42:43	11	3:28:12	17	6:10:55	7
#5		7:43	55	2:40:42	55	2:48:25	63	3:26:43 <i>+ 1 min</i> <i>3:27:43</i>		6:16:08	35
Tm		Xxx	Xx	7:43:59	2	7:43:59	2	10:21:26	4	18:05:25	3

Times shown in bold are used to calculate Team GC. On your worksheet, you would circle these times. (The first three riders to finish would have their times circled indicating that their times count towards Team GC.)

Times indicated in italics are time bonuses or penalties.

## **F. Chief Referee**

A considerable amount of time is spent working with the race organizer in advance of the event.

### **Registration**

- It is important to be actively involved in this process. If necessary, assign an assistant official to be present for registration process.
- For bigger races, make sure you get a phone list for the managers, so you know how to contact them.

### **Managers' meeting**

- The managers' meeting should be held the evening prior to the start of the first stage.
- Remember, this is where the managers meet the officials. The tone you set at the meeting will live with you throughout the event.
- The organizer will address any special items that need to be brought to the attention of the team managers. They may need to discuss course problems or any route changes that have occurred since the race bible was printed.
- The Chief Referee uses this meeting to cover any special regulations.

Conduct the meeting in a professional manner. You will want to go into the meeting WELL prepared!

## **Officials' meeting**

- It is best for the officials to receive their race assignments prior to the event so that they may properly prepare. However, on race day at the latest, it is important to define your expectations.
- Make sure everyone understands his duties. It is better to find out now, rather than later, if someone on the crew isn't sure what you expect from them.

## **Run the race caravan**

- For purposes of this section, we will consider the "caravan" as being comprised of neutral support, not team vehicles.
- The important thing is to make sure the leaders are covered with support.

## **Penalties**

- Gather input from the assistant referees and, along with the Race Commission (Jury), determine any penalties that need to be assessed.
- Penalties and warnings are published in the communiqués.
- Time penalties and fines are standard penalties at Stage Races

## **Race Reports**

Reports include all of the usual reports.

- Chief Referee Race Report
- Any Incident Report Forms along with the original Standard Athlete's Entry Blank and Release Forms
- Race Results as appropriate
  - Individual Stage Results
  - Individual General Classification
  - Team Stage Results
  - Team General Classification
  - Stage KOM and/or Sprint Points
  - Total KOM and/or Sprint Points

## **Race Commission (Jury)**

- The Race Commission (Jury) is composed of 3 officials. Chaired by the Chief Referee, the Commission (Jury) generally consists of the three most experienced officials on the crew.
- Issues any additional instructions in the communiqués
- Decides all protests/penalties
- Imposes penalties.
  - Assistant officials are consulted but do not participate in discussions
- Issues communiqués
  - Communiqués list all penalties and accompany the race results.
- As far as all outsiders are concerned, all decisions of the Commission (Jury) are unanimous! There should not be any discussion, outside of the Jury room, regarding the decisions that have been made.



## XIV. Questions/Case Studies – Stage Races

### Judging

1. At a criterium race, with one lap to go, there are three distinct fields. However, on the final lap, there is no apparent significant gap. It appears to be only one field as the riders cross the line. (Riders from the leading group tailed off the back while riders from the second field were sprinting towards the back of the first field. The same thing happened with groups two and three.) Although there were many riders finishing in a big group, with the tailing riders coming through between each of the groups, the distinction of the fields was no longer apparent. Should you attempt to give separate times to the different fields? If not, why not?

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2. At the finish of the above race, even before you have begun to work on the results, a coach wants to make sure that you saw the gaps and wants to make sure that you give each field different times. What should you do?

