



ROAD MODULE 3 – ASSISTANT JUDGE STAGE RACE



Purpose

The purpose of this module is to expand on the material provided in the Assistant Judge I module to include omniums and stage races.

Required Reading

1. 2013 USA Cycling Rulebook
 - a. **20.** Omnium
 - b. **3H1.** Stage Race
 - c. **3H4.** Placings
 - d. **3H6.** Special Procedures
2. USA Cycling Race Officials Manual Part 2: Officiating Road Events
 - a. Chapter 13 Stage Races
3. Scoring Bicycle Races document (see pg 6 of this document)
4. Times for Riders that Did Not Finish (See pg 7 of this document)

Prerequisites

- Level C Official
- Successful completion of Road Module 1 – Assistant Judge 1
- Successful completion of Road Module 2 – Assistant Timer 1
- 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 and timing of omniums and stage races.
2. Successfully calculate a category for a simple omnium for a weekend event or race series.
3. Successfully calculate stage race results for individual general classification for a category.
4. Successfully calculate times for lapped riders and pulled riders in a criterium stage.
5. Successfully time a stage race in regards to stage times, bonuses, penalties, individual general classification, and place.

Tasks to be Completed

- 1) Compute the following events:
 - a) Omnium event (weekend or race series)
 - b) Stage race (individual general classification)



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- 2) Time part of a stage race.

Criteria for Successful Completion

6. Successfully calculate a category for a simple omnium (for a weekend event or race series): Oftentimes local weeknight races are paid out nightly but they also have a series pay-out. In this case, riders are awarded based on their overall race results using each week's race result to determine the series winner. Weekend races may also be run as an omnium. Both systems assign points to places within each race and then add up the points to determine the winner. Each series or race usually provides their own point system and tie breakers, but you can use the omnium system for track racing if you need to do so. Be sure to back up any work done on a computer with hand-written results.
7. Successfully calculate stage race results for individual general classification for a particular category: Be sure you have columns for penalties, bonuses, stage time, and GC time for each stage. The rulebook states how to break ties, but be sure you consult the race bible or event manual because they may want to do their own thing. As with omniums, it is a good idea to have a written backup.
8. Successfully calculate lapped riders and pulled riders times in criterium stages: Make sure to start a stopwatch with the start of each race. Record the lap times to determine the appropriate time to show lap cards (a couple of laps before free laps end). Also record gaps between riders off the front and back. Take note of those that are lapped and pulled during the race. Use the rulebook calculation to determine their time, which is important in stage races. Be aware of changes that might be necessary to make the results come out right. Sometimes using the strict formulas does not work.
9. Successfully time part of a stage race: Regardless if there is a results system, the timers will need to keep a backup of all times (for all categories).
 - b. Stage times: These times are different from the individual general classification because they are the rider's time for each individual stage of the race. The first stage time may be the same, but bonuses and penalties may change that raw time for the individual general classification.
 - c. Bonuses: These are usually assessed at sprint lines during a massed start race or at the end of a massed start stage. They are subtracted from the stage time to calculate individual general classification.
 - d. Penalties: The referees may provide the judges with information regarding time penalties during stages or the Starter for time trials. They are added to the stage time to calculate individual general classification.
 - e. Individual general classification: Stage time minus bonuses plus penalties provides the individual general classification. It is updated after every stage as necessary with the previous individual general classification.
 - f. Place: The rider with the lowest individual general classification at the end of the event is the winner. Sorting results will provide you with an order of finish. In the



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case of ties consult the race bible, event manual, or rulebook, as there are different ways to break ties.



ROAD MODULE 3 – ASSISTANT JUDGE STAGE RACE Pre-Test



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. A Stage Race is:
 - (a) A sequence of road events in which there are usually individual and team prizes.
 - (b) An event in which each rider must complete one stage in order to start the next stage.
 - (c) Described in the event's technical guide.
 - (d) (a) and (b) only.
 - (e) (a), (b) and (c)

2. The Individual General Classification is:
 - (a) The accumulated time for each stage.
 - (b) The accumulated time for each stage plus penalties.
 - (c) The accumulated time for each stage plus penalties minus bonuses.
 - (d) The accumulated time for each stage minus penalties.
 - (e) The accumulated time for each stage minus penalties plus bonuses.

