Purpose
The purpose of this module is to provide the road Assistant Judge with the necessary information and experience needed for scoring massed-start events. The module serves as part of the training necessary for Level C Road Officials for advancement to Level B Road Official.

Required Reading
1. 2013 USA Cycling Rulebook
    a. **1M**. Finish of a Race
    b. **3C**. Individual Road Race
    c. **3D**. Criterium
2. USA Cycling Race Officials Manual Part 2: Officiating Road Events
    a. Chapter 1 Individual Road Race
    b. Chapter 4 Criteriums
3. Scoring Bicycle Races document (see last section)

Prerequisites
- Level C Official
- Module Pre-Test (see next section)

Goals
After successful completion of this module, the Level C Road Official will be able to demonstrate the following:

1. Understand the concepts and terminology used for scoring individual road races and criteriums.
2. Successfully score a criterium in regard to lap counts, riders off the front, identification of the field and its size, riders off the back, lapped riders, riders taking laps, riders not finishing (DNF or pulled), primes, and the finish.
3. Successfully time a criterium in regard to lap times and time splits to groups of riders off the front or back. Successfully calculate laps to go in a timed criterium.
4. Successfully score an individual road race.

Tasks to be Completed
1. Judge and time the following events:
    a. Criterium
    b. Road Race

Criteria for Successful Completion

1. <u>Successfully score a criterium</u>

    Score, score, score. Keep a written record of the riders you see and anything that could be important later. Without the rider being noted in the scoring, it is next to impossible to guess where the rider should be placed. The Chief Judge is often called away to speak to a rider, to answer questions, or to check results. Keep scoring. Do not walk away to help with results unless the Chief Judge asks for help. It is the Assistant Judge's responsibility to keep a running scoring record of everyone who crosses the finish line. Have a system of symbols for when riders are lapped, when riders get primes, the field, and breaks in time between riders.

    a. <u>Lap counts</u>: On the scoring sheet, keep a running record of how many laps the racers have done. When the number of laps left in the race is known, note this as well.

    b. <u>Riders off the front and back and identification of the field and its size</u>: Keep a list of the bib numbers of riders off the front and off the back. Try to get bib numbers in the peloton if possible. If it is a large peloton, get a rough head count each lap. This will help you know when things are changing and help you keep track of all riders.

    c. <u>Lapped riders</u>: Keep a running list of lapped riders. It is always a good idea to keep a separate record of lapped riders. At the end of the race, officials will need to be able to come up with the bib numbers of those lapped riders and how many laps the riders are down. Also, by having symbols in the scoring sheets of where riders get lapped, a rider can have his questions answered if the rider disagrees with the number of laps he is down.

    d. <u>Riders taking laps</u>: Though this may not happen very often, there are times when riders *take* a lap on the field. It should be noted that *the field is not down*, but that those riders are *up* to the field. Technically, riders taking a lap are on "even lap" or "zero lap", the field would be at -1, and then lapped riders would be -2, -3, etc. However, if a break of 5 takes a lap on a field of 50, it is certainly easier to list five riders as +1, instead of having to list 50 riders as -1 and add them all to your running tally of lapped riders.

    e. <u>Riders not finishing (DNF or pulled)</u>: It is important to note in a scoring sheet the lap and time that riders are pulled or noted as DNF in a race. This may be important information in the final results. The difference between pulled and DNF may be significant. Sometimes, riders who are pulled are given a place. A rider who just quits is never placed. This is a decision that will be made by the Chief Referee or Chief Judge. As an Assistant Judge, you will need to know what to do with riders that are pulled, that is, whether to just list them as DNF or to place them.

    f. <u>Primes</u>: Be sure to note when the bell is rung (and for whom it is rung, e.g., leaders, field, this group only), the lap in which the prime sprint takes place, and the prime winner(s). Sometimes the promoters will have separate sheets,

envelopes, or index cards with the prizes indicated. These can be used to records winners as well.

g. Finish: Be at the finish line to score any racers who finish after the main peloton. Create an order of finish from your notes and consult with other judges in regard to lapped riders and riders taking laps. Remember to label your notes as to what the race was and what category of racers was involved. Make sure to put your name, license number, and date on the sheets. If there are multiple sheets, staple them together and give them to the chief judge.

