



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE



### **Purpose**

The purpose of this module is to provide the Road Assistant Referee with the necessary information and experience needed for performing the duties of a Road Race Follow Referee. 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. **3B.** Riding Conduct
  - b. **3C.** Individual Road Race
2. USA Cycling Race Officials Manual Part 2: Officiating Road Events
  - a. Chapter 1 Individual Road Race
3. Scoring Bicycle Races from a Follow Car (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 do the following:

1. Understand the concepts and terminology for working as a road race follow and lead referee in road races.
2. Understand the different types of road races.
3. Know the information to score during a race.
4. Understand and apply the Center Line Rule.
5. Understand the Lapped Rider Rule.
6. Overtake another field or neutralize their own field during a road race.

### **Tasks to be Completed**

1. Serve and score as a follow official in at least five races.
2. Serve and score as a lead official at least once (optional).
3. Enforce the Center Line Rule when applicable.
4. Enforce the Lapped Rider Rule when applicable.
5. Successfully overtake another field of racers (optional).
6. Successfully neutralize your own field of racers (optional).



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE



### Criteria for Successful Completion

#### 1. Understand the Different Types of Road Races

- a. Point-to-Point Road Race: This is a common type of event for higher-level races, but locally you may not see any at all. The race begins in one location and ends in another location, usually from town to town or around an area.
- b. Large Circuit Road Race: This is the most common road race. The race will be conducted in one of two manners: 1) start and finish on the circuit or 2) start and/or finish off the circuit. In either case, each field will do a requisite number of laps before finishing.
- c. Circuit Race: In the rulebook it states a circuit course for a road race must have a loop greater than 5 km.; anything less is a criterium. There is nothing in the rulebook pertaining to “circuit race”, but many interpret a very short looped road race as a circuit race such that one or two fields are racing at the same time. Some also apply the term to criteriums over 2 km.
- d. Closed Course: Like a criterium, this course is entirely closed to traffic. Smaller circuit races might be closed, but seldom will an entire road race. The entire width of the road is used for the race.
- e. Rolling Enclosure: This is typical of most higher-level and even some local races. Typically run by the local law enforcement officials, the lead car(s) will clear traffic from the road as the race approaches. The follow car(s) keeps traffic from passing the race and opens the road after the riders pass. In this scenario, the race usually uses the entire width of the road for the race. Modified versions allow only use of the right side of the road.
- f. Open Road Course: This is a typical local event in a rural location. Only the right side of the course may be used. This is also the most dangerous event since the course is open to traffic and in some places the residents do not like the inconvenience of cyclists on the road.

#### 2. Know the Information to Score During a Race

At the beginning of the race it is important to have your driver “zero out” the odometer; your notes will depend on where you are in the race. Provide your scoring notes to the Chief Judge and your discipline notes to the Chief Referee when your race is completed. Most races will have a follow official and some may also have a lead official.

- a. Dropped Riders: When a rider gets dropped by the field, they are in danger of being out of contention. When the rider does not appear to be able to catch back on, you pass the rider and record their number and mile marker (from the vehicle’s odometer). Be sure to give this information to the judges at the end of your race! They will need this to complete their results.
- b. Serviced Riders: If a rider has a mechanical mishap and needs service, you should record the rider number and mile marker. Remember that service vehicles are not allowed to pace riders back to the field.



