

CHAPTER 4

Cyclo-cross



4. CYCLOCROSS RACING

4A. Course and obstacles

4A1. The course shall be held over varying terrain including roads, country or forest paths, and open terrain alternating in such a way as to ensure changes in the pace of the race and allow the riders to recuperate after difficult sections.

4A2. The course shall be rideable in all conditions, regardless of the weather. Clay or easily flooded areas, such as fields, should be avoided.

4A3. The course shall form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable.

4A4. Over its full length, the course shall be a minimum of 3 meters wide and be well marked and protected. The use of dangerous elements, such as wires (barbed or not), and sharp or uncapped metal poles shall be forbidden. Furthermore, the course shall not be placed near any object that could constitute a danger for riders.

4A5. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line. For championships and other major events eight lanes with a width of 75 cm and a length of 10 meters shall be marked off at the start line to facilitate organizing the riders into starting order.

4A6. The starting stretch shall be a minimum of 200 meters in length and at least 6 meters wide to allow the field to string out properly. It shall be as straight as possible and not downhill. The first narrowing or obstacle after the starting stretch may not be abrupt, but shall allow all the riders to pass easily.

4A7. The finishing stretch shall be a straight line. It shall have a minimum length of 100 meters and a minimum width of 6 meters for championships or 4 meters for other events (6 meters is recommended). It shall be flat or uphill.

4A8. The starting and finishing stretches shall be free of obstacles.

4A9. Obstacles

(a) An obstacle is a part of the course likely to require riders to dismount.

(b) The total length of obstacles should not exceed 10% of the course distance.

(c) The maximum length of an obstacle is 80 meters; the maximum height is 40cm.

(d) The course may include a maximum of 6 artificial obstacles.

(e) Artificial sand pits shall be between 40 and 80 meters in length and at least 6 meters wide, on a straight part of the course. The entrance and exit to a pit shall be at the same level as the course (no drop-off or step up).

4A10. The course may include a single section of temporary artificial barriers. This shall consist of two barriers of wooden or other non-metallic material, standing vertically, up to 40cm tall, between 4 and 6 meters apart, and taking up the full width of the race course. The

surfaces of the barriers must have no gaps from the top to the ground. Barriers may be placed on flat or uphill terrain; downhill barriers are expressly forbidden. Either or both of the planks referenced above may be replaced by one or two tree logs whichever the case may be. If a tree log is used, its maximum thickness shall be below 40cm. Otherwise, all rules applicable to the specifications of planks shall apply to tree logs as well.

4A11. Races which are not UCI events, national championships, or used to qualify riders for national teams or international competition may have two additional sets of temporary artificial barriers (3 total). The barriers must meet the specifications in 4A10, and the total number of artificial obstacles may not exceed 6. The addition of additional temporary barriers should be done only in unusual circumstances (e.g., local tradition at a particular event or the lack of suitable terrain)

4A12. The course may cross bridges or footbridges provided that they are a minimum of 3 meters wide and that there is a guard rail on both sides. A non-slip surface (carpet, wire mesh, or special anti-slip paint) shall be used on bridges and footbridges. A separate footbridge shall be provided for spectators.

4A13. No acrobatics on the part of the riders shall be required to overcome obstacles.

4A14. Having consulted the Race Director, the Chief Referee may decide that artificial obstacles shall be removed if the circuit is unusually slippery.

4A15. Feeding is generally not permitted unless specifically authorized by the Chief Referee. If authorized, there is normally no feeding in the first two and final two laps of the race, and a temperature of at least 68 degrees is recommended. The location for feeding will be determined by the Chief Referee in conjunction with the Race Organization.

4B. Equipment pits

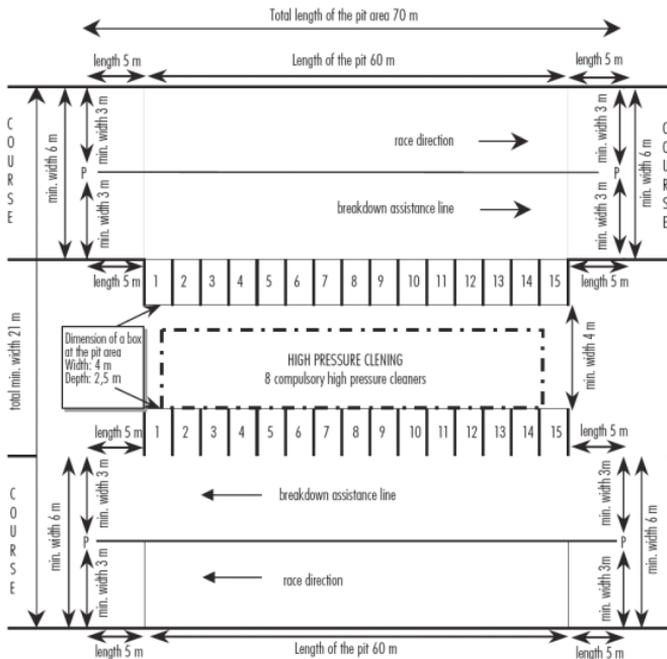
4B1. An equipment pit is the only part of the circuit where riders can change wheels or bicycles.