3. The Team General Classification is the accumulated time for the team's first three riders in each stage:
 - (a) Plus penalties at the discretion of the Chief Referee.
 - (b) Plus penalties (at the discretion of the Chief Referee) and minus bonuses.
 - (c) Minus penalties.
 - (d) Minus penalties (at the discretion of the Chief Referee) and plus bonuses.
 - (e) Unless the team has only two riders, in which case the time of the team's two finishers are added together and weighted at 150%.

4. During a Stage Race, a rider who has a mishap in the final 3 kilometers of a road stage:
 - (a) Must finish the stage in order to continue in the stage race and will receive his actual finishing time and placing.
 - (b) Is given the finishing time as if the mishap had not occurred and is given the actual place at the finish line.
 - (c) Is given the finishing time as if the mishap had not occurred and is given the last place in the group with which he was riding.
 - (d) Is given the time of the last rider to finish and is given the last place in the group with which he was riding.
 - (e) Is given his actual finishing time and is given the last place in the group with which he was riding.



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Pre-Test



5. During a road stage of a Stage Race, the winner finishes in 4 hours and 36 minutes. If no time limit was specified in the race regulations, which of the following is the slowest time listed that did not exceed the time limit?
 - (a) 4 hours and 54 minutes
 - (b) 5 hours and 10 minutes
 - (c) 5 hours and 30 minutes
 - (d) 5 hours and 45 minutes
 - (e) 6 hours and 2 minutes

6. Protests regarding placings in an intermediate stage:
 - (a) Must be lodged within 15 minutes of the protestor's finish.
 - (b) Must be lodged before the close of sign in for the next stage.
 - (c) Must be lodged within one month of the official announcement.
 - (d) Are not accepted during a Stage Race.
 - (e) Must be lodged within one hour after the stage's finish.

7. What determines a time gap at the finish of a Mass Start Stage?
 - (a) Two (2) bicycle lengths.
 - (b) One (1) second time gap from the rear wheel to the front wheel of the next rider.
 - (c) Time that allows you to take a stopwatch split time and record it.
 - (d) The Chief Referee declaring "New Time".

8. In order to break a tie in Final Individual General Classification, the first criterion to use is?
 - (a) Best Prologue TT.
 - (b) Add fractions of the TT times including the prologue.
 - (c) Total placing of all the stages.
 - (d) Best placing in the last stage.

9. In a Mass Start Race, calculate the rider's time if his time at the finish line is 2:10:20. It is also reported that he earned 2nd place in a bonus sprint giving time bonuses per the rulebook and finished 3rd in the final sprint. Additionally, the Chief Referee provided you with penalties and this rider received a 2-minute penalty. What is his GC time for this stage?



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- (a) 2:08:14
 - (b) 2:10:14
 - (c) 2:12:26
 - (d) 2:12:14
10. In a Team Time Trial, rider X on team ABC falls off the pace. The team's time is 60 minutes and he finishes in 75 minutes. What is his time?
- (a) Same as the team's.
 - (b) He is disqualified.
 - (c) 63 minutes.
 - (d) 75 minutes.
11. A crash happens in the last 3 km of a Massed Start Race, and a motor official reports that rider #34 is taken away by medical. What action should be taken with respect to rider #34?
- (a) DNF.
 - (b) Same time as the group he was with but place in last place.
 - (c) Same time as the group he was with place at the end of his group.
 - (d) Placed last and given same time as the last rider.
12. In order to record a Team General Classification time at the end of each stage you must:
- (a) Take the times of the top 3 riders in GC for each team.
 - (b) Take the times of the top 3 riders for each team for that stage excluding time bonuses.
 - (c) Take the times of the top 3 riders for each team for that stage including time bonuses.
 - (d) Take the times for the top 2 riders plus one that the team manager chooses for each team plus time bonuses.



ROAD MODULE 3 – ASSISTANT JUDGE STAGE RACE 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
Calculate a Simple Omnium		
Create a Spreadsheet for the Category	_____	_____
Assign Points to Appropriate Placings	_____	_____
Determine Final Placings and Break Ties if Needed	_____	_____
Calculate Stage Race Results for Individual General Classification		
Create a Spreadsheet for the Category	_____	_____
Record Stage Times, Bonuses, and Penalties	_____	_____
Determine General Classification After each Stage	_____	_____
Determine Final Placings and Break Ties if Needed	_____	_____
Calculate Times for Lapped or Pulled Riders	_____	_____
Time part of a Stage Race		
Record Stage Times	_____	_____
Assess Stage Bonuses	_____	_____
Assess Stage Penalties	_____	_____
Calculate Individual General Classification after Each Stage	_____	_____
Provide an Order of Finish	_____	_____

When complete, please return to the [National Technical Commission member from your region](#)



ROAD MODULE 3 – ASSISTANT JUDGE STAGE RACE Scoring Omniums and Stage Races



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, criteriums, time trials, track, cyclo-cross, and stage races. This module focuses on omniums and stage races and the following description begins where the text for road module 1 – assistant judge 1 left off.

Scoring an omnium or stage race road race is almost the same as scoring an individual event. The biggest difference has to do with how times are handled and the fact that you have several classifications to keep track of.

Classifications

If the race is a stage race, we often use a color code for the various classifications. For example, you can highlight the top five leaders in each of the competitions as below:

- Yellow for the Individual General Classification (GC) Leaders
- Green for the Sprint Classification Leaders
- Pink for the King of the Mountain (KOM) Leaders
- Blue for the Best Young Rider (BYR) Leaders

If you are in a commissaire car or in a support van, it may be important to know if rides you pass are leading or way behind in classification, so note this information when you can.

Judges in stage races should also have a good understanding of which of the classifications can change during a stage. The announcers will want this information immediately when the race is over, and it saves you time if you can calculate it during the event. For example, let’s say that the results of the KOM competition currently look like this when the stage is half over:

Alberto Contador	64 points
Eddy Merckx	50 points
Bernard Hinault	48 points
Greg LeMond	42 points
Lucien Van Impe	31 points
Tom Danielson	22 points

There are two 4th category climbs left. A 4th category climb scores 5,3,1 for the first three places. When your judge’s car arrives at the finish, the announcer will want to know the status of this classification. This would be a bad time to start figuring it out, because you should already be able to tell him. As long as Alberto Contador finishes within the time limit, nobody can take the KOM jersey off his shoulders today. If Eddy Merckx wins the two remaining climbs, he will have 60 points and not be able to take over the jersey no matter what anybody else does. However, you can also see that there are still 3 riders who could finish the day in 2nd place.

This also exemplifies why we suggested color-coding the results. A crash, puncture, etc., by any of the top riders in this classification will lead to additional possibilities that you will need to consider.



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One of the more interesting, and sometimes annoying, issues with stage races is dealing with riders that did not finish yet need to receive a time. This happens when:

- Criterium stage where lapped riders are pulled.
- Criterium stage where riders finish but are lapped and need a time.
- Road stage that finishes with circuits and riders a certain distance behind are stopped “at the gate” and not allowed onto the circuit.

All three of these cases require the officials to calculate a time for the riders. This requires some sort of prorating of the actual time recorded, whether at the finish line or at the gate. Anytime a rider does not actually do the full distance, no matter what type of algorithm you use, you are really just making up the rider’s time. However, you have to make up the best time you can under the circumstances.

The rulebook has formulas for calculating times for lapped riders whether they are pulled or not, and we will not review these formulas here (see 3H6(g)). Sometimes the specific race regulations also have formulas, such as “lapped riders will be pulled and penalized X seconds based on the number of laps remaining when they were lapped.”

An important consideration is always trying to finish with results that make sense. Using a strict formula rarely gives perfect results. For example, if a rider is lapped early in a criterium but then finishes with the pack and you use the rulebook formula to calculate his time, this time will often be faster than someone who finished off the back but was never lapped. That is a situation that needs to be rectified. Usually we would just add an OFF (officials fudge factor ☺) to every rider who was lapped so that all lapped riders’ times are slower than the slowest rider who was not lapped.

However!! There are times when we would not try to make every lapped rider or every rider who did not make it onto the circuit have a time slower than everyone else. For example, let’s say that in a road race with a circuit finish, only 30 riders make it onto the circuit and they are going to ride another 10 km. A pack of 50 is stopped at the gate. A sly manager who has a rider with a poor GC but who made it onto the circuit might tell that rider to go really, really slow, just to try to extend the time difference against those 50 riders who did not make it onto the circuit. Ultimately it will be the Chief Judge and the Chief Referee who will decide how to handle rare situations like that, but as a judge you should be prepared for that possibility.



ROAD MODULE 3 – ASSISTANT JUDGE STAGE RACE Pre-Test Answers



1. A Stage Race is:
 - (d) (a) and (b) only
2. The Individual General Classification is:
 - (c) The accumulated time for each stage plus penalties minus bonuses.
3. The Team General Classification is the accumulated time for the team's first three riders in each stage:
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(d) 2:12:14

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