



ROAD MODULE 5 – ASSISTANT REFEREE: CRITERIUM



Purpose

The purpose of this module is to provide the Road Assistant Referee with the necessary information and experience needed for assisting the Chief Referee during criteriums.

Required Reading

- 1) 2013 USA Cycling Rulebook
 - a) **3D**. Criterium
 - b) **114**. Junior Gears
- 2) USA Cycling Race Officials Manual Part 2: Officiating Road Events
 - a) Chapter 4 Criteriums
- 3) Art of the Start: Mechanics of how to Start a Bike Race (see pg. 8 of this document)

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 do the following:

1. Understand the concepts and terminology for working as an Assistant Referee in criteriums.
2. Serve as a course referee.
3. Set-up the roll-out area and correctly roll-out junior racers.
4. Make calls in sprints.
5. Act as Starter for a few races.

Tasks to be Completed

1. Serve as a course referee for an event day or its equivalent.
2. Set-up the roll-out area for junior riders.
3. Roll-out at least 10 junior riders.
4. Referee five final sprints.
5. Act as Starter for five races.



Criteria for Successful Completion

1. Serve as a course Referee: The Chief Referee may assign you to walk around the course, monitor a section of the course, or monitor a corner of the course. In any case, your duties include watching the race and riders and communicating necessary information to the Chief Referee or judges. You are typically placed at points throughout the course that are not readily visible from the line such that the entire course can be seen by all officials. While on the course you should be mindful of the following:
 - a. Riders Leaving the Course: Once a rider is seen leaving the course, make a note and call the judges to note a rider has left the course (and more than likely is a DNF).
 - b. Riders Sitting Out: If you spot a rider off the course, but did not see them leave the race (and nobody has noted the rider as leaving), make a note and call the judges to note a rider is not in the race.
 - c. Riders Re-Entering the Race: If you see a rider entering the race from outside the course, let the Chief Referee know immediately.
 - d. Feeding: No feeds are allowed during criteriums unless specified by the Chief Referee before the race begins. A rider number may be hard to spot in a field, but try to get the team name or speak with the individual that gave the feed.
 - e. Crashes: If a crash occurs in your “zone” then make sure you get all the rider numbers in the crash and call to the wheel pit. Accurate records will help the wheel pit referee to apply the free lap rule correctly. Make an assessment of the potential danger to those still racing and communicate this to the Chief Referee. Sometimes the race will be able to continue and sometimes not. Use your judgment to call for medical assistance.
 - f. Other Mishaps: If you see a rider that has stopped racing and appears to have a punctured tire or other mechanical occurrence, then direct him to the wheel pit. Call the wheel pit to let them know of the situation.
 - g. Rider Contact: As with any field, riders making contact with each other occur all the time. However, head-butts, thrown elbows, excessive leaning, and pulling or pushing on other riders should not be allowed. Report any aggressive contact to the Chief Referee. Hand slings done to help a teammate are also not allowed.
2. Set-up Junior Roll-Out: The method may depend on your local association or common practice at a specific event.
 - a. Measuring Tape: Most hardware stores carry tapes in meters and/or feet. Make sure it is at least 26ft or 8m long. Locate a long flat surface and mark one end of the roll-out zone with the inside edge of your duct tape (or similar tape) as the start. Mark the other end of the zone in the same manner.
 - b. Mass Roll-Out Zone: As with the previous method, you will be marking the beginning and end of the zone with tape. However, your marker tape will be quite



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long as the intention is to roll-out multiple riders at the same time. This usually takes place in the staging area or right behind the start line.