2. Successfully time a criterium

Make sure to start a stopwatch at the start of each race. The main thing is to get an image in your mind of how the race looks. "Reading a race" will help in anticipating any changes.

a. Lap times: Keep a record of the time of each lap and the total time in the race. This will help in timed criteriums to determine the number of laps in a race (see part 2.c, below). Lap times are often required for color commentary. In some events there may even be a prize for the fastest lap. The average lap time is used to calculate the number of laps remaining when the criterium is run over a specified amount of time (see 2.c, below). If riders about to be lapped are pulled from the race, the Chief Referee will want to know the average lap time so s/he can give the off the back riders as many laps as possible before asking them to retire.

b. Time splits to groups of riders off the front or back: Keep a record of the time splits between groups and note this where the splits are occurring in the scoring.

c. Successfully calculate laps to go in a timed criterium: Many, if not most, criteriums these days are based on time. This keeps the program moving on schedule. If the race is supposed to be 45 minutes, and is on a one kilometer course, free laps will end with 8 laps to go. That would mean you would need to shift from time to go to laps to go before that point.

3. Successfully score an individual road race: Score all riders coming across the finish line. Sometimes a rider will cross the finish line more than once, which we prefer not to happen, but be aware that it does). Again, it is a good idea to note this in your scoring. You may think a rider is crossing a second time, but it may be the first time. Compare your information with information from the follow official to make sure you have a record of all riders in a race and can account for everybody.

4. Successfully time gaps between groups in individual road races: Make sure to start a stopwatch with the start of each race. Record lap time of each field and calculate gaps between fields if you are on a loop with multiple fields. This will help the lead and/or follow officials for each field know the situation. At the finish, record the winning time and then take times for every gapped group of riders or individual rider.

Prior to beginning the practical portion of this module, please complete the following pre-test and check your answers in the back of the document.

1. If the bell is rung in error, the officials should:

    (a)   Neutralize the race for one lap, then restart the race.
    (b)   Judge the sprint for the next lap, then decide if the race should be rerun in part or in total.
    (c)   Inform the riders that the bell has been run in error and that the race will continue.
    (d)   Add 12% to the prize list for that race.
    (e)   Both (a) and (d)

2. Lapped riders in a road race:

    (a)   Must finish on the same lap as the race leader.
    (b)   Must not give or receive pace from riders on different laps.
    (c)   Must withdraw immediately upon being lapped.
    (d)   May contest the final sprint with the leaders.
    (e)   All of the above.

3. Which of the following is NOT a normal way to show that rider #12 has abandoned a race?

    (a)   12   A
    (b)   12   DNF
    (c)   12   C
    (d)   12̶

4. According to the text at the end of the module, what is the difference in meaning between the following designations?

    (34)   (34r)

    _____

    _____

5. What is one advantage to the vertical scoring method?

6. The brief score sheet on the following page shows the flow of a five-lap race. Based on that sheet, please create the final race results in the space below.

Official's Score Sheet

5	4 (5:55)	3 (6:05)	2 (5:58)	1 (6:10)	F (6:06)
(30 r)	3 12 21 ‾‾‾‾‾ 13 (:32) 8 5 7 (P) ‾‾‾‾‾ 19 (1:35) 27 30 ‾‾‾‾‾ 20 (3:00) 10 25	12 3 ‾‾‾‾‾ 6 (:45) 9 (P) ‾‾‾‾‾ 30 (2:05) 19 27 ‾‾‾‾‾ 25 (4:30) 10	12 20 3 ‾‾‾‾‾ 28 (1:00) 17 14 (P) ‾‾‾‾‾ 27 (3:50) 19 30	3 25 10 ‾‾‾‾‾ 12 (:30) 20 ‾‾‾‾‾ 22 (1:20) 23 (P)	3 27 19 30 ‾‾‾‾‾ 12 (:50) 20 25 10 ‾‾‾‾‾ 1 (1:30) 2 24 11 4 5 6 15 16 26 18 7 14 21 22 8 9 13 17 23 28 29

ROAD MODULE 1 – ASSISTANT JUDGE: MASS START SCORING
Task Completion

The purpose of this document is to show proof that the Level C Road Official has successfully completed each task required for mastery of the position as required for partial fulfillment for upgrade to Level B Road Official.