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3. You are working a stage race that is part of the NRC series. At the end of the final stage, a coach comes up to you and insists that one of his riders actually finished the criterium the day before. He says you can place the rider last in the race with the time of the field. He just wants him in the results as the rider really did finish the stage. You had good film and you have no doubt about the scoring of the riders who were off the back of the main field. Nothing in your records would indicate that this rider did, in fact, finish the race. Because there were insufficient officials on hand to monitor the start of today's race, the rider actually rode today's stage and finished well up in the results but did not place in the prize money today. What should you do? Should you put this rider back into the results? By placing him last in yesterday's race, what possible harm could there be in re-inserting him into the results?

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4. In a road stage, three riders have a one-minute lead over the field. Rounding the last corner with 200 meters to go to the finish, one rider crashes and is injured to the point where he cannot finish. Where is the rider placed and how will his time be calculated?

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**Referee**

1. A rider removes his helmet during a stage race to change jerseys. What should you do?

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2. A manager complains to you that rider X, who won today's stage, took his hands off the handlebars as he crossed the finish line. He wants you to relegate the rider to last place in the sprint. What should your decision be?

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3. Rider X from the Acme team leads a stage race by 20 seconds going into the last stage. In second place is Rider Y from team Bob's Bikes. You notice that as Rider Y is attacking off the front, Rider X is being slammed into the curb by a rider from Bob's Bikes who is 1 hour down on general classification. What should you do?

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**PART TWO: OFFICIATING ROAD EVENTS**

4. During an out and back course, the lead rider is at the turnaround, which is in a park with many side roads. A marshal is "asleep" at an intersection and the lead rider follows the camera motor, which goes the wrong way. The rest of the pack arrives about 30 seconds later and the marshal has them take the correct route. The "detour" saved the lead rider 200 meters and 10 miles later, she wins by two minutes. What action should you take?

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5. The race has a strict centerline rule and the race organizer insists that a 30-second penalty be applied for the infraction. During one stage, a rider is noted to have advanced his position by crossing the centerline. As you go to issue the penalty to the rider, you note that it is the Race Leader. Should this rider be given such a severe penalty? He will lose the lead if he receives a 30-second penalty. The coach comes to you and threatens to withdraw his team if his rider is penalized. What should you do?

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6. There is more than one race on the course. The leaders of the PRO/1 race overtake the Category 2 field. The motor official neutralizes the Category 2 field and gets the leaders of the PRO/1 race past and clear. When the main field of PRO/1 riders is about to overtake the Category 2 field, the Category 2 riders are coming up on the finish of their race. What should the Motor Referee do? Should he neutralize the Category 2 riders or the PRO/1 field? Why?

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7. You are working a stage race that has 4 races on the circuit at one time. There is only one official with each race. During the masters race, five riders go off the front of the field on the first lap but then go off course. When they get back on course, they are down on the field. The riders have asked the Chief Referee to place them first through fifth, because it was not their fault that they went off course, there was no marshal to tell them not to turn right and go down the freeway onramp. What should you do?

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**Chapter**  
**15****XV. Answers to Questions/Case Studies – Stage Races****Judging**

1. At a criterium race, with one lap to go, there are three distinct fields. However, on the final lap, there is no apparent significant gap. It appears to be only one field as the riders cross the line. (Riders from the leading group tailed off the back while riders from the second field were sprinting towards the back of the first field. The same thing happened with groups two and three.) Although there were many riders finishing in a big group, with the tailing riders coming through between each of the groups, the distinction of the fields was no longer apparent. You would not attempt to split the fields.
2. At the finish of the above race, even before you have begun to work on the results, a coach wants to make sure that you saw the gaps and ants to make sure that you give each field different times. You need to make sure the coach realizes the gaps had closed and it was really one large field that passed you. If he continues to doubt you, remember he was watching his rider. Most likely, he paid little or no attention to how the field actually crossed the finish line, you could always show him the film.
3. You are working a stage race that is part of the NRC series. At the end of the final stage, a coach comes up to you and insists that one of his riders actually finished the criterium the day before. He says you can place the rider last in the race, he just wants him in the results as the rider really did finish the stage. You had good film and you have no doubt about the scoring of the riders who were off the back of the main field. Nothing in your records would indicate that this rider did, in fact, finish the race. Because there were insufficient officials on hand to monitor the start of today's race, the rider actually rode today's stage and finished well up in the results today.