- c. Trays: For those local associations fortunate to have roll-out trays, make sure you assemble the trays correctly. After putting them together, measure the distance for accuracy.
3. Roll-Out Junior Riders: In preparation for roll-out, ask all riders to put their bikes in the biggest gear and line-up with the bikes facing backwards. This means the chain is around the biggest chain ring on the front and around the smallest cog on the rear wheel. Begin with the crankarms perpendicular to the ground and line them up with the first marker. Make sure the tires are inflated and that the gears are set correctly. Since juniors may have blocked a cog or two, try to put the bike in those gears. Roll the bike backwards until the crankarms have completed one revolution. Have the rider walk the distance with you. If the rev is short or right on the second mark then the bike has passed. Mark the rider's number, write it down on your notes, and/or check them off the start list. However, if the rev is long off the mark then inform the rider their gears are too big. There is usually one junior parent or coach around with a screwdriver. If not, send the rider to the pit.
4. Referee Sprints: You may be either placed on or near 200m or finish line for the final sprint. In this part of the race you are looking at several riders going real fast. The trick is not to focus on one rider, but to envision the field and look for something out of place. All of these encompass "dangerous riding during a sprint:"
 - a. Sprinter Not Keeping a Line: Sprinters do move around a lot during this time of the race, but once engaged in a sprint with other sprinters, all riders should keep a straight line. It does not have to be parallel with the course as long as it does not disrupt other riders.
 - b. Rider Contact: Elbows, head-butts, and leans should not occur during the race and especially not during sprinting. Before the sprint pushing or pulling may occur when riders are trying to get in position before the last corner.
 - c. Lead-Out Riders: Riders can give lead-outs, but if they pull off the front and do not get out of the way of the sprint they could cause a crash.
 - d. Hands in the Air: This could be considered dangerous riding, but it is a judgment call. A rider should not be penalized for a victory salute unless it truly was dangerous.
5. Act as Starter: Give the starting information and commands for five starts. Prepare pre-race announcements on an index card prior to the race and review it with the Chief Referee. Give the appropriate and necessary commands and information from your index card. Ultimately, it is the starter's call whether to start the race or not, so this is an important job, as it implies that you have decided the course is safe.



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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. Bicycles for mass start road races must be equipped with:
 - (a) A freewheel and exactly one working brake.
 - (b) A quick release.
 - (c) A freewheel along with one brake for each wheel.
 - (d) A fixed cog with a brake on the front wheel.
 - (e) A properly glued tubular tire.

2. The Junior gear (development) limit of 7.93 meters does NOT apply to a junior rider in which of the following?
 - (a) Junior National Road Championships.
 - (b) A local criterium for juniors of any category.
 - (c) Junior National Time Trial Championships.
 - (d) A junior cyclocross event.
 - (e) When the rider is riding an elite race.

3. “Blocked” gears may be used to meet gear (development) limit restrictions in all Junior races EXCEPT:
 - (a) Junior 17-18 races for Category 1 or 2 riders
 - (b) Road races
 - (c) Criteriums
 - (d) Time Trials
 - (e) National Championships

4. In which of the following events are riders allowed to carry radios?
 - (a) Races strictly for juniors.
 - (b) Races strictly for juniors and races strictly for Under 23.
 - (c) Elite races
 - (d) National Championships
 - (e) None of the above



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Pre-Test

5. If a rider appears to present a danger to the other competitors, at what point may that rider be disqualified, if at all?
 - (a) Before the race begins.
 - (b) During the race.
 - (c) Before, during or after the race.
 - (d) Only when another rider or manager complains.
 - (e) Before or during the race.

6. As Chief Referee, if an Assistant Referee reports to you that a particular rider used “foul and abusive language” with him, you should:
 - (a) Warn the rider that you will not tolerate such behavior in the future.
 - (b) Relegate the rider two places.
 - (c) Disqualify the rider.
 - (d) Disqualify the rider and recommend him for suspension.
 - (e) Tell the rider that he may not race next week.

7. No rider may make a motion that is _____ if it interferes with the forward progress of another rider.
 - (a) Slower than other riders
 - (b) Leftward
 - (c) Leftward or rightward
 - (d) Abrupt
 - (e) Downstream

8. Lapped riders in a criterium:
 - (a) May be withdrawn by the referees.
 - (b) May be allowed to continue racing until the event ends.
 - (c) May be directed to sprint early and then retire.
 - (d) Are NOT eligible for primes.
 - (e) All of the above.