TASK TO BE COMPLETED	CHIEF REFEREE	DATE
Score a Criterium:		
Lap Counts	_____	_____
Riders off the Front	_____	_____
Identification of the Field and its Size	_____	_____
Riders off the Back	_____	_____
Lapped Riders	_____	_____
Riders Taking a Lap	_____	_____
Riders not Finishing (DNF or pulled)	_____	_____
Primes	_____	_____
The Finish	_____	_____
Time a Criterium:		
Lap Times	_____	_____
Determining Number of Laps Remaining	_____	_____
Time Splits to Groups off the Front or Back	_____	_____
Score an Individual Road Race		
Writing Down all Riders Crossing the Line	_____	_____
Time and record the winning time and splits to groups/riders crossing the finish line	_____	_____
Creating an Order of Finish	_____	_____
Accounting for All Riders	_____	_____

When complete, please return to the National Technical Commission member from your region

Scoring is a skill that has to be practiced regularly to stay at the top of your ability. Scoring can be broken into several segments that can be "phased in" as a new scorer learns the skills. It is done differently for each of the disciplines of road races, criteriums, time trials, track, and cyclocross.

Scoring a Criterium

The judging crew and Pit Referees all need to be able to score a criterium. Complete scoring will enable the entire race to be reconstructed if need be. It entails recording the following segments:

- Laps completed and/or laps to go.
- The number of riders in the various groups on the course. Counting groups is best managed by counting the riders by "twos" or groups of three riders each, multiply by 3 and add the remaining 1 or 2 riders to this number at the end.
- The bib numbers of riders in break-away groups.
- The bib numbers of riders OTB (off the back).
- Know when a group has dropped a rider.
- The time of each lap.
- On a separate card, riders who have been lapped by the leader of the race.
- The average lap time for the entire race (or elapsed time for the entire race, then divide by the number of laps to get the average lap time – used to calculate times for lapped riders).
- Time splits for groups relative to the leader of the race. This aids in determining when a rider or group of riders would be lapped.

Symbols are used as shorthand to understanding what is scored on the page. Below is a description (vertical scoring) of an example of how these symbols are used. Assume it is lap 6 of a race.

1:55	Indicates the lap time for Lap 6 was 1 min, 55 sec.
△ 6	
	Indicates a Prime was awarded on Lap 6
==============	Separates the lap number from the rider numbers.
3	Rider #3 won the prime and is followed by #21.
21	
8r	Designates a group of 8 riders.
	Subsequent or prior laps should identify these rider numbers.
_____	Designates a gap between the groups of riders.
: 23	Designates the time gap. In this case, 23 seconds from the lead group to the next rider.
13	Riders #13, #8, and #7 are at the front of the peloton (announcers
8	need this). Rider #7 is lapped.
7	

(P)   Designates the peloton.

73   Rider #73 is at the end of the peloton.
            A gap between riders.
___
1: 43   Time gap to rider #99 is 1min, 43 sec from the course leader. From the
            lap time of 1:55, it makes sense that #99 will be lapped on Lap 7.

99

Some judges prefer to score "vertically" (down the page) while others prefer the horizontal (across the page) method.

1. If the bell is rung in error, the officials should:

   (b) Judge the sprint for the next lap, then decide if the race should be rerun in part or in total.

2. Lapped riders in a road race:

   (b) Must not give or receive pace from riders on different laps.

3. Which of the following is NOT a normal way to show that rider #12 has abandoned a race?

   (c) 12 C

4. According to the text at the end of the module, what is the difference in meaning between the following designations?

   (34)   (34r)

   The first denotes rider #34 being lapped, while the second denotes 34 riders in a group on the road.

5. What is one advantage to the vertical scoring method?

   It's faster, uses less punctuation, and avoids numbers running into each other

6.   The brief score sheet on the following page shows the flow of a five-lap race. Based on that sheet, please create the final race results in the space below.

Rider Place	Rider Number
1	3
2	12
3	20
4	1
5	2
6	24
7	11
8	4
9	5
10	6
11	15
12	16

Rider Place	Rider Number
16	14
17	21
18	22
19	8
20	9
21	13
22	17
23	23
24	28
25	29
26	27
27	19

13	26		28	30
14	18		29	25
15	7		30	10