This situation actually occurred. One of the key officials at the race decided the rider should be placed last in the criterium and given the time of the field. She didn't feel the coach would lie to her and she thought that it wouldn't make any difference in the overall scheme of things. However, it did - it changed the overall results. The rider ended up placing in the top 20 in the final individual general classification (taking points in the NRC). The official made the decision thinking it wouldn't affect anything. Be very careful and think things all the way through before making any changes that could impact the race like this.

4. In a road stage, three riders have a one-minute lead over the field. Rounding the last corner with 200 meters to go to the finish, one rider crashes and is injured to the point where he cannot finish. The rider would be placed last in the group of three riders and given their time.

## Referee

1. A rider removes his helmet during a stage race to change jerseys. A stage race might be the only place where a rider would not get an immediate for this, but it would depend on the level of the race. UCI races are more lenient in their application of a helmet rule because they just recently required helmets at all. However, in a typical USCF stage race, any rider removing his helmet must be disqualified.
2. A manager complains to you that rider X, who won today's stage, took his hands off the handlebars as he crossed the finish line. He wants you to relegate the rider to last place in the sprint. This rule existed to discourage dangerous riding. If the rider was shoulder to shoulder with other riders at the time and it appeared to be a danger then a penalty would be appropriate. However, if there did not appear to be any danger, then he should not be penalized. It is important to have officials positioned to watch the sprint!
3. Rider X from the Acme team leads a stage race by 20 seconds going into the last stage. In second place is rider Y from team Bob's Bikes. You notice that as rider Y is attacking off the front, rider X is being slammed into the curb by a rider from Bob's Bikes who is 1 hour down on general classification. Teams may have an "enforcer" on their team. Someone who is so far down in time on the individual GC that penalizing him will not matter to him or to the team. We have the rule, which clearly states, **"No rider shall benefit from his or her misconduct. Misconduct on the part of a team member or support person may result in penalties to any member of the team who places in the event."** With this rule, you could penalize Rider Y a sufficient amount so that he would not overtake Rider X on General Classification. If you see such activity, get hold of the team manager of the offending team and tell him your intentions so he can prevent future such infractions.
4. During an out and back course, the lead rider is at the turnaround, which is in a park with many side roads. A marshal is "asleep" at an intersection and the lead rider follows the camera motor, which goes the wrong way. The rest of the pack arrives about 30 seconds later and the marshal has them take the correct route. The "detour" saved the lead rider 200 meters and 10 miles later, she wins by two minutes. Although the rules clearly state the rider is responsible for knowing the course, there were a couple of issues to look at. First of all the rider had a 30-second lead at the top of the climb and opened that lead to two minutes by the finish. You do not want to penalize the rider for the failure of the course marshal to pay attention. Usually there are marshals where the route is not clear. The rider did not win the race because of a 200-meter short cut. In this case, the rider was issued a time "adjustment" not a penalty. The officials determined the distance and the approximate speed of the rider over that distance. An appropriate amount of time was added to her winning time, thus equalizing the fact that she had failed to ride that 200 meters.
5. The race has a strict centerline rule, and the race organizer insists that a 30-second penalty be applied for the infraction. During one stage, a rider is noted to have advanced his position by crossing the centerline. As you go to issue the penalty to the rider, you note that it is the Race Leader. He will lose the lead if he receives a 30-second penalty. The coach comes to you and threatens to withdraw his team if his rider is penalized. The rules are there for all of the riders, not everyone except the race leader. The organizers were insistent that the time penalty be severe so you are not able to change the severity of the penalty. The coach initially insisted that his rider had not crossed the centerline but on film viewed later, it was clear that he had. Unfortunately for this rider, he gambled and lost. He received the appropriate 30-second penalty. The manager was told the team had the right to withdraw if they so chose. They did not.
6. There is more than one race on the course. The leaders of the PRO/1 race overtake the Category 2 field. The motor official neutralizes the Category 2 field and gets the leaders of the PRO/1 race past and clear. When the main field of PRO/1 riders is about to overtake the Category 2 field, the Category 2 riders are coming up on the finish of their race. Because the Category 2 riders are finishing you want to allow them a clean finish. The motor official should now neutralize the PRO/1 riders until the Category 2 riders are finished.
7. You are working a stage race, which has 4 races on the circuit at one time. There is only one official with each race. During the masters race, five riders go off the front of the field on the first lap but then go off course. When they get back on course, they are down on the field. The riders have asked the Chief Referee to place them first through fifth, because it was not their fault that they went off course. There was no marshal to tell them not to turn right and go down the freeway onramp! In this situation, there was nothing that could be done. These five riders might have been caught anyway.