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE



- c. Crashed Riders: If a crash occurs, you need to assess the situation, but make sure you take good notes: rider number(s), mile marker, and condition of rider(s). You should get back to the field as soon as you are able. Never leave a rider alone that appears to require medical assistance.
  - d. Lapped Riders: This occurs frequently on shorter looped races. The lead official should make note of the approaching rider for the judges. The follow official will treat them as a dropped rider when they are passed by the field. These riders should not enter the field; rather they should just let them pass by.
  - e. Center Line Violations: Record rider number(s), mile marker, and your decision. Be sure to give this information to the Chief Referee as soon as possible. Immediately after the finish of your race, inform the Chief Judge that there were some infractions on the road on which the Chief Referee will need to rule.
  - f. Riders off the Front: The lead official will note the riders that have broken from the main field and relay that information to the follow official and the judges. If there is only a follow official, they will need to figure out the best way and time for service vehicles to move forward dependent upon the instruction of the Chief Referee at the beginning of the event. If the break is long enough, the lead official should drop behind the riders only if there is also a lead car in the race.
  - g. Passing or Getting Passed by Other Fields: Record the mile marker and the field category passing or getting passed.
3. Understand and Apply the Center Line Rule: Also called the “yellow line rule”, this is the main concern of the follow official. More than likely in every race, a rider will cross the line; whether it is flagrant or accidental is going to be your judgment. Riders should get warnings for accidentally crossing the line without gaining position, but should be relegated or disqualified for flagrant abuse or advancing position. Flagrant attacks could incur a 10-day suspension.

Getting a rider number or even a team name may be difficult. Enforcement from a vehicle could be dangerous to everyone, especially on narrow roads. In the event you are able to move up to a rider that has violated the Center Line Rule you can let him or her know your decision on the spot. This has the added advantage of sending the message to the rest of the riders that centerline violations will not be tolerated.

It is also possible to assess a “moving relegation”. That is, rather than having a lengthy discussion beside the rider in the peloton, tell the offender to drop back behind the bunch alongside your vehicle where you can more safely speak to him. Gradually have your driver establish a small gap between the rider and the peloton. Let the rider make up this difference on his own effort. The advantage they gained by advancing across the centerline is negated. He has to expend additional energy to regain the field. He can still race, yet generally won’t try crossing the line again. Objective achieved!

Keep in mind that things happen in a field and riders may have no other choice but to cross the centerline. There may also be that one rider who plays on the centerline or “accidentally” crosses it during the entire race. If a rider tells you, “I had to go over the centerline because...”, then a good question to ask yourself is: “If this were on a



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE



single lane road of the same width and the riders had the whole road to play with, would the rider have ridden off the road in the same situation?” If the answer is yes, then the rider probably did not have a choice. If the rider would have chosen to brake and pull in behind the problem, then the rider did have a choice and chose to cross the centerline rather than inconvenience himself by braking.

4. Understand and Apply the Lapped Rider Rule: Theoretically, all road races are point-to-point so when a rider gets dropped, they do not see the field again. On looped races, however, there is a possibility that dropped riders will get lapped by their own field. Since the lapped rider has not covered the same distance as the field, they are not allowed to work with the field (jump back in the race). Lead officials should remind the rider not to enter the field and follow officials should note the possibility of seeing riders more than once.
5. Passing Fields: In any road race there is a possibility that a field may have to pass a slower field given there is more than one field on the course at the same time. As you approach another field, the follow official from the other race (or the lead from yours) will start communicating with the other race’s officials. The slower field official will inform their riders they are going to get passed and the faster field official will inform their riders they are going to pass. The faster field sees what is coming and should know what to expect, so they are not really the issue unless the road situation does not warrant a safe pass. As the faster field approaches, the slower field official should communicate to the riders to slow down their pace so that they can be passed. Once the faster field and vehicles have passed, the slower field should wait 2-3 minutes before resuming their race again to give the faster field a cushion. If passing is not safe, the officials should inform the riders when they will be allowed to pass.



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE 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. What are the 3 different types of road closures?
  - (a) Large, Medium, and Small
  - (b) Police, Marshall, and none.
  - (c) Rolling, Closed, and Open Road
  - (d) Independent, Dependent, and Police
  - (e) Rolling, Closed, and Police.
  
2. A rider has crossed over the centerline during an open road race. Which of the following reactions is most inaccurate?
  - (a) Nothing, it's a closed course.
  - (b) If space and timing allow, pull up next to the field and warn the rider (and subsequently the peloton).
  - (c) Have the moto with the event assess a moving relegation on the rider if the rider advanced their place.
  - (d) Nothing, it's a centerline course.
  - (e) Nothing, it's a rolling enclosure.
  