4B2. Two equipment pits shall be located around the course, in agreement with the Chief Referee, in places where speeds are not high but not on stony, gravel, or downhill stretches. They shall be straight and free of obstacles. If, during each lap, the course passes two points sufficiently close to each other, just one pit – known as a double pit – may be set up at that point. A double pit is required for championships and recommended for other events.

4B3. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked by tape at the very least. The pit lane shall be a minimum of 3 meters wide at all points. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics and stationing of bicycles and equipment.

- 4B4.** The equipment pits shall be sign-posted and marked by means of a yellow flag at the beginning and the end of where the course is divided between the race and pit lanes.
- 4B5.** In championship events, a supply of water for cleaning equipment shall be available in the immediate vicinity of the equipment pits. The water supply and connections for high-pressure cleaning equipment shall be made freely available.

STANDARD CONFIGURATION OF A DOUBLE PIT AREA



4C. Equipment changes

- 4C1.** A rider may use the pit lane only to change a bicycle or wheel(s) or for other mechanical assistance.
- 4C2.** Changing of equipment shall be done at the same point with no advance in the rider's position.
- 4C3.** A rider passing the pit entrance and continuing beyond the pit exit (yellow flagged area) may not enter that pit, but must continue around the course to the next pit. A rider not pass-

ing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance.

4C4. The exchanging of wheels or bicycles between riders shall be forbidden.

4D. Starting

4D1. The riders shall assemble in the roll-call zone a maximum of 10 minutes before the start.

4D2. For championships, the call up order shall be listed on the race announcement, information pamphlet, or at registration.

4D3. Any rider causing a false start shall be disqualified.

4E. Duration of races

4E1. The length of the race may be specified by number of laps or by time.

4E2. In events based on time, the number of laps to be ridden shall be determined on the basis of the time of the first rider to complete 2 full laps. From the 3rd lap on, the laps to go will be displayed at the finish line.

4E3. Officials shall strive to maintain the schedule set forth by the Race Director considering the necessary timing requirements of staging, starting and finishing subsequently scheduled events, considering available daylight. The Chief Referee is empowered, by announcement, to adjust distances and scheduled duration of events as necessary to achieve the advertised schedule, in consultation with the Race Director.

4F. Abandons

4F1. Riders dropping out shall immediately remove their body number, leave the course, and may not cross the finish line.

4G. Overtaking

Lapped riders must yield the course to overtaking riders as quickly, efficiently and as safely as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.

4H. Finish

4H1. All riders shall finish on the same lap as the leader, and shall be placed according to the number of laps behind the race leader, and then on their order of finish. Any rider who leaves the race without being pulled by an official shall be listed as DNF in the results. Before the start of the race, it shall be announced how lapped riders will be managed in the race. One of the following methods, chosen by the Race Director in consultation with the Chief Referee, shall be announced and clearly explained to the riders prior to the start of the race. In choos-

ing the method, the Race Director and Chief Referee should consider appropriate and relevant event specific details, such as the event schedule, timing and results services available, the number of participants, the category of a specific event, or the number of starts in a particular wave of starts.

(a) Lapped riders remain. All lapped riders remain in the race and finish on the same lap as the leader, regardless of whether they received notice of their final lap.

(b) Lapped and Withdraw. [The intent is to remove lapped riders on the same lap they are caught by one or more of the race leaders.] Riders who have been lapped shall continue riding to a designated location and withdraw, under the control of the officials.

(c) 80% rule. [The intent is that all out of contention riders should be pulled before the start of the lap on which they will be caught by the race leader(s), so that the leader of the race should not have to pass any out of contention riders.] Except in the final lap, riders whose time gap to the race leader is more than approximately 80% of the race leader's lap time – calculated using the leader's first lap – will be pulled by the officials, typically at a fixed location just before or after the finish line. The figure 80% is an approximation based on a typical course. The 80% rule is normally used for a race where a single class is competing, and is usually used at UCI eligible categories at national championships. All international events use the 80% rule.

(d) Early Bell. [The intent is to notify lapped or out of contention riders that the end of the allotted time of the race is approaching, and they will finish and be scored relative to their crossing of the finish line on the next lap, regardless of whether the leader of the race has passed them.] Officials shall attempt to indicate 1 lap to go by announcement, a bell or lap counter that riders will finish in the next lap. All riders finish when the lap cards indicate 0.