**Chapter**  
**16****XVI. Cyclocross**

**A** cyclocross race could be called a slow muddy criterium without a free lap, although recent rule changes have attempted to make the races faster by limiting obstacles and dismounts as well as extreme mud.

**A. Course Characteristics**

The course should be challenging but not require acrobatic feats. The course should include varying terrain, including roads, country or forest paths and open terrain. Terrain should be varied so that the pace changes allowing riders an opportunity to recover after difficult sections. Think about safety.

- Most of the course should be rideable in all conditions
- Length should be 2.5 to 3.5 km (1.5 miles to 2.1 miles) and should be a minimum of 3 meters wide.
- A closed circuit with 90% of the course being rideable
- Should be well marked and protected. The use of dangerous elements should be avoided. Stairs going down, wire posts and fences, drop offs and hard obstacles at the edge of the course are good examples of things to be avoided.
- The starting stretch, 200 meters in length, should be as straight as possible, should not be downhill, and should have no obstacles.
- The finishing stretch should be flat or slightly uphill and should have no obstacles.
- There should be a maximum of 6 obstacles designed to oblige the rider to dismount their bike.
- The course may have one set of artificial barriers. These barriers cannot be more than 40 cm high and must extend the entire width of the course.

**Specific Regulations****Equipment Pits**

- Equipment may only be exchanged in the official pit area.
- Two pits should be located around the course or a back-to-back pit near the center of the course.
- Pits should not be located on downhill stretches
- The pit lane and the course should be separated and the pit lane should be clearly marked with tape. The beginning and the end of the pit area should be marked with a yellow flag.
- Space adjacent to the pit lane should be reserved for the mechanics.
- A rider may only use the pit lane for the exchange of a bicycle or a wheel.
- A rider must enter the pit lane at the entrance. Once past the exit to the pit lane, the rider must proceed to the next pit for service. A rider who goes past the entrance, but not the exit, to pit lane may dismount and proceed backwards to the entrance to the pit lane.
- Exchange of bicycle or equipment between riders is forbidden.
- A rider must cover the distance with his bicycle, he cannot drop one bicycle at the entrance to pit lane and run to his replacement bicycle at the far end of the pit.

## PART TWO: OFFICIATING ROAD EVENTS

- Races are conducted over a predetermined amount of time, which must be translated into laps remaining for the riders after the leaders have completed two full laps. Races may also be conducted over a specified number of laps.

### Start Order

- Riders should not be required to assemble more than 10 minutes prior to race start in the roll call zone before the start line.
- Call up procedures should be listed on the race announcement.
- Working with the organizer's registration personnel, the officials establish a start list.

### Finish

- Lapped riders (if allowed to remain in) finish on the same lap as the leader and will be placed according to the number of laps they are down and then their order at the finish.
- Riders lapped before the last lap will normally be removed.
- Riders lapped after the midpoint in the race will be removed, but will be placed on the results.