3. How are lapped riders handled in a road race?
  - (a) As if they were lepers.
  - (b) They should be allowed to rejoin the race, but should be noted they are down a lap(s).
  - (c) They should be finished early before the leaders on course catch them, and given their appropriate place given their position on the road.
  - (d) Motor pace them far enough up the road, so that they don't interfere with the race.
  - (e) The point that they are being lapped should be noted, they should not get back into the field, and when coming out the back of the pack they should be treated as a dropped rider.
  
4. As an official in a follow vehicle, what information do you record as you encounter dropped riders on the road?
  - (a) Rider Number and Odometer reading of when they were passed
  - (b) Team Name and Rider number
  - (c) Team Name and Odometer Reading of when they were passed
  - (d) Rider Number and Running time into race they were passed
  - (e) Odometer reading and running time into race they were passed



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE Pre-Test



5. When being overtaken by another field on course, what should you do?
- (a) Tell your field to hurry up! They're about to be passed, and if they're passed they're all disqualified.
  - (b) Allow the other race to catch yours. When all the riders are together, the other referee and you will become Comm 1 and 2 for the now combined race and treat it as one race. Radio ahead to the finish to inform them of the circumstances, so that they're aware of the situation.
  - (c) Nothing, the riders will work it out among themselves.
  - (d) Inform your race that they are being overtaken and to prepare to be neutralized. Once overtaking field is within distance neutralize your field and allow the other field to pass on the right. Allow 2-3 minutes before allowing your race to get back up to.
  - (e) Inform your race that they are being overtaken and to prepare to be neutralized. Once overtaking field is within distance neutralize your field and allow the other field to pass on the left. Allow 2-3 minutes before allowing your race to get back up to.

6. If you are scoring a road race from a follow vehicle, what are four things you should record as you pass riders:

a. \_\_\_\_\_

b. \_\_\_\_\_

c. \_\_\_\_\_

d. \_\_\_\_\_



# ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE Task Completion



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

TASK TO BE COMPLETED	CHIEF REFEREE	DATE
Serve as a Follow Official and Score Race #1	_____	_____
Race #2	_____	_____
Race #3	_____	_____
Race #4	_____	_____
Race #5	_____	_____
Serve as a Lead Official and Score (optional)	_____	_____
Apply the Center Line Rule	_____	_____
Apply the Lapped Rider Rule	_____	_____
Successfully Overtake Another Field (opt.)	_____	_____
Successfully Neutralize Your Field (opt.)	_____	_____

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



# ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE

## Scoring a Road Race from a Follow Car



### Scoring a Road Race from a Follow Vehicle

There are two places that road races are scored. From the judge’s stand it is very much the same as scoring a criterium. However, from the follow vehicle, it is very different. The job also varies depending on your position as a Commissaire (1-4 or Moto 1-4). Some of the basic requirements are to:

- Record the mileage and/or time into a race that incidents take place.
- Record numbers of all the riders you pass.
- Record riders receiving service.
- Attend to riders involved in a crash.

**Commissaire 1** is concerned primarily with managing the whole race on the road. S/he needs to know where the head of the race is in relation to the field, where all the groups are on the road, and which riders have abandoned the race.

**Commissaire 2** starts at the front of the race and will drop behind a break-away when there is about a 1 minute gap or larger. They are more concerned with who the riders are in each of the break-away groups and the gaps that exist between them.

**Commissaires 3 and 4** start at the end or in the middle of the team cars in the caravan, or behind Neutral Support. They are most concerned with riders falling behind their vehicle, the numbers of the riders off the back of the main bunch, and the gaps between groups of riders that have fallen out of the main bunch. They will follow the largest bunches OTB (off the back). They also assist Comm. 1 with managing a barrage. Comm 3 and Comm 4 should also know which riders are OTF (off the front) and in breaks so they can anticipate the movement requests of team cars.