ROAD MODULE 5 – ASSISTANT REFEREE: CRITERIUM 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
Serve as Course Referee		
# of Races _____	_____	_____
# of Races _____	_____	_____
Set-Up Junior Roll-Out	_____	_____
Roll-Out Junior Riders		
# of Riders _____	_____	_____
# of Riders _____	_____	_____
Referee Final Sprints		
Sprint #1	_____	_____
Sprint #2	_____	_____
Sprint #3	_____	_____
Sprint #4	_____	_____
Sprint #5	_____	_____
Act as Starter		
Race #1	_____	_____
Race #2	_____	_____
Race #3	_____	_____
Race #4	_____	_____
Race #5	_____	_____

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



ROAD MODULE 5 – ASSISTANT REFEREE: CRITERIUM Art of the Start



Mechanics and Starting Checklist:

- a. At the initial line up before the race:
 - i. Check for existence and placement of rider numbers.
 - ii. If multiple groups are riding, check the number sequence against the sequence the judges have for the race, e.g., if the field being started has 100 series numbers and there is a rider there with No 232, there may be a problem.
 - iii. Does any rider have inappropriate gear or equipment or any missing gear that is mandatory, e.g., helmet not in place or not properly fastened, jersey without sleeves, fixed gear bike, time trial bars, etc.
- b. Just before you start your final announcements, check:
 - i. Is the course clear and ready for the riders?
 - ii. Are the judges and field referees in place and ready to begin?
 - iii. Are the motor referees ready?
 - iv. Is the announcer in place and ready?
- c. The actual start:
 - i. All riders should be in the same pre-riding position – with one foot on the ground.
 - ii. All riders should be behind the S/F line.
 - iii. The usual command is “Riders Ready” followed by a single pistol shot or whistle.
 - iv. Naturally, you must be out of the peloton’s riding line when you give the command to start.
 - v. A backward count (10-9-8 etc.) may be a crowd pleaser, but this isn’t a time trial. The riders will start when you (or the announcer) start to count.
- d. The Starter’s final pre-race announcements. (Remember – you are addressing the riders, not the crowd or on-lookers):
 - i. Number of laps (or the time duration of the race if this is a timed race).
 - ii. Location of lap cards and/or countdown clock (and, if appropriate, the time when the race will switch from the clock to lap card).
 - iii. Location of repair pits.
 - iv. When free laps end. With Cat 4 and 5 racers, it is appropriate to add a reminder that free laps are awarded only by the Pit Referee. In other words, failure to report to the pit will preclude a free lap.



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- v. Location where riders will be pulled (usually the S/F line) if, and only if, lapped riders or riders in danger of being lapped in this race will be asked to retire.
- vi. Location where results will be posted if not otherwise clearly apparent.
- vii. Anything else that is specifically relevant to the race being started. For example: the location of post race rollout if a junior race, potential hazards on the course, the time or laps of any pre-announced sprint primes, any unusual manner of announcing primes, etc.
- viii. Answer any pertinent questions a rider may ask. It doesn't happen often, but questions usually mean either (i) you weren't clear or were not heard and understood, or (ii) that the rider doesn't understand race procedures. Take the time to clarify.
- ix. Finally, in making the pre-race announcements, DO NOT:
 - Read or recite the general racing rules.
 - Make jokes or use sarcasm.
 - Display over-familiarity with any rider, team, or club. *Remember that within a few minutes you may be asked to make a call for or against someone in the group – and the appearance of partiality or bias is just as damning as actual partiality or bias.*



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Pre-Test Answers

1. Bicycles for mass start road races must be equipped with:
 - (c) A freewheel along with one brake for each wheel.

2. Handlebars with forearm supports may be used in which of the following sets of events?
 - (a) Individual pursuit (track), individual time trial (road), and team pursuit (track)

3. The Junior gear (development) limit of 7.93 meters does NOT apply to a junior rider in which of the following?
 - (d) A junior cyclocross event.

4. “Blocked” gears may be used to meet gear (development) limit restrictions in all Junior races EXCEPT:
 - (e) National Championships

5. In which of the following events are riders allowed to carry radios?
 - (e) None of the above

6. If a rider appears to present a danger to the other competitors, at what point may that rider be disqualified, if at all?
 - (c) Before, during or after the race.

7. As Chief Referee, if an Assistant Referee reports to you that a particular rider used “foul and abusive language” with him, you should:
 - (d) Disqualify the rider and recommend him for suspension.



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Pre-Test Answers

8. No rider may make a motion that is _____ if it interferes with the forward progress of another rider.
 - (d) Abrupt

9. Lapped riders in a criterium:
 - (e) All of the above.