### Penalties

- False Starts
  - Any rider causing a false start is disqualified. Moving forward on the grid prior to the start can be considered a false start.
- Exchanging equipment.
  - No rider, even among teammates, can swap or share equipment. All equipment exchanges must occur in a pit.
  - Riders may not ride or run backwards on the course to get to a pit. Riders who suffer a mishap adjacent to a pit may return to the beginning of the pit to receive service.

## **B. Pit Referee**

- Watch the bicycle exchanges as the rider may not proceed without a bicycle. A classic trick is to drop the bicycle at the beginning of the pit, run 20 meters to the other end, and pick up a new bike. This is definitely illegal.
- Watch to make sure that riders do not attempt to enter the pit at the exit. They must come into the pit at the entrance.
- Riders who passed the exit to the pit lane may not come back into the pit, they must proceed to the next pit.
- Riders who pass the entrance (but not the exit) to the pit, may dismount and proceed back to the entrance to enter the pit.
- If additional referees are available in the pit, they should score the race as well.

## **C. Roving Referee**

- Scoring is a priority but you may also be asked to monitor specific areas of the course.
- The course will be marked and you should note any riders you observe cutting the course. If there are obstacles that can be circumnavigated, you may be positioned to ensure the riders follow the correct route over the obstacle. A well-marked course is done on both sides, which helps keep riders from cutting the course.
- Riders are allowed to jump an obstacle on their bikes.

## **D. Number Washer**

One position often created is that of number washer. In a cyclocross, scoring is critical, yet often the numbers cannot be seen because they are covered with mud. The Chief Referee may ask an official or a member of the organizer's staff to help wash the numbers. This usually involves having a bucket of water and a sponge and going to a slow part of the course near but before the finish line. That way the riders' numbers will be clean when they pass the judges.

## E. Judges and Chief Judge

- Sharpen your pencils, bring lots of paper and turkey bags.
- Plan to score, score, and score!
- If you have more than one assistant judge, position one of them at the slowest portion of the course.
- If there are a lot of competitors or a very short lap (not recommended), it may be impossible to keep a summary of the race up to date. While you will eventually get good results, it does take time to work up the summary after the race finishes. Consider handing off your score sheets each lap to an assistant who will summarize them. Then results can be ready as soon as the race finishes. Regardless, the chief judge should be aware of the leaders and their relative places. The winners deserve to be recognized as soon as possible. Participants are owed their placings, but they cannot take priority over the event winners.
- Be aware that in addition to some competitors going steadily faster than others, there will be more incidents than in the average criterium. A rider may fall, or take a bad line and end up off course and lose many places or even a whole lap before resuming his previous place. Do not make assumptions about where a rider **should** be.
- This is one of the best events for an official to learn to score because many times it is possible to score every rider on every lap.

Turkey bags work well in wet weather. They are big enough to slip a clipboard into them; they are clear so you can see through them. The design of the bag enables you to write inside of them quite easily.

## F. Chief Referee

- Verifying course set up is your major responsibility.
- The course should have sections that require good bike handling skills, sections for power, and sections that break up the riders' rhythm.
- Marking the course is critical. Ribbon, rope, or caution tape should mark the entire course, on both sides, so no rider can get lost.
- If there are obstacles that could be easily bypassed, station an assistant referee close by. If a rider is capable of jumping an obstacle on their bicycle, they may do so. They are not obligated to dismount. However, both the rider and the bicycle must go over the obstacle.
- Work with the organizer to place service pits in an area where they will be most useful. A preferred location is one where riders going in both directions can use them.
- Be sure to let riders know they may not exchange any equipment outside of the pit area.



## XVII. Questions/Case Studies – Cyclocross

### Judging

1. As the chief judge arriving at the cyclocross course, what should you take note of and with whom will you interact?

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2. As the leader is about to finish, an unlapped trailing rider sits up, stops and waits for the leader to pass just before the line. He then continues and crosses the line directly behind the leader. How will you treat this rider in the results?

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3. The cyclocross course is short with many categories and the field sizes that are large. As the chief judge, you have three assistant judges to assist you at the line. There is little time between events. How will you manage the scoring and results of the race?

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**PART TWO: OFFICIATING ROAD EVENTS**

5. The lead rider in the race comes into the pit on the last lap with a broken bike. The mechanics do not have a spare bike ready or available. A teammate, who has just lapped by the leaders comes into the pit, see the problem and steps off his bike and announces that he is quitting. The mechanics grab the bike-give it to the first rider who sets off in hot pursuit of the leading riders, catches them and wins the race. Is there a problem? If so, could you manage the problem in the pit? If not managed in the pit, should anything be done afterwards?

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6. A rider crashes in the race lane at approximately the midpoint of the pit layout. The organizer has established a manned crossing point into the pit for the mechanics at this exact location. There have been boxes established and the rider's team is located at the end of the pit zone. The rider's mechanic runs toward the mechanics gate with a bike yelling at his rider. The rider reaches through the gate to grab the bike, but the mechanic yells for her to come through the gate into the pit to take the bike. The rider enters the pit at this point and takes the bike, proceeds through the remainder of the pit and reenters the course. If you are in the pit, what will you do? What will you do if you receive a report of this activity from a pit referee?

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7. During rider staging and call-up, the 17<sup>th</sup> rider, comes forward and takes a position on the first row, asking his teammate to move over. The riders already lined up all declare that they don't care. What will you do?

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# Chapter 17

## XVIII. Answers to Questions/Case Studies – Cyclocross

### Judging

1. **As the chief judge arriving at the cyclocross course, what should you take note of and whom will you interact with?** You should understand what the judging facilities are. Raised? Covered? Which side of the course? Where are the riders being asked to place their numbers (shoulder and back)? Talk with the chief referee regarding facilities. Talk with the organizer regarding numbers and placements and how start sheets are being generated and delivered to the judges.
2. **As the leader is about to finish, an unlapped trailing rider sits up, stops and waits for the leader to pass just before the line. He then continues and crosses the line directly behind the leader. How will you treat this rider in the results?** This person is now one lap behind and is placed as the first of all lapped riders. The rider is finished and should not be allowed to take another lap. At larger events, the rider in danger of being lapped should have been removed at the beginning of the finish straight and placed accordingly.
3. **The cyclocross course is short with many categories and the field sizes that are large. As the chief judge, you have three assistant judges to assist you at the line. There is little time between events. How will you manage the scoring and results of the race?** Results, postings and protest handling will be continuous. You should plan on how to give people breaks to eat and relieve themselves as well as complete the judging tasks. Assign one person to be in charge of the results of each race, with the remaining judges assisting. Rotate those people to assist scoring the next race after they complete the results for their race. Carefully collect the score, start sheets from each race, and place them in large labeled envelopes. Know who is responsible for posting. Remember to document the time that results are posted. Remind the announcer when results or corrections to the results are posted.
4. **Describe your scoring process in the example above as the race develops when there is a protest. What secondary tasks must you remember to accomplish as the race progresses?** Murphy's Law will assure that the race being protested is the race that the currently responsible judge was in charge of. Take the protest information carefully and give it to the responsible judge to deal with after the current event is concluded if it is not a critical protest to podium or prize list. Otherwise, deal with it yourself as the Chief Judge (you did delegate, didn't you?) to the best of your ability. If it is irresolvable without the responsible judge, assign another judge to take over the current race if practical.

Secondary tasks: Posting results, receiving start sheets, calculating the time of the race and laps to go, verifying the final lap.