In a Pro race, officials make use of “Start Grids” (see Appendix A). An adaptation of the grid can be used in a small race. Simply write the numbers of all riders in the race (without names) in columns on a single page. Leave space after the numbers to record information. You can use the grid as a summary page to record events. The summary should be turned in to the judges at the end of the race to assist them in determining groups. The following symbols work for shorthand on this grid:

- Rider drops behind the car.
- + Rider regains the bunch (change the “minus” into a “plus”).
- A Rider has abandoned the race. Also put a slash (/) through the rider number.
- S- Rider has dropped behind for service (flat, etc.).
- S+ Rider from service has regained the bunch.
- C – Rider has crashed and is OTB.

In addition to using the grid, the Commissaires will record the progress of the race. This is done most effectively by recording under columns:

Time    Mileage    Rider #                    [ - + S A C Infraction ]



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE Scoring a Road Race from a Follow Car



At the top of each page should appear the race name, date, category followed, and the official's name. Odometer needs to be "zeroed" at the start of the race. This report is turned in to the Chief Referee along with a summary of illegal maneuvers or illegal feeds that have been taken, noting particularly who was involved, where the infraction took place, and to what extent. For example, the chronological report could be as follows (words in *italics* are for explanation only):

June 23, 2007		Race to No Where - Cat 3 Men	Mai Name C3
Time	Mileage	Rider #	[ - + S A C Infraction ]
9:01	0	Race start after neutral roll-out	
9:22	12.3	321 -	<i>(#321 fell behind Mai's official car)</i>
9:25	13.7	353 S front #318	<i>(received #318's front wheel)</i>
9:35	18.4	321 +	<i>(#321 passed Mai's official car)</i>
9:50	24.6	304	Holding on mechanic's car on climb, est 250 M
9:55	27.2	321 C, A	<i>(#321 was involved in a crash and abandoned the race)</i>

You would also have a summary sheet of all the numbers in the race. Simply add the appropriate symbols after the rider numbers. Turn in the summary sheet to the Chief Judge at the end of the race.



# ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE

## Scoring a Road Race from a Follow Car



### Appendix A – Sample Road Grid

<b>CCL</b>	<b>361</b> ANDERSON Kimberly	<b>362</b> BELTRAN Michelle	<b>363</b> COWDEN Dotsie	<b>364</b> ESMONDE Megan	<b>365</b> LASRSON Rebecca	<b>366</b> PALMER-KOMAR Sue
	<b>421</b> LA SASSO Kristen	<b>422</b> MILKOWSKI Anna	<b>423</b> LAMB DEN Katherine	<b>424</b> GANON Eliza	<b>425</b> OWERS Zoe	
<b>EXT</b>	<b>471</b> WOLFORD Brenna	<b>472</b> CALDER Summer	<b>473</b> WATSON Troy	<b>474</b> MCLAUGHLIN Jill	<b>475</b> DODGE Karen	<b>476</b> KOTVAL Kirsten
	<b>451</b> FREEDMAN Nicole	<b>452</b> RUITER Chrissy	<b>453</b> DANIELSON Kristin	<b>454</b> HULSER Kele	<b>455</b> LION Alisha	<b>456</b> ASPLUND Marisa
<b>#N/A</b>	<b>331</b> BRESNICK-ZOCCHI Sara	<b>332</b> EMMETT Kelli	<b>333</b> MARKS-MARINO Dara	<b>334</b> GAFFNEY Lauren	<b>335</b> SAWICKI Monique	<b>336</b> ELLIOT Megan
	<b>371</b> GAGGIOLI Lynn	<b>372</b> HAYWOOD Sue	<b>373</b> MORTELO Juliane	<b>374</b> BRANDT Allyson	<b>375</b> PEICK Christine	
<b>PAR</b>	<b>411</b> ATCHLEY Lana	<b>412</b> FIGUEROA Carla	<b>413</b> NEAL Carol	<b>414</b> JOHNSON Melinda	<b>415</b> WHITESIDE Julia	<b>416</b> GALENTI Betsy
	<b>301</b> BEUTLER Annette	<b>302</b> PIC Tina	<b>303</b> VAN GILDER Laura	<b>304</b> FLEURY Grace	<b>305</b> LEMIEUX Andrey	<b>306</b> KELLY Helen
<b>SUB</b>	<b>441</b> RACHETTO Liza	<b>442</b> SABBORN Melissa	<b>443</b> TRAPP Sima	<b>444</b> WANGSGARD Nichole	<b>445</b> WELDON Suzanne	<b>446</b> YAP Crystal
	<b>481</b> HOBSON Leigh	<b>482</b> YOISTEN Laura	<b>483</b> ROSS Tara	<b>484</b> TRULL Lauren	<b>485</b> BELANGER Julie	<b>486</b> STICKLE Rhonda
<b>BST</b>	<b>351</b> JEANSON Genevieve	<b>352</b> LONG Magen	<b>353</b> BENJAMIN Kelly	<b>354</b> KOCH Shannon	<b>355</b> STEDJE Sherri	<b>356</b> RATKOVIC Andrea
	<b>311</b> ARMSTRONG Kristin	<b>312</b> BALDWIN Kimberly	<b>313</b> HOLDER Mari	<b>314</b> KROEPSCH Lara	<b>315</b> SHEEHAFFER Kori	<b>316</b> TEUTENBERG Ina Yoko
<b>TCH</b>	<b>461</b> AVRIL Penny	<b>462</b> HARPER Beverly	<b>463</b> BAMBERGER Sarah	<b>464</b> ROSS Pat	<b>465</b> DEVLIN Maureen	<b>466</b> HOUSE Claire
	<b>391</b> GONZALEZ-FERRAT Gabriela	<b>392</b> VASSE Aimee	<b>393</b> LYONS Brenda	<b>394</b> BEGOSH Elizabeth	<b>395</b> METZGER Melodie	<b>396</b> CHAPMAN Jennifer
<b>VGP</b>	<b>431</b> HINTON Pamela	<b>432</b> GREEN Laurel	<b>433</b> COX Lori	<b>434</b> MURPHY Darcie	<b>435</b> WETZEL Lindsay	<b>436</b> WALBERG Catherine
	<b>321</b> DEMARS Nicole	<b>322</b> ESPESETH Sandy	<b>323</b> FRANGES Lauren	<b>324</b> GRAIN Gina	<b>325</b> MOORE Amy	<b>326</b> SHERWIN Kate



## ROAD MODULE 6 – ASSISTANT REFEREE: ROAD RACE VEHICLE Pre-Test Answer Key



1. What are the 3 different types of road closures?  
(c) Rolling, Closed, and Open Road
2. A rider has crossed over the centerline during a race. Which of the following reactions is most inaccurate?  
(d) Nothing, it's a centerline course.
3. How are lapped riders handled in a road race?  
(e) The point that they are being lapped should be noted, they should not get back into the field, and when coming out the back of the pack they should be treated as a dropped rider.
4. As an official in a follow vehicle, what information do you record as you encounter dropped riders on the road?  
(a) Rider Number and Odometer reading of when they were passed
5. When being overtaken by another field on course, what should you do?  
(e) Inform your race that they are being overtaken and to prepare to be neutralized. Once overtaking field is within distance neutralize your field and allow the other field to pass on the left. Allow 2-3 minutes before allowing your race to get back up to.
6. If you are scoring a road race from a follow vehicle, what are four things you should record as you pass riders:
  - a. Mileage into race you passed rider
  - b. Time into race you passed rider
  - c. Rider number
  - d. Reason for passing (crash, mechanical, etc.)