## Referee

1. **A double pit has been established for a non-championship event. The organizer has routed the course such that the riders enter the pit and the central mechanics area is on the approaching rider's left side. The mechanics all agree to move to the right side of the service lane to exchange bikes. What do you do?** Majority rule is not an option. The regulations are clear that the mechanics must be on the "box" side of the pit lane. Inform the riders in a manner that assures them you understand what they want, but that the regulations will be enforced. This is not your fault, it is an organizer's set up concern.
2. **The organizer has not organized boxes within the pit. The mechanics quickly develop a pattern of movement back and forth between pit zones that appears to be working. You notice that Team X mechanic is servicing at the start of the pit on one side, but as he moves to the other pit, takes up his position at the end of the pit. Is there a problem and should you do anything?** The organizer did not do his/her job in completing this detail. While events can clearly be conducted without this level of organization, the first question to ask is, "does this affect the safety of the race in any way"? Second, "is this causing a problem in the pit between mechanics"? If the answer to either of these is no, then leave it alone. If this situation is causing a problem, you might ask the mechanics to cooperate by choosing a similar location at each pit. Remember, unless there is a conflict between two teams with riders riding together, this problem will go away as the race develops.
3. **A rider approaches on a slightly downhill pit section with a great deal of speed, steps off the bike and takes at least 4 – 5 steps to retrieve his bike from the mechanic. How will you decide if this is a problem?** Be practical. Moving at speed requires a rider to move faster, covering more distance with even the shortest practical exchange. A rider is not expected to come to a complete stop and exchange a bike at the exact spot that they drop the other. They cannot intentionally use the distance between exchanging bikes to run the course without a bike.
4. **As a rider approaches her team mechanic to exchange a bike, she drops her bike and the mechanic lifts the replacement bike and runs alongside her for a moment and then places the bike on the rider's shoulder. Is this allowed? What should you do?** Clearly, this rider is not doing the work. The mechanic is lifting the bike and is allowing the rider to run without the bike. Immediately warn the mechanic that he cannot repeat this. Positioning yourself at this location on the next lap, standing a few yards beyond the exchange point will reinforce your warning. Should the warning be ignored, it will eventually disqualify the rider.
5. **The lead rider in the race comes into the pit on the last lap with a broken bike. The mechanics do not have a spare bike ready or available. A teammate, who was just lapped by the leaders comes into the pit, sees the problem, steps off his bike, and announces that he is quitting. The mechanics grab the bike, give it to the first rider who sets off in hot pursuit of the leading riders, catches them and wins the race. Is there a problem? If so, could you manage the problem in the pit?** If not managed in the pit, should anything be done afterwards? A teammate has just sacrificed his equipment for the leading rider. The regulations clearly tell us that this is not allowed. As an official, you can't enforce this unless you are there and it will be difficult to manage on report by other mechanics. Had the lapped rider quit prior to this problem, then it should not be an issue as it was not a sacrifice of equipment.
6. **A rider crashes in the race lane at approximately the midpoint of the pit layout. The organizer has established a manned crossing point into the pit for the mechanics at this exact location. There have been boxes established and the rider's team is located at the end of the pit zone. The rider's mechanic runs toward the mechanics gate with a bike yelling at his rider. The rider reaches through the gate to grab the bike, but the mechanic yells for her to come through the gate into the pit to take the bike. The rider enters the pit at this point and takes the bike, proceeds through the remainder of the pit and reenters the course. If you are in the pit, what will you do?** What will you do if you receive a report of this activity from a pit referee? The regulations tell us that the rider MUST return to the actual pit entrance (beginning of the pit zone) and enter the pit in order to receive service. If practicable, you should prevent this from happening by informing the rider and mechanic that she must enter through the pit entrance to receive service. The pit referee should handle this by sending the rider back to the entrance. If you are the Chief Referee and a pit referee reports the infraction as described, you will have to decide whether to disqualify the rider or not, taking into account the level of the race and the effect on the outcome.
7. **During rider staging and call-up, the 17<sup>th</sup> rider, comes forward and takes a position on the first row, asking his teammate to move over. The riders already lined up all declare that they don't care. What will you do?** Rider staging is critical for the start of the competition and in a large event, is based on a rider's ranking or the result of a random draw. Again, majority rule is irrelevant. Direct the rider to return the proper line for staging. Should the rider refuse, do not allow